

City of Ramsey
Agenda
City Council Work Session
Tuesday, February 24, 2015
5:30 pm
Lake Itasca Room 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Discussion Regarding the 2015-2016 Union Contract with LELS-Sergeants (Discussion Closed to the Public)
 2. Discuss Policy Statement on Nowthen Boulevard Access and Exterior Development Boundary for Harvest Estates; Case of N.I.K. Management, Inc.
 3. Review Topics for Joint Meeting with Anoka City Council and Staff
 4. Review Community and Business Event Participation
- 3. Topics for Future Discussion**
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Meeting Date: 02/24/2015

Information

Title:

Discussion Regarding the 2015-2016 Union Contract with LELS-Sergeants (Discussion Closed to the Public)

Purpose/Background:

Per Minnesota Statutes 13D.03, staff is requesting that the City Council go into a closed session to discuss contract negotiations between the City of Ramsey and LELS-Sergeants.

Timeframe:

Up to 30 minutes.

Funding Source:

Not applicable at this time.

Responsible Party(ies):

Colleen Lasher, Human Resources Manager

Outcome:

For the City Council to direct staff with regard to a possible tentative agreement of the 2015-2016 LELS-Sergeants' union contract.

Attachments

No file(s) attached.

Form Review

Inbox

Kurt Ulrich

Form Started By: Colleen Lasher

Final Approval Date: 02/19/2015

Reviewed By

Kurt Ulrich

Date

02/19/2015 08:40 AM

Started On: 02/18/2015 04:41 PM

Meeting Date: 02/24/2015

Information

Title:

Discuss Policy Statement on Nowthen Boulevard Access and Exterior Development Boundary for Harvest Estates; Case of N.I.K. Management, Inc.

Purpose/Background:

Purpose:

The purpose of this case is to confirm policy direction of the Planning Commission and Parks & Recreation Commission for the Sketch Plan for Harvest Estates, a proposed 45-lot detached, single-family subdivision on the former municipal center campus located at 15153 Nowthen Blvd. NW. The topics of confirmation include the following:

1. Closure of existing access to Nowthen Boulevard (current driveway to old municipal center/current Fire Station No. 2)
2. Modification of Exterior Development Boundary for Density Transitioning Purposes
3. Confirmation of the City's Existing Parks and Trails Master Plan which does not include a new City park within the proposed development.

Background - Process:

Sketch Plan Review is a process outlined in City Code that provides an opportunity for the Planning Commission to review compliance with the Comprehensive Plan as well as Zoning and Subdivision Codes (City Code Chapter 117) before an Applicant spends resources on detailed civil engineering drawings. The City Council does not traditionally review Sketch Plans; however, given the significant policy topics, confirmation of direction is warranted before the Applicant proceeds with future review steps. This step is not required by Minnesota Statute Chapter 462; however, it provides for a more proactive and collaborative design approach in an effort to avoid issues at a later date.

Observations:

The City is currently in the process of completing the necessary steps for the required Comprehensive Plan Amendment and Zoning Amendment if the site is to redevelop as proposed.

The proposed 45-lot single-family subdivision appears to comply with all minimum bulk standards of City Code Chapter 117 Article III (Subdivision Standards) and Section 117-111 (R-1 Residential District). A detailed analysis of this review is included in the attached Staff report. The Applicant is required to demonstrate in additional detail compliance with required setbacks for future structures.

The site is still actively being used as Fire Station No. 2. The City Council recently approved the site plan, accepted final plans and specifications, and authorized Staff to advertise for competitive bids for construction of a new Fire Station No. 2 as reviewed by the Planning Commission. In the coming months, the City Council will consider awarding a contract for construction. The redevelopment of the site will need to happen in phases.

Nowthen Boulevard Access

A significant topic of discussion thus far has been direct access to Nowthen Boulevard. At this time, upon further traffic analysis (unofficial), Staff recommends that the access to Nowthen Boulevard be closed and that the redevelopment focus on better internal circulation and avoidance of dead end streets in excess of 600 feet. The

current concept accomplishes these goals. A more detailed analysis is attached as part of the Staff report. The Planning Commission recommends that a full access to Nowthen Boulevard remain open with the proposed development.

The overall cost of re-aligning the access to allow said access to continue on Nowthen Boulevard would likely increase the costs to the project by several hundred thousand dollars. Initial analysis indicates that by closing the access to Nowthen Boulevard, all roads will continue to operate at acceptable levels of service, even with increased levels of traffic at each of these nodes. Additionally, the site will have reasonable access to three (3) major roads; 1) Nowthen Boulevard (at 150th Lane); 2) Alpine Drive (at Helium Street); and 3) TH 47/Saint Francis Boulevard (at 152nd Avenue). Finally, although the Anoka County Highway Department will technically allow either scenario, they are highly opposed to full access, but may support a right-in/right-out 'half-access' with center medians and turn lanes. Access spacing and on-going safety concerns in the vicinity of the Ramsey Elementary School are primary concerns. The cost of these improvements would be the responsibility of the City to delegate costs how it sees fit. A cost estimate and impact to the project pro-forma is attached as part of the Staff report.

Finally, a significant discussion was also related to the impacts of the access points at Saint Francis Boulevard (TH 47) as a result of the closure to Nowthen Boulevard. Staff is working on preparing conceptual alternatives related to this area. However, Staff desires City Council direction before directing resources to this effort.

Exterior Development Boundary Modification

During Sketch Plan Review, a resident of MEADOW suggested a modification of the northern exterior development boundary on a portion of the proposed development that would essentially enlarge the size of some of the existing single-family lots within MEADOW as shown in the attached document highlighted in red. The Developer is not in support of this request.

Master Park and Trail Plan

As the redevelopment of the old municipal center has been discussed over a number of years and has taken a number of forms, a topic that routinely is raised is the potential for a new City Park. The City has routinely responded that it does not plan for a future City Park in this development. The area is well served by existing parks, connected through a series of pedestrian trails. Additionally, the focus of the Parks and Recreation Commission has shifted away from a series of smaller 'pocket' parks to larger communities parks with higher quality amenities connected through the City's pedestrian trail system.

The Parks and Recreation Commission also recently reviewed this topic on February 10, 2015 and recommended that the City Council confirm the existing Parks and Trail Master Plan to not include a City park within this development.

These alternatives are being brought forward as Alternative #1 as they are official recommendations of City Council Advisory Commissions.

Alternatives

Alternative #1. Confirm the policy recommendations (the proposed plat WOULD need to be modified):

1. The Planning Commission recommends that the City not close the existing access to Nowthen Boulevard.
2. The Planning Commission recommends that the proposed development modify the northern exterior development boundary as illustrated in the attached document outlined in red. The option outlined in green is NOT being recommended.
3. The Parks and Recreation Commission recommends that the City not include a City park within the proposed development.

This alternative would allow the proposed development to move forward as presented.

Alternative #2. Amend the following policy recommendations:

1. Alternative Action 2a: The Planning Commission recommends that the City not close the existing access to Nowthen Boulevard. This alternative would then make it the policy of the City Council to close the access. The proposed Plat would NOT need to be modified in this alternative amending the Planning Commission recommendation.
2. Alternative Action 2b: The Planning Commission recommends that the proposed development modify the northern exterior development boundary as illustrated in the attached document highlighted in red. This proposed plat would NOT need to be modified in this alternative amending the Planning Commission recommendation.
3. Alternative Action 2c: The Parks and Recreation Commission recommends that the City not include a City park within the proposed development. This alternative would then make it the policy of the City Council to include a City park within the proposed development.

This alternative would require that the proposed development be modified before submitting Preliminary Plat. Regarding the access to Nowthen Boulevard, retaining this access would reduce the project pro-forma and in Staff's interpretation, would have limited benefit compared to the costs of the required improvements. Regarding a potential park within the proposed development, addition of a park in this area would reduce resources available for other future improvements already planned and would add to the City's ongoing maintenance costs. The Parks and Recreation Commission feels there are adequate parks, recreation, and open spaces available to the proposed development within reasonable distance.

The City Council has the ability to choose either Alternative #1 or Alternative #2, as this is a policy discussion of the City Council. Both are legally acceptable alternatives and are supported by Staff. Both alternatives do, however, have significantly different cost implications.

Alternative #3. Do not direct the Applicant to prepare a Preliminary Plat and completely redesign the Plat. Staff does not recommend this option, as it appears that the concept of a residential redevelopment and current layout is generally supported by the community, with just a few key topics left to address on a policy level.

Timeframe:

30 Minutes.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant.

The Applicant/Developer shall be responsible for required infrastructure costs and development fees required to serve the development.

This project is subject to a Purchase Agreement between the City and N.I.K. Management, as the Subject Property is currently owned by the City. Infrastructure costs have the potential to impact the net revenue of the project pro-forma.

Responsible Party(ies):

Community Development Director

Outcome:

Staff desires consensus of the City Council to confirm or not confirm the recommendations regarding 1) Nowthen Boulevard Access, 2) Exterior Development Boundary, and 3) Park and Trail Plan for the proposed development.

Attachments

Site Location Map

Sketch Plan

Tentative Review Schedule

Staff Review File (from Planning Commission)

Planning Commission Presentation dated February 5, 2015

DRAFT Planning Commission Minutes dated January 8, 2015

DRAFT Parks and Recreation Commission Minutes dated January 15, 2015

Summary of Planning Commission Recommendation

Summary of Parks and Recreation Commission Recommendation

REVISED Traffic Analysis

Form Review

Inbox

Patrick Brama

Tim Gladhill (Originator)

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 02/19/2015

Reviewed By

Patrick Brama

Tim Gladhill

Jo Thieling

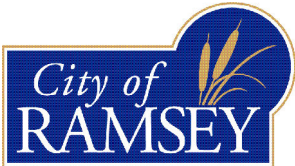
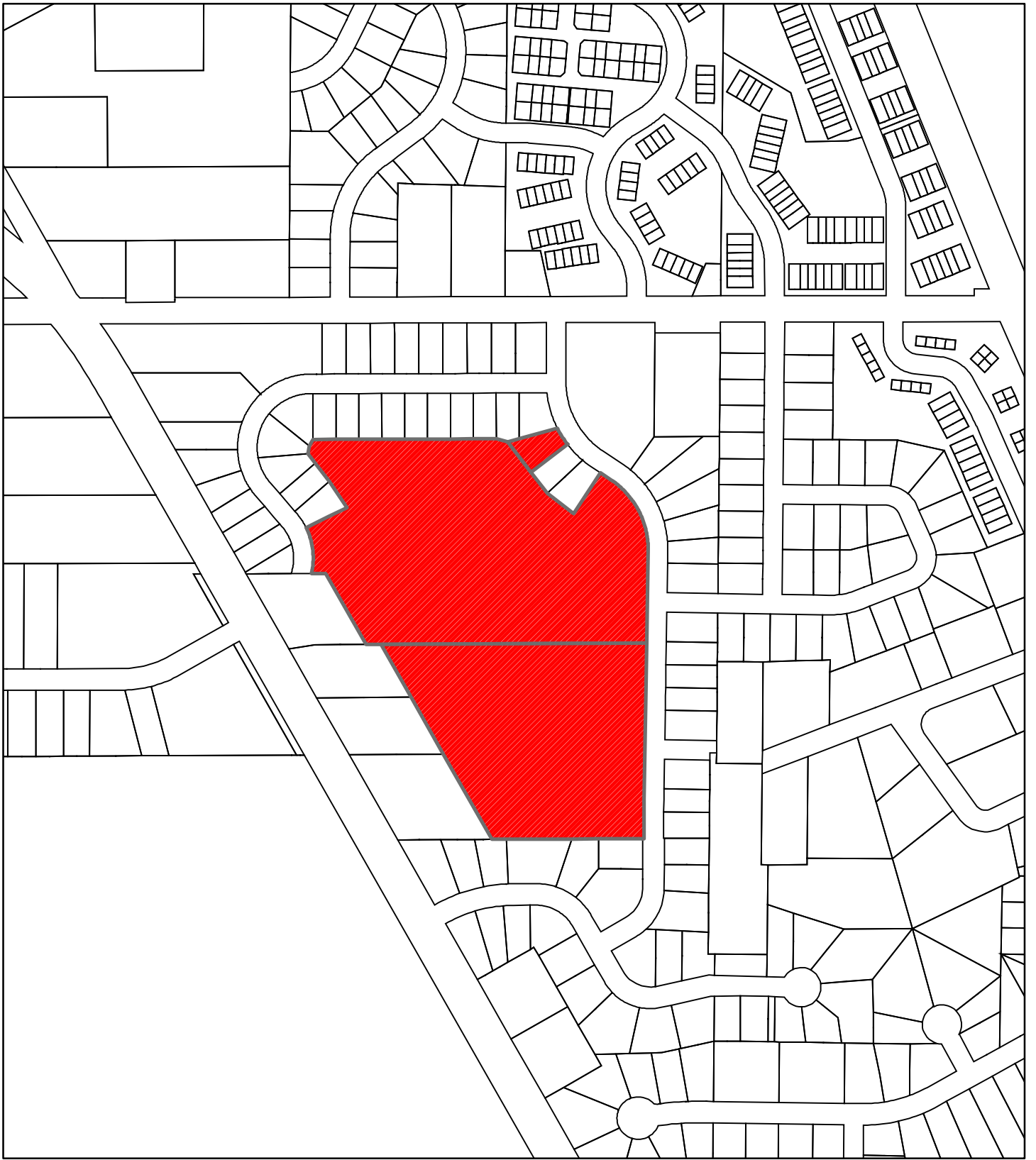
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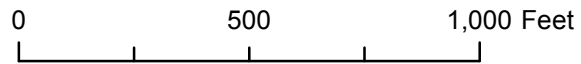
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Harvest Estates

Legend

| | |
|---|---------|
|  | Site |
|  | Parcels |



HARVEST ESTATES

JOB NO.
141029

| REVISIONS | DATE | DATE |
|-----------|------|------|
| REMARKS | | |
| | | |
| | | |
| | | |

LEGAL DESCRIPTION

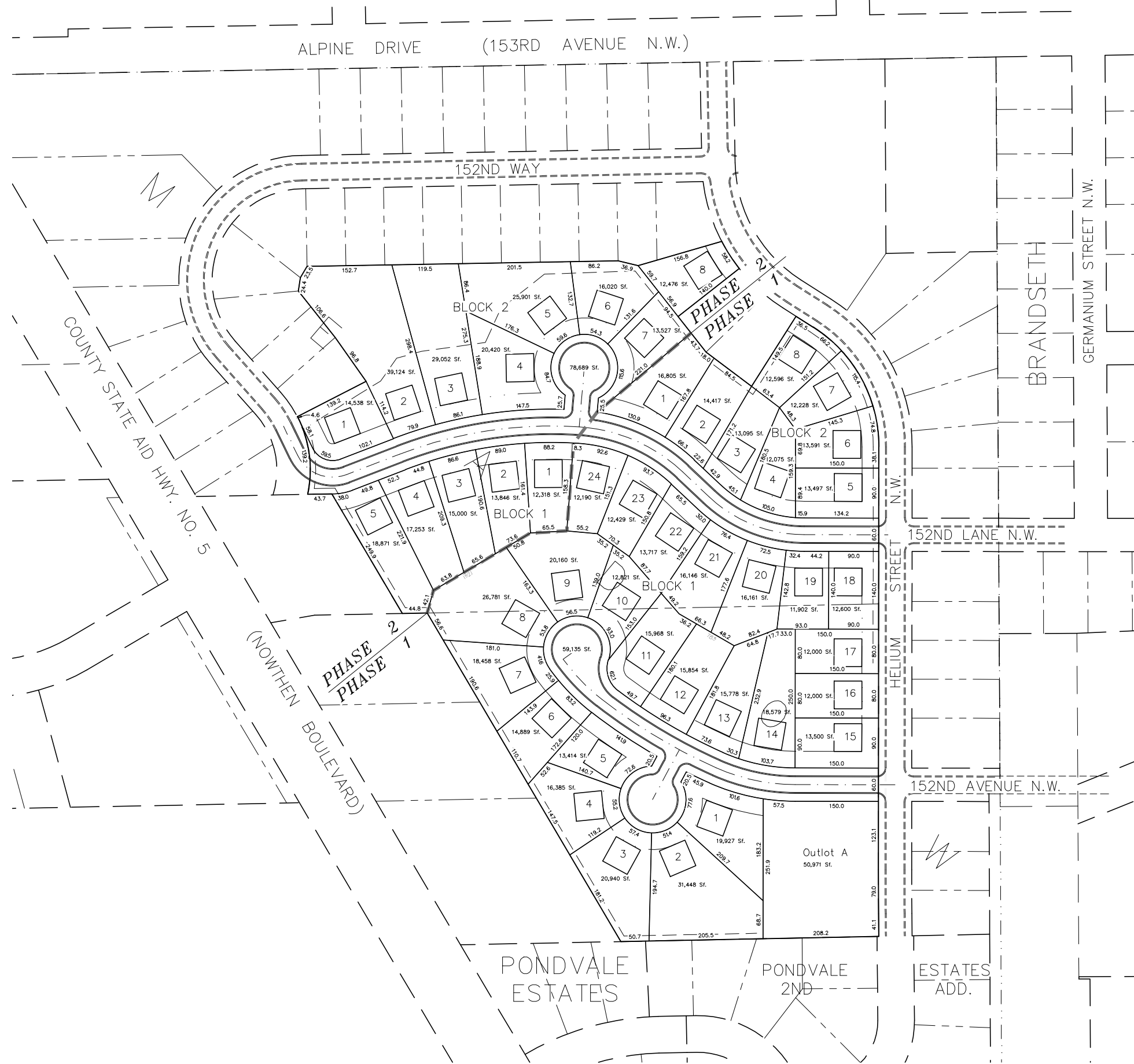
Lot 4, 5 and 21, Block 1, MEADOW.
Property Area = 939,490 Sf. - 21.568 Ac.

MINIMUM LOT REQUIREMENTS

Area 10,800 square feet
Lot width:
Corner 90 feet
Interior 80 feet
Setbacks:
Front yards 30 feet
Side yards 10 feet habitable
6 feet uninhabitable
Rear yards 30 feet
20 feet adjacent to park
Maximum building coverage
35 percent

Site Data:

Phase 1:
Area = 14.86 Ac.
Lots = 32
Phase 2:
Area = 6.70 Ac.
Lots = 13



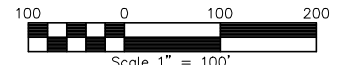
CERTIFICATION:

HEDLUND
PLANNING ENGINEERING SURVEYING
2005 Pin Oak Drive
Eagan, Minnesota 55122
PHONE: (612) 405-6600

PREPARED BY: SKETCH PLAN - HARVEST ESTATES
PREPARED FOR: REPLAT OF PORTIONS OF MEADOW
RAMSEY, MINNESOTA

| DATE | REVISIONS |
|-----------|-----------|
| 1/23/2015 | |
| | |

DATE 1/23/2015
REV. --/--/--



| DRAWN | CHECKED | DESIGN |
|-------|---------|--------|
| gbh | | gbh |

SHEET NUMBER
1

Tentative Schedule for Harvest Estates (Major Plat)
 Developer: N.I.K. Management, Inc.
 Engineer: Hedlund Engineering

Note: Both options assume a streamlined review. Both options have the Developer submitting Final Plat and Final Construction Documents PRIOR TO final approval of the Preliminary Plat. Please contact Tim Gladhill if you want a schedule to show submittal of final plans AFTER Preliminary Plat Approval (leading to final approval of all plans in June).

Option #1: This option has been withdrawn.

Option #2: Normal Planning Commission Schedule and Final Plans Submitted on April 1, 2015

| Milestone | Date |
|--|----------------------|
| Sketch Plan: Submitted to City | 1/23/15 |
| Preliminary Plat: Start Design (30 days) | 1/23/15 |
| Sketch Plan: Reviewed by Planning Commission | 2/5/15 |
| Preliminary Plat: Submitted to City | 3/5/15 |
| Preliminary Plat: Development Review Meeting | 3/10/15 |
| Preliminary Plat: Public Hearing Due | 3/18/15 @ 10:00 a.m. |
| Preliminary Plat: Public Hearing Published | 3/20/15 |
| <u>Final Plat: Submit to City for Review¹</u> | <u>4/1/14</u> |
| <u>Preliminary Plat: Planning Commission Review (Public Hearing)</u> | <u>4/9/15</u> |
| <u>Note revised date due to Holy Thursday on April 2, 2015</u> | |
| Preliminary Plat: City Council Review | 4/28/15 |
| Final Plat: City Council Review | 5/12/15 |
| Contingency: Additional City Council Meeting | 5/26/15 |

Please note that as of Friday, January 23, Hedlund Engineering was not able to commit to a submittal date for the Final Plat and Final Construction Plans. The dates above are subject to change based on scheduled availability and status of submitted plans. **The above dates are estimates only!**

¹ Hedlund Engineering cannot commit to date of submittal of Final Plat. This date is estimated only.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

| | | | |
|----------------------------|--|------------------------|-------------------------|
| DATE | 01/30/2014 | PROJECT ADDRESS | 15153 NOWTHEN BOULEVARD |
| PROJECT. TITLE | HARVEST ESTATES | | |
| ESCROW # | 114538 | | |
| DEPARTMENT: | Community Development: Planning Division (Comprehensive Plan and Zoning Code) | | |
| TECHNICAL REVIEWER: | Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com | | |

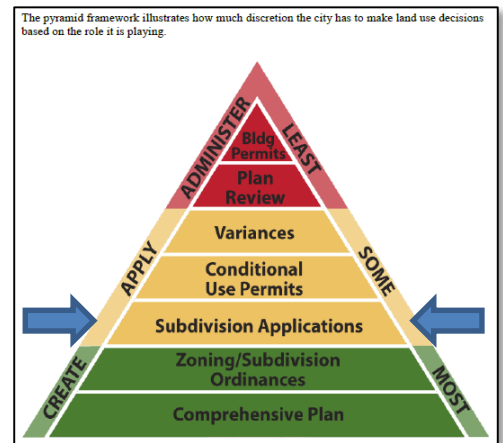
General: The purpose of this file is to review the official Sketch Plan prepared by N.I.K. management for the redevelopment for the former municipal campus located at 15153 Nowthen Blvd. NW as a 45-lot single-family residential development. The site is currently owned by the City of Ramsey, which has approved a Purchase Agreement to sell the site in two (2) phases to N.I.K. Management. The Planning Commission has reviewed a previous concept, which has now been revised per the suggestion of City Staff. The updated concept avoid dead-end streets exceeding maximum length allowed by City Code and provides a better phasing and staging plan.

Fire Station No. 2 does currently operate from the existing building on the site. The City Council also recently approved the site plan, final plans, and authorized advertisement for competitive bids to construct a new Fire Station to be located at 5650 Alpine Drive, adjacent to the site. The Final Plat would be approved in phases to allow the Fire Department to continue to operate at the current Fire Station No. 2 until construction of the new Fire Station No. 2 is completed. The Preliminary Plat must address interim improvements as needed to address the interim solution and the event that Phase 2 of redevelopment is delayed.

Applications & Assumptions: Sketch Plan Review is the first of several steps in reviewing a Major Plat.

1. Sketch Plan Review
2. Preliminary Plat
3. Final Plat

A proposed schedule of events is attached to this report. The City Council has approved a Comprehensive Plan Amendment to Low Density Residential, which will now be processed administratively by the Metropolitan Council. The City Council has also introduced an ordinance to approve a Zoning Amendment to R-1 Residential (MUSA). With those assumptions, the case is being reviewed per [City Code Section 117-111](#) entitled R-1 Residential District and [Chapter 117, Article III](#) entitled Subdivisions.



Comprehensive Plan: The Property is currently designated as Public/Quasi-Public in the [Comprehensive Plan](#). However, the City Council has approved a Comprehensive Plan Amendment as noted above to LDR: Low Density Residential. Areas guided Low Density Residential must have urban services before development can take place. These areas will average three (3) units per acre and contain single family, detached dwellings. The Developer shall provide calculations for Net Density (45 units / net developable area [excluding rights of way]).

Zoning: The Property is located within the Public/Quasi-Public Zoning District. However, the City is in the process of adopting a Zoning Amendment to R-1 Residential (MUSA) as noted above. The intent of the R-1 Residential District is to allow for the construction of single-family dwellings on suitable land. All newly created lots located within the Metropolitan Urban Service Area (MUSA) shall be serviced by municipal sanitary sewer and water supply, with the exception of a lot of record not less than five (5) acres in size. The proposed use appears to be consistent with this District.

Dimensional Standards. When preparing the Preliminary Plat, the Developer must demonstrate compliance with the following bulk standards.

| Standard | Requirement |
|---|--|
| Minimum Lot Area | 10,800 square feet |
| Density | One (1) lot per three (3) net developable acres. |
| Minimum Lot Width | 80 feet (90 feet on corner lots) |
| Minimum Front Yard Setback | 30 feet |
| Minimum Side Yard Setback (habitable) | 10 feet |
| Minimum Side Yard Setback (uninhabitable) | 6 feet |
| Minimum Side Yard Setback on Corner Lot | 30 feet |
| Minimum Rear Yard Setback | 30 feet |
| Maximum Building Coverage | 35% |
| Maximum Driveway Width at Street | 30 feet (24 feet cul-de-sacs) |
| Maximum # of Driveways | One (1) per road frontage |
| Minimum Floor Areas | |
| Rambler with Garage | 912 square feet |
| Split Level with Garage | 720 square feet (total of main living areas) |
| Full Two Story with Garage | 720 square feet (main floor) |
| Accessory Structure Setbacks | |
| Minimum Front Yard Setbacks | 30 feet or same as principal structure (whichever is greater) |
| Minimum Rear Yard Setback | 5 feet (but must remain outside of drainage and utility easements) |
| Minimum Side Yard Setback | 6 feet |
| Minimum Side Yard Setback on Corner Lot | 30 feet |

Access. The plat proposed to gain access from Helium Street and Krypton Terrace, existing internal residential roads. The layout has been amended since it was last reviewed by the Planning Commission, at the suggestion of City Staff. Although there is a net increase in the number of cul-de-sacs created, these proposed dead-end streets would comply with maximum lengths of 600 feet allowed by City Code. The revised concept also avoids terminating Krypton Terrace, a roadway that currently has another outlet.

Nowthen Boulevard Access

A primary discussion topic of the Planning Commission when informally reviewing the previous comment was the existing Nowthen Boulevard access. At this time, Staff recommends that the access to Nowthen Boulevard be closed and the plat continued to be designed as presented with enhanced internal circulation. A justification for the Staff Recommendation follows.

This access currently is the driveway to the former municipal center campus. The Planning Commission, by consensus, desired to explore keeping open or re-aligning the direct access to Nowthen Boulevard. Staff has continued to discuss this access point with the Anoka County Highway Department. At this time, Anoka County would highly oppose a full access in its current or re-aligned location. Anoka County may support a partial access (right-in, right-out only), which would require the construction of center medians and turn lanes. These additional improvements would be the obligation of the City, or delegated to the Developer, impacting the project pro-forma.

General Comments from Anoka County

- The new Alpine/CSAH 5 intersection was designed for this proposed development (from a safety and traffic circulation perspective). This intersection was a significant investment. County staff would like to see this investment fully utilized.

- Alpine/CSAH 5 will soon be signaled. When the northbound/southbound lights are green, southbound traffic will enter the school zone at top-speeds. Previously, traffic stopped at Nowthen Boulevard/Alpine Drive before entering this school zone (all way stop sign). If access is allowed to Nowthen Boulevard from this new development, the County would have serious safety concerns for both commuters on CSAH 5 and the nearby school (pedestrians, buses, parents, etc.).
- The proposed access to this site does not meet the County minimum 1/4 mile setback from the Alpine/CSAH 5 intersection. This results in additional safety concerns by County staff.
- County staff opposes supporting any access to CSAH 5 from the City's site. However, if the City decided access is required to CSAH 5, the County will not dis-approve said request. If access to CSAH 5 is a City requirement, County staff would strongly recommend requiring a right-in/right-out access only; and the addition of applicable turn lanes. All costs associated with turn lanes and a medians (for right-in /right-out) would be the sole cost of the City.
- County staff believes the two nearby accesses (Alpine Drive and 150th) provide reasonable and efficient access to the new proposed development (and connection to the nearby school).
- County staff indicated the nearby elementary school has significant safety concerns regarding traffic along CSAH 5 now; and believes this new proposed access will worsen said concerns.

Attached to this report is a brief traffic analysis. Please note that this analysis has not been prepared by a licensed traffic engineer and is for illustrative purposes only. The City accepts no liability for sharing this information. This is a working document that allows the City to adjust travel splits to impacted intersections based on local knowledge and experience. The intent of this document is to illustrate cost versus benefit of requiring an additional connection to Nowthen Boulevard.

The site will have three (3) access points to major roads: 1) Nowthen Boulevard (at 150th Lane); 2) Alpine Drive (at Helium Street); and 3) Trunk Highway (TH) 47/Saint Francis Boulevard (at 152nd Avenue). Based on a split between these three intersections upon full build-out (existing homes + proposed development), it appears that the traffic levels would continue to be within acceptable levels of service.

With a long-term net cost to the City of approximately \$300,000 to \$500,000 in construction, construction administration, and property acquisition (\$500,000 to \$700,000 up front without return on investment in property acquisition), Staff does not believe that the time savings of approximately one (1) to three (3) minutes is justifiable at this time.

Interim Improvements

A portion of the northernmost proposed road is impacted by the phasing plan. This area is located near the former Police Department building. Staff recommends that the parking lot for this building serve as an interim turnaround due to the proposed schedule, as opposed to constructing a full-sized cul-de-sac. However, the Developer is working on an interim, full-sized cul-de-sac in the event Phase II does not commence construction in 2016. The Development Agreement and financial surety requirement shall address this staging issue to ensure the City can react as needed.

Architectural Standards. Architectural renderings are not required as part of Sketch Plan Review. City Code Section 117-111 requires that all structures be constructed with exterior materials consisting of face brick, natural stone, aluminum, steel, or vinyl siding, wood, Masonite products, or other compatible residential materials that may be approved by the City. The assumption is that the Developer will be constructing homes similar to those constructed in MEADOW, the adjacent residential development constructed in 2005.

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 | 45 | \$117,00 |
| Trail Development | \$700/unit | 45 | \$31,500 |
| Water Trunk | \$1,597/unit | 45 | \$71,865 |
| Sanitary Sewer Trunk | \$1,126 | 45 | \$50,670 |
| Stormwater Management | \$459/unit | 45 | \$50,670 |
| Street Light | \$1,300/light | TBD | TBD |
| Street Light O & M | | TBD | TBD |

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.

Frequently Asked Questions from the Public. To aide in your preparation for future presentations, City Staff has prepared a list of frequently asked questions from the public in reviewing this site as single-family residential. This document is attached at the end of this file.

Recommendation. City Staff is recommending that the Planning Commission approve the Sketch Plan and direct the Developer to proceed to preparing a Preliminary Plat, with amendments as outlined in this Staff Review File.

Next Steps. The Sketch Plan Review process affords the Planning Commission to opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A schedule of events follows this section. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. You will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review. This will occur as part of approval of the Final Plat.

Please note that the City will need to discuss the relocation of existing utilities as part of the design of the Plat.

Old Municipal Center Redevelopment Frequently Asked Questions: Single-Family Residential Development

What are the sizes of the proposed lots?

The lots are proposed to be consistent with minimum standards established in City Code Section 117-111 entitled R-1 Residential District. Generally speaking, the lots will be at least one-quarter acre in size, which is similar, if not slightly larger, than the single-family lots created in MEADOW in 2005.

Will the development include an access to Nowthen Boulevard?

The site layout concept has been amended from initial concepts. As proposed, the new development will not include a direct access to Nowthen Boulevard. Additionally, the existing driveway access to Nowthen Boulevard is proposed to be closed.

The updated concept focuses on better internal circulation, avoidance of dead end streets in excess of 600 feet in length, and still provides three (3) outlets to three (3) major roads in close proximity. The City has had significant discussions with the Anoka County Highway Department on this issue. At this time, Anoka County does not support a full access in this or the previously discussed realigned location. Anoka County MAY support a right-in/right-out 'half-access' which would include a center median. All improvements to Nowthen Boulevard including, but not limited to, turn lanes, medians, and property acquisition would be the responsibility of the City. The City could choose to delegate this cost to the Buyer of the Site; however, that would impact the project pro-forma.

For more information on this topic, please see the Traffic Analysis provided at the end of this document.

Will the development include a park?

The City's Master Park and Trail Plan does not call for an additional park within the boundaries of the former municipal center. The City has received this question from a number of residents, and wants to ensure that the community knows that the City values its parks and trail system as a primary service of our residents.

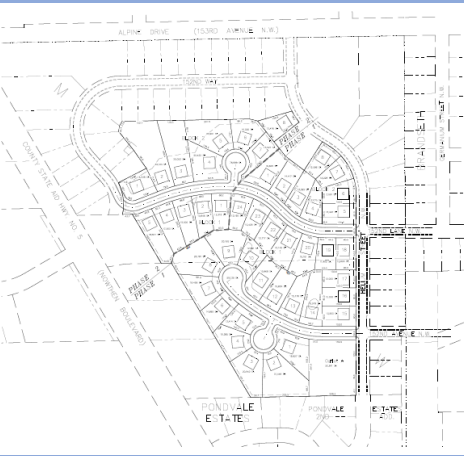
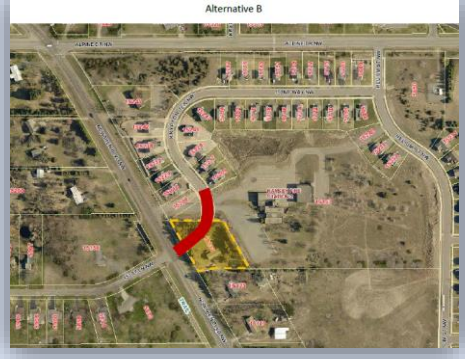

Generally speaking, the City's policy has been to focus on larger, higher-quality parks in close proximity to residential neighborhoods connected through a well-developed system of trails and open space.

The focus of delivery of parks and open space in this area has been Soltice Park to the south and Alpine Park to the west through a well-connected trail system. That being said, this comment has been raised in the past, and we will forward your idea to the City Council. I won't promise any sort of outcome, but remain committed to forwarding all ideas and comments forward. The Site is in close proximity to two (2) community parks; 1) Elmcrest Park and 2) Alpine Park. Additionally, play equipment is available at Alpine Park and Woodland Green Park. Open Space is available at Elmcrest Park, Alpine Park, Woodland Green Park, Bear Park, and Sunfish Lake Park.

Additionally, any new development that comes forward will contribute to our Park Dedication and Trail Development Fee which will allow us to further enhance and connect our existing system and future planned parks. The Parks and Recreation Commission will consider officially confirming this policy at their February meeting.

Can the existing stormwater pond on the northern end of the Site be expanded to the east to provide additional buffer to existing residences to the north?

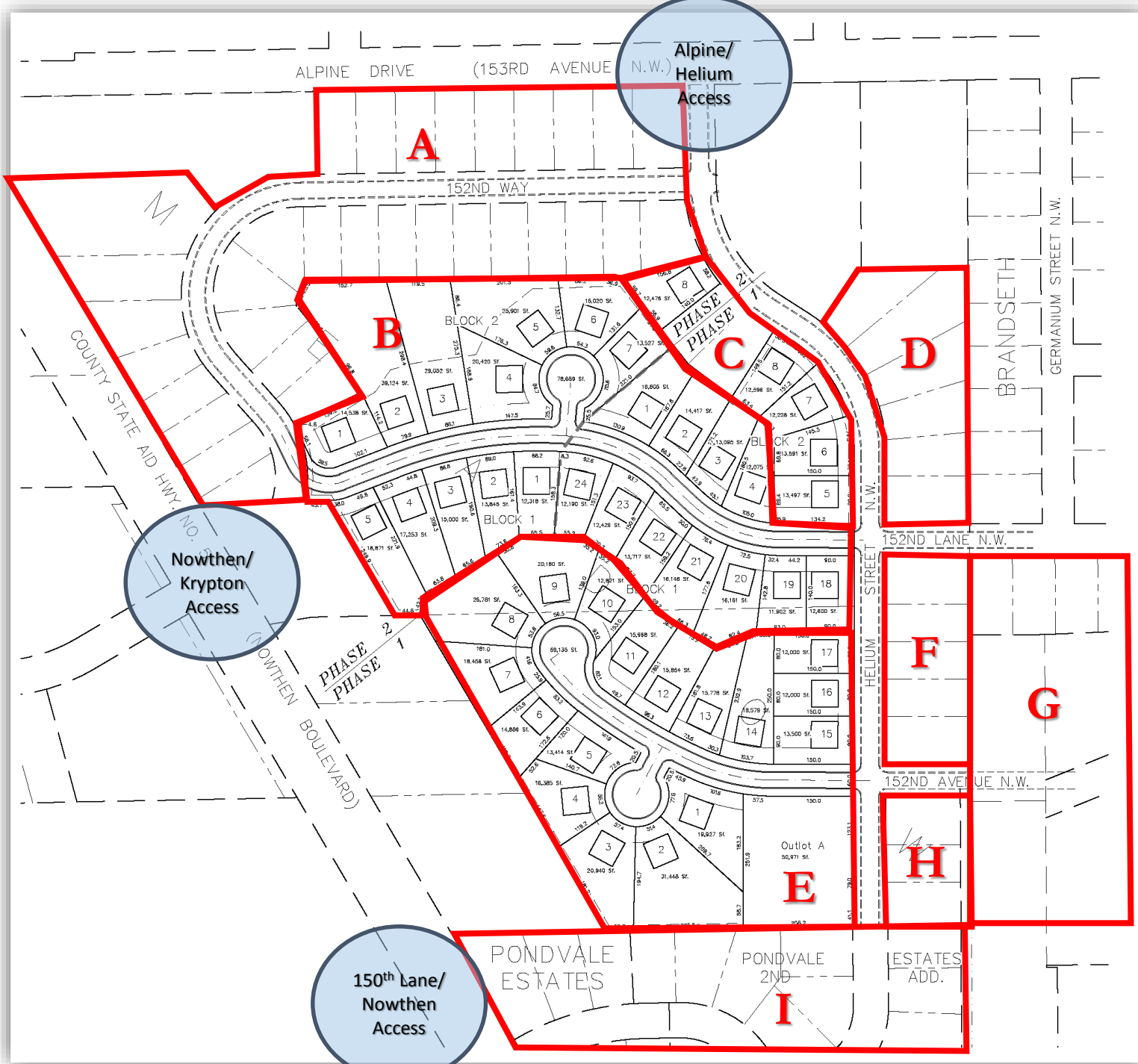
Physically speaking, the pond could be expanded in size. However, it appears that it would not be needed for stormwater purposes, would not be required for density transition purposes and would be a voluntary option to do so. The City encourages the developer to consider vegetative screening as an option to address the concerns of existing residences.

| Site Concept | Access Closed | Half Access Open (Right In Right Out) | Access Open |
|--|---|---|---|
| Traffic Generated from new development (ADT = Average Daily Trips) |  |  |  |
| | 470 trips per day (10 per household) | 470 trips per day (10 per household) | 470 trips per day (10 per household) |
| Nowthen Boulevard Access (Krypton Terrace) | | | |
| Traffic Count at Nowthen Boulevard Access as a result of new development | 0 ADT | 147 ADT | 251 |
| Total Traffic Count on 150 th Lane and Nowthen Boulevard | 0 ADT | 307 ADT | 498 |
| Increase in traffic at 150 th Lane and Nowthen Boulevard due to closure from new development only | -251 ADT | -104 ADT | N/A |
| Alpine Drive | | | |
| Traffic Count on Alpine Drive and Helium Street as a result new development | 207 ADT | 102 ADT | 33 |
| Full Build Out: Total Traffic Count on Alpine Drive and Helium Street | 486 ADT | 286 ADT | 174 |
| Increase in traffic at Alpine Drive and Helium Street due to closure from new development only | +175 ADT | 69 ADT | N/A |
| 150th Lane | | | |
| Traffic Count at 150 th lane as a result of new development | 175 ADT | 152 ADT | 118 |
| Full Build Out: Total Traffic Count at 150 th lane | 473 ADT | 393 ADT | 315 |
| Increase in traffic at 150 th Lane and Nowthen Boulevard due to closure from new development only | +58 ADT | +35 ADT | N/A |
| TH 47/Saint Francis Boulevard | | | |
| Traffic Count 152 nd Avenue and Saint Francis Boulevard from new development | 88 ADT | 70 ADT | 70 |
| Full Build Out: Total Traffic Count on 152 nd Avenue and Saint Francis Boulevard | 222 ADT | 195 ADT | 195 |
| Increase in traffic at Alpine Drive and Helium Street due to closure from new development only | +19 ADT | 0 ADT | N/A |
| Miscellaneous | | | |
| Maximum AM Drive Time in Study Area TO Ramsey Elementary School (new development area + Meadow) | 4.08 minutes | 4.08 minutes | 2.95 minutes |
| Maximum PM Drive Time in Study Area FROM Ramsey Elementary School (new development area + Meadow) | 4.08 minutes | 1.95 minutes | 2.95 minutes |
| Added Construction Cost of Realignment (delta from baseline concept) | \$100,000 or less (may be \$0) | \$300,000 | \$300,000 |
| Cost of County Roadway Enhancements | TBD (~\$200,000) | TBD (~\$200,000) | TBD |
| Cost of Property Acquisition (Anoka County Assessed Value) | \$49,000 (\$65,000 asking price) | \$206,700 + \$65,000 | \$206,700 |
| Cost to remove old buildings, utilities, and infrastructure | TBD (\$200,000+) | TBD (\$200,000+) | TBD (\$100,000+) |
| Return on Investment of Right of Way Acquisition | \$50,000 | \$150,000 | \$100,000 |
| Total Up Front Costs | \$565,000 | \$971,700 | \$406,700 |
| Offer Price (\$929,000) – Total Costs + Return on Investment (Total Return on Investment Long Term) | TBD (~\$315,000) | TBD (likely <\$0) | TBD (<\$100,000) |

Notes:

- Anoka County will not support a full access at Nowthen Boulevard at the current access to the site.
- Anoka County MAY support a right-in, right-out at Nowthen Boulevard at the current access to the site at City cost.
- Current and future roadways well under capacity for allowable traffic (1,500 ADT to 2,000 ADT begins to exceed capacity).

Harvest Estates Traffic Analysis Zones (Unofficial)



TH 47/
152nd
Avenue
Access

Harvest Estates
Traffic Analysis: Half Nowthen Access

| Block | Num_Homes | Trips_Per | Total_Trips | |
|--------------|-----------|-----------|-------------|-------------|
| A | | 29 | 10 | 290 |
| B | | 23 | 10 | 230 |
| C | | 7 | 10 | 70 |
| D | | 6 | 10 | 60 |
| E | | 17 | 10 | 170 |
| F | | 5 | 10 | 50 |
| G | | 12 | 10 | 120 |
| H | | 3 | 10 | 30 |
| I | | 16 | 10 | 160 |
| Total | | | | 1180 |

| Block | Nowthen_Percentage | Alpine_Percentage | 150th_Percentage | TH47_Percentage | Total |
|-------|--------------------|-------------------|------------------|-----------------|-------|
| A | 40% | 35% | 20% | 5% | 100% |
| B | 40% | 35% | 20% | 5% | 100% |
| C | 30% | 30% | 30% | 10% | 100% |
| D | 40% | 40% | 10% | 10% | 100% |
| E | 20% | 0% | 50% | 30% | 100% |
| F | 25% | 25% | 25% | 25% | 100% |
| G | 5% | 15% | 40% | 40% | 100% |
| H | 5% | 15% | 40% | 40% | 100% |
| I | 0% | 15% | 65% | 20% | 100% |

| Block | Nowthen_Trips | Alpine_Trips | 150th_Trips | TH47_Trips |
|--------------|---------------|--------------|-------------|------------|
| A | 116 | 102 | 58 | 15 |
| B | 92 | 81 | 46 | 12 |
| C | 21 | 21 | 21 | 7 |
| D | 24 | 24 | 6 | 6 |
| E | 34 | 0 | 85 | 51 |
| F | 13 | 13 | 13 | 13 |
| G | 6 | 18 | 48 | 48 |
| H | 2 | 5 | 12 | 12 |
| I | 0 | 24 | 104 | 32 |
| Total | 307 | 286 | 393 | 195 |

Total Trips = 1180

THIS DOCUMENT HAS NOT BEEN PREPARED BY A LICENSED TRAFFIC ENGINEER
NOT AN OFFICIAL TRAFFIC ANALYSIS: FOR BASELINE DISCUSSION ONLY!

Harvest Estates
Traffic Analysis: No Nowthen Access

| Block | Num_Homes | Trips_Per | Total_Trips |
|--------------|-----------|-----------|-------------|
| A | 29 | 10 | 290 |
| B | 23 | 10 | 230 |
| C | 7 | 10 | 70 |
| D | 6 | 10 | 60 |
| E | 17 | 10 | 170 |
| F | 5 | 10 | 50 |
| G | 12 | 10 | 120 |
| H | 3 | 10 | 30 |
| I | 16 | 10 | 160 |
| Total | | | 1180 |

| Block | Nowthen_Percentage | Alpine_Percentage | 150th_Percentage | TH47_Percentage | Total |
|-------|--------------------|-------------------|------------------|-----------------|-------|
| A | 0% | 60% | 35% | 5% | 100% |
| B | 0% | 60% | 30% | 10% | 100% |
| C | 0% | 50% | 30% | 20% | 100% |
| D | 0% | 60% | 20% | 20% | 100% |
| E | 0% | 20% | 50% | 30% | 100% |
| F | 0% | 30% | 40% | 30% | 100% |
| G | 0% | 20% | 40% | 40% | 100% |
| H | 0% | 20% | 40% | 40% | 100% |
| I | 0% | 15% | 65% | 20% | 100% |

| Block | Nowthen_Trips | Alpine_Trips | 150th_Trips | TH47_Trips |
|--------------|---------------|--------------|-------------|------------|
| A | 0 | 174 | 102 | 15 |
| B | 0 | 138 | 69 | 23 |
| C | 0 | 35 | 21 | 14 |
| D | 0 | 36 | 12 | 12 |
| E | 0 | 34 | 85 | 51 |
| F | 0 | 15 | 20 | 15 |
| G | 0 | 24 | 48 | 48 |
| H | 0 | 6 | 12 | 12 |
| I | 0 | 24 | 104 | 32 |
| Total | 0 | 486 | 473 | 222 |

Total Trips = 1180

THIS DOCUMENT HAS NOT BEEN PREPARED BY A LICENSED TRAFFIC ENGINEER
NOT AN OFFICIAL TRAFFIC ANALYSIS: FOR BASELINE DISCUSSION ONLY!

Summary of Average Daily Trips per Scenario

Full Build Out

| Nowthen Access | Nowthen Boulevard | Alpine Drive | 150th Avenue | TH 47 | Totals |
|------------------------|-------------------|--------------|--------------|-------|--------|
| Full Access at Nowthen | 498 | 174 | 315 | 195 | 1180 |
| Half Access at Nowthen | 307 | 286 | 393 | 195 | 1180 |
| No Access at Nowthen | 0 | 486 | 473 | 222 | 1180 |

New Development Only

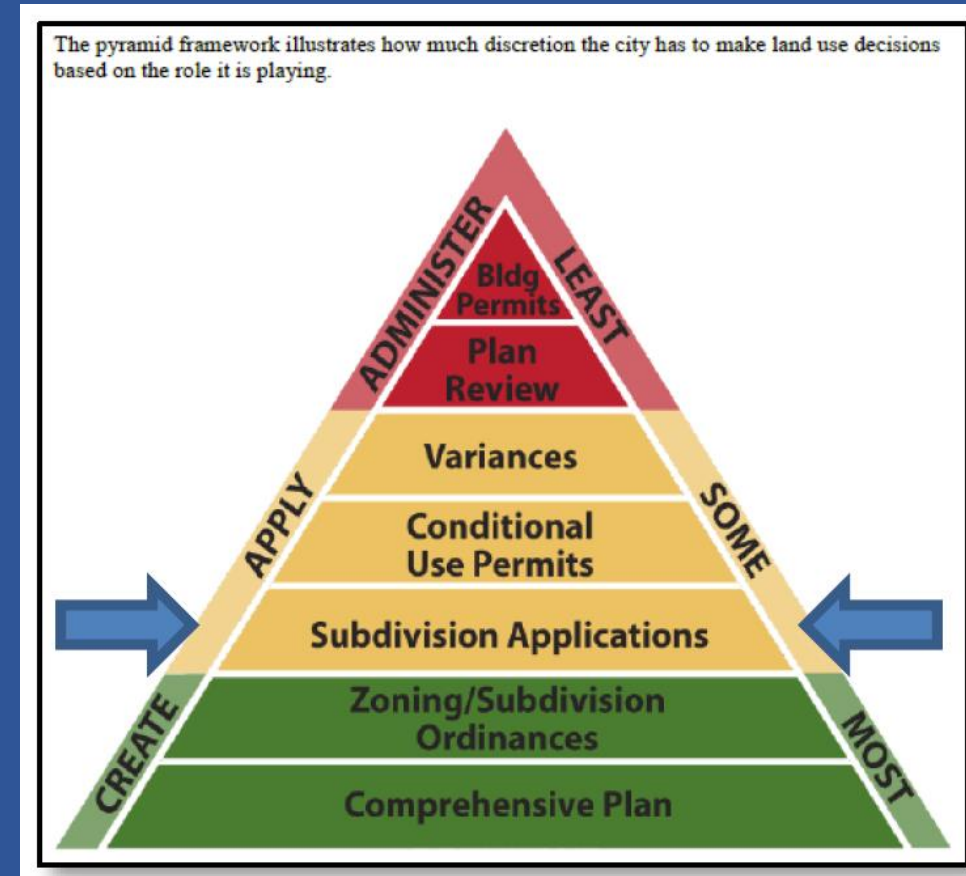
| Nowthen Access | Nowthen Boulevard | Increase at Nowthen | Alpine Drive | Increase at Alpine | 150th / Increase at 150th | TH 47 | Increase at TH 47 | Totals |
|------------------------|-------------------|---------------------|--------------|--------------------|---------------------------|-------|-------------------|--------|
| Full Access at Nowthen | 251 | | 33 | | 118 | | 70 | 470 |
| Half Access at Nowthen | 147 | -104 | 102 | 69 | 152 | 35 | 70 | 470 |
| No Access at Nowthen | 0 | -251 | 207 | 175 | 175 | 58 | 88 | 470 |

Maximum Travel Time to Ramsey Elementary School

| Alternative | Distance (FT) | MPH | Equation | FPM | Travel Time | Delays (Min) | Total |
|-------------------|---------------|-----|---|------|-------------|--------------|-------|
| Nowthen Open AM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen Open PM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen 1/2 AM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 2.00 | 4.08 |
| Nowthen 1/2 PM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen Closed AM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 2.00 | 4.08 |
| Nowthen Closed PM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 1.00 | 3.08 |

Harvest Estates: Process

- Major Plat
 - Sketch Plan (this phase)
 - Preliminary Plat (significant entitlement)
 - Final Plat (recording and final construction)



Harvest Estates: Frequently Asked Questions

- Will the access to Nowthen Boulevard Remain Open?
 - What are the sizes of the proposed lots?
 - Will the development include a park?
- Can the existing stormwater pond on the northern boundary be expanded for additional buffer?

Harvest Estates: Nowthen Boulevard Access Considerations

- Alpine Drive/Nowthen Boulevard (CSAH 5) Signalization
 - 1/4 Mile Access Spacing
- Lack of Support from Anoka County Highway Department
(Informal/cursory review only)
 - Reasonable and Efficient Alternatives Exist
 - Worsen current safety issues
 - High Cost/Limited Benefit
 - Negative Project Pro-Forma

Harvest Estates: Architectural Controls

- Baseline City Code Requirements: Exterior Materials
- Developer Proposal: Restrictive Covenants and Architectural Review
- NOTE: THE CITY CANNOT ENFORCE NOR GUARANTEE COMPLIANCE WITH THESE PRIVATE REQUIREMENTS!

5.02: Review Sketch Plan of Harvest Estates Located at 15153 Nowthen Boulevard NW; Case of N.I.K. Management, Inc.

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this case is to review the Sketch Plan for Harvest Estates, a proposed 45-lot detached, single-family subdivision on the former municipal center campus located at 15153 Nowthen Boulevard NW. Sketch Plan Review is a process outlined in City Code that provides an opportunity for the Planning Commission to review compliance with the Comprehensive Plan as well as Zoning and Subdivision Codes before an applicant spends resources on detailed civil engineering drawings. This step is not required by Minnesota Statute Chapter 462; however, it provides for a more proactive and collaborative design approach in an effort to avoid issues at a later date. He discussed the access issues to the site and explained that staff was recommending that the Nowthen Boulevard drive access point be closed and that focus be placed on Helium and Alpine. Lot sizes and the concept plan for the proposed development was discussed. Staff reviewed a letter from the developer, along with the Sketch Plan further with the Commission and requested feedback.

Commission Business

Commissioner Brauer thanked staff for their efforts in addressing the traffic concerns for the proposed development.

Chairperson Levine requested the public come forward at this time with comments.

Al Kempf, 15220 St. Francis Boulevard NW, explained he was a 42 year resident of Ramsey. He encouraged the Commission to consider how the proposed development would impact the neighborhood to the east and the increased traffic levels that would be created on 152nd. He expressed concern with the narrow width of the frontage road.

Commissioner Bauer stated he served with Mr. Kempf on a subcommittee when the data center was being considered. He commented that the proposed access point for the data center would have been Nowthen Boulevard. It was noted that the new plan was to alter the access points, which would impact the surrounding neighborhoods, as traffic would be forced to the east. He proposed a right in/right out access onto Highway 47. He had real concern with the proposed Sketch Plan and suggested Harvest Estates have access to Nowthen Boulevard.

Commissioner VanScoy questioned if access at 149th could be closed and then opened at 152nd. He inquired if this would be a viable, less costly option for the development.

Community Development Director Gladhill discussed the proposed access points for TH 47 and commented staff could explore this option further.

Chairperson Levine did not want to see TH 47 overburdened with traffic and encouraged staff to keep this in mind while routing traffic to this new development. He feared that there would be a

choke point on TH 47 with the current design. He suggested that traffic be routed to Nowthen Boulevard.

Commissioner Bauer agreed with this recommendation and stated he would not support the Sketch Plan without access to Nowthen Boulevard.

Commissioner Nosan did not understand why staff was recommending the access point on Nowthen Boulevard be eliminated. She commented that she avoids TH 47 at all cost.

Community Development Director Gladhill explained the proposed land use differed from the current land use and had different traffic patterns and numbers. In addition, the current driveway does not line up with a public street.

Commissioner Brauer indicated he was majorly delayed in getting to the meeting due to an accident along TH 47. He further discussed how traffic on Waco Street was increasing in speed due to the fact it was a through street.

Ron Christensen, 5782 152nd Way, he recommended that the Nowthen Boulevard access be closed. He did not want traffic from the new development impacting the neighboring school. He then discussed his slow commute to work each day along TH 47 to Bunker Lake Boulevard.

Community Development Director Gladhill requested the Commission make a motion on how to handle the access point on Nowthen Boulevard.

Motion by Commissioner Bauer, seconded by Commissioner Brauer, to recommend that staff work with the applicant to redesign Harvest Estates to provide a full access point onto Nowthen Boulevard.

Further discussion

Commissioner VanScoy believed that when he first looked at the sketch plan he thought access onto Nowthen Boulevard was necessary. However, after reviewing the comments from the County, he did not believe this to be true. He believed there were traffic issues on both 5 and TH 47 that needed to be addressed. He was concerned with traffic getting in and out of the new development without a signalized intersection on Nowthen Boulevard.

Commissioner Nosan was against putting more traffic onto TH 47.

Commissioner Brauer expressed concern with how the elementary school would be impacted by the proposed development. He believed that the County should reconsider the safety and access concerns to the elementary school.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Brauer, Maul, and Nosan. Voting No: VanScoy. Absent: None.

Community Development Director Gladhill requested the Commission now discuss the buffer issues and direct staff on how to proceed.

Mr. Christensen discussed the promises that were made to him when he purchased his lot and expressed concern how the development of the lots behind his home would impact the adjacent wetland. He requested the Commission reconsider the placement of the lots. He recommended that a buffer area be considered.

Community Development Director Gladhill explained he received an email from Steve and Leah Swenson, 5734 152nd Way, stating the same concerns and requested a buffer area be placed between the new development and the existing homes. He discussed an option to redesign the development eliminating the cul-de-sac, creating a larger buffer zone and noted this would reduce the revenue for the developer but this was an alternative for the Commission to consider.

Motion by Commissioner Bauer, seconded by Commissioner Maul, to recommend that staff work with the Harvest Estates developer to redesign the plat with the portion south of the blue line and north of the orange line be retained by the City as an outlot for utility easement.

Further discussion

Commissioner VanScoy requested further information on the size of the holding pond. He asked if a small park could be located near the pond.

Community Development Director Gladhill discussed the location and size of the holding pond. He indicated the park would be landlocked, but this possibility could be further considered by staff.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Maul, Brauer, Nosan, and VanScoy. Voting No: None. Absent: None.

5.01: Consider Recommendation Confirming Existing Master Parks and Trail Plan Regarding the Sketch Plan of Harvest Estates Located at 15153 Nowthen Blvd NW; Case of N.I.K. Management, Inc.

Parks & Assistant Public Works Superintendent Riverblood reviewed the purpose of this case is to confirm the current Master Parks and Trail Plan as it relates to the Sketch Plan for Harvest Estates, a proposed 45-lot detached, single-family subdivision on the former municipal center campus located at 15153 Nowthen Blvd. NW. the topics of confirmation include the following:

Sketch Plan Review is a process outlined in City Code that provides an opportunity for the Planning Commission to review compliance with the Comprehensive Plan as well as Zoning and Subdivision Codes (City Code Chapter 117) before an Applicant spends resources on detailed civil engineering drawings. The Parks and Recreation Commission does not traditionally review Sketch Plans; however, given the significant policy topics, confirmation of direction is warranted before the Applicant proceeds with future review steps. This step is not required by Minnesota Statute Chapter 462; however, it provides for a more proactive and collaborative design approach in an effort to avoid issues at a later date.

Staff attempted to notify all Property Owners within 700 feet of the boundaries of the Subject Property of the Sketch Plan Review via Standard US Mail.

Observations/Alternatives:

Observations: The City is currently in the process of completing the necessary steps for the required Comprehensive Plan Amendment and Zoning Amendment if the site is to redevelop as proposed.

The proposed 45-lot single-family subdivision appears to comply with all minimum bulk standards of City Code Chapter 117 Article III (Subdivision Standards) and Section 117-111 (R-1 Residential District). A detailed analysis of this review is included in the staff report. The Applicant is required to demonstrate in additional detail compliance with required setbacks for future structures.

The site is still actively being used as Fire Station No. 2. The City Council recently approved the site plan, accepted final plans and specifications, and authorized Staff to advertise for competitive bids for construction of a new Fire Station No. 2 as reviewed by the Planning Commission. In the coming months, the City Council will consider awarding a contract for construction. The redevelopment of the site will need to happen in phases.

Master Park and Trail Plan

As the redevelopment of the old municipal center has been discussed over a number of years and has taken a number of forms. A topic that routinely is raised is the potential for a new City Park. The City has routinely responded that it does not plan for a future City Park in this development. The area is well served by existing parks, connected through a series of pedestrian trails. Additionally, the focus of the Parks and Recreation Commission has shifted away from a series of

smaller “pocket” parks to larger community parks with higher quality amenities connected through the City’s pedestrian trail system.

Alternatives

Alternative #1. Confirm the policy direction to not include a City park within the proposed development. This alternative would allow the proposed development to move forward as presented. Park Dedication and Trail Development obligations would be satisfied by cash contribution.

Alternative #2. Amend the policy direction to include a City park within the proposed development. This would require the Applicant to revise the proposed development as presented. The addition of a park in this area would reduce resources available for other future improvements already planned and would add to the City’s ongoing maintenance costs. (The Park and Recreation Commission previously held that, there are adequate parks, recreation, and open spaces available to the proposed development within reasonable distance.) This alternative would reduce or eliminate the cash contribution to the Park Trust Fund to be utilized to enhance the existing, surrounding parks and trail connections.

Funding Source: All costs associated with processing the Application are the responsibility of the Applicant.

The Applicant/Developer shall be responsible for required infrastructure costs and development fees required to serve the development.

This project is subject to a Purchase Agreement between the City and N.I.K. Management, as the Subject Property is currently owned by the City. Infrastructure costs have the potential to impact the net revenue of this project pro-forma.

Over the past years the City has looked at various options for the use of the property. It was decided to have a policy of not constructing pocket parks putting more focus on the community parks and trail connections to existing parks within the City.

Staff recommends that the City confirm the existing Parks and Trail Master Plan and not include a new City Park within the proposed development known as Harvest Estates.

Park dedication is suggested cash in lieu of land for Harvest Estates. Maintain the policy of not constructing pocket parks. Mr. Riverblood indicated the location of the property on a map. There is a great need for park improvements, as noted in the Park Improvement Plan, which reaffirms not constructing any pocket parks. The trail systems and sidewalks in the surrounding neighborhoods are complete. Soltis Park is disconnected from the trail system. The City does own a small parcel that could be used to connect the two cul-de-sacs to Soltis Park.

Chair Bennett stated he does not feel the Commission has changed their mind on the policy of not creating pocket parks and in taking cash in lieu of land to support improvements in other larger parks.

Motion by Commissioner Barr, seconded by Commissioner Fyten, to recommend that the City Council confirm the existing Parks and Trail Master Plan and not include a new City park within the proposed development known as Harvest Estates and reaffirm the Commission Policy.

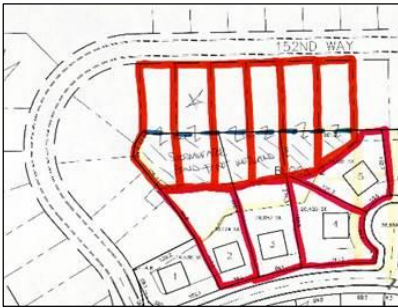
Motion carried. Voting Yes: Vice Chair Bennett, Commissioners Barr, Fyten, Chubb, Mobry and Trappen. Voting No: None. Absent:

Adjustment of Northern Development Boundary

The Planning Commission recommended adjustments of the northern development boundary that would shift the rear yard lot lines for Lots 2, 3, and 5, Block 2 of Phase 2 to the south, thereby increasing the rear yards of the existing properties to the north. Although the Developer agreed to explore this potential in more detail, they have now responded that they are not amenable to this suggestion.

Plan A would adjust the common development boundary to the middle of the stormwater pond as shown on the February 5th Workshop Alternative below. Plan B would be for a smaller adjustment, lining up with the current maintained/mowed portion on the north side of the stormwater pond. Proposed lots must still meet minimum lot sizes with the adjustment, which appears very feasible.

Plan A (February 5 Workshop Alternative)



Plan B (Additional Planning Commission Discussion)



Planning Commission used the following findings to support their recommendation for the adjusted development boundary:

1. The adjustment creates additional fee title density transition. This would keep improvements such as fences further away from the back of the existing homes to the north along 152nd Way.
2. The Planning Commission feels that it is unlikely that the owners of future Lots 2, 3, and 5, Block 2 of Phase 2 would mow or maintain the back side of the stormwater pond.

The Planning Commission did not recommend the alternative previously discussed to eliminate the Phase 2 cul-de-sac and shift the remaining parcels closer to future 152nd Lane.

NOT Recommended



**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:

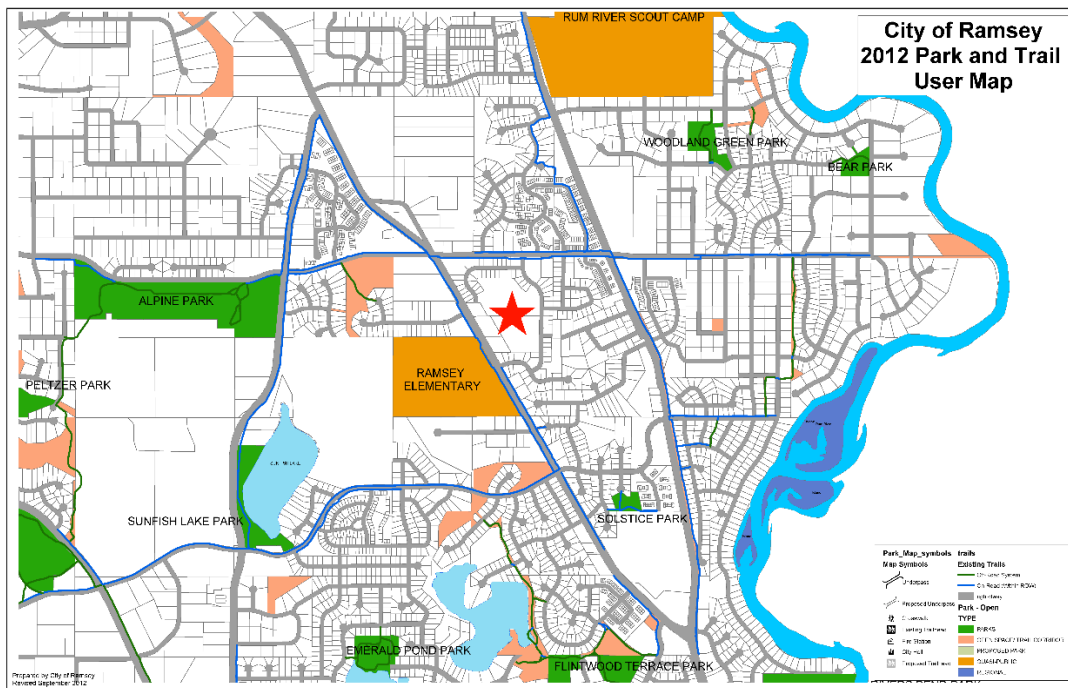
Over the course of the last decade, as new single family homes and townhome developments have been platted near the former Municipal Center, the Park and Recreation Commission has examined the need for recreational amenities and associated trail connections. Finding that there is adequate recreation 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.

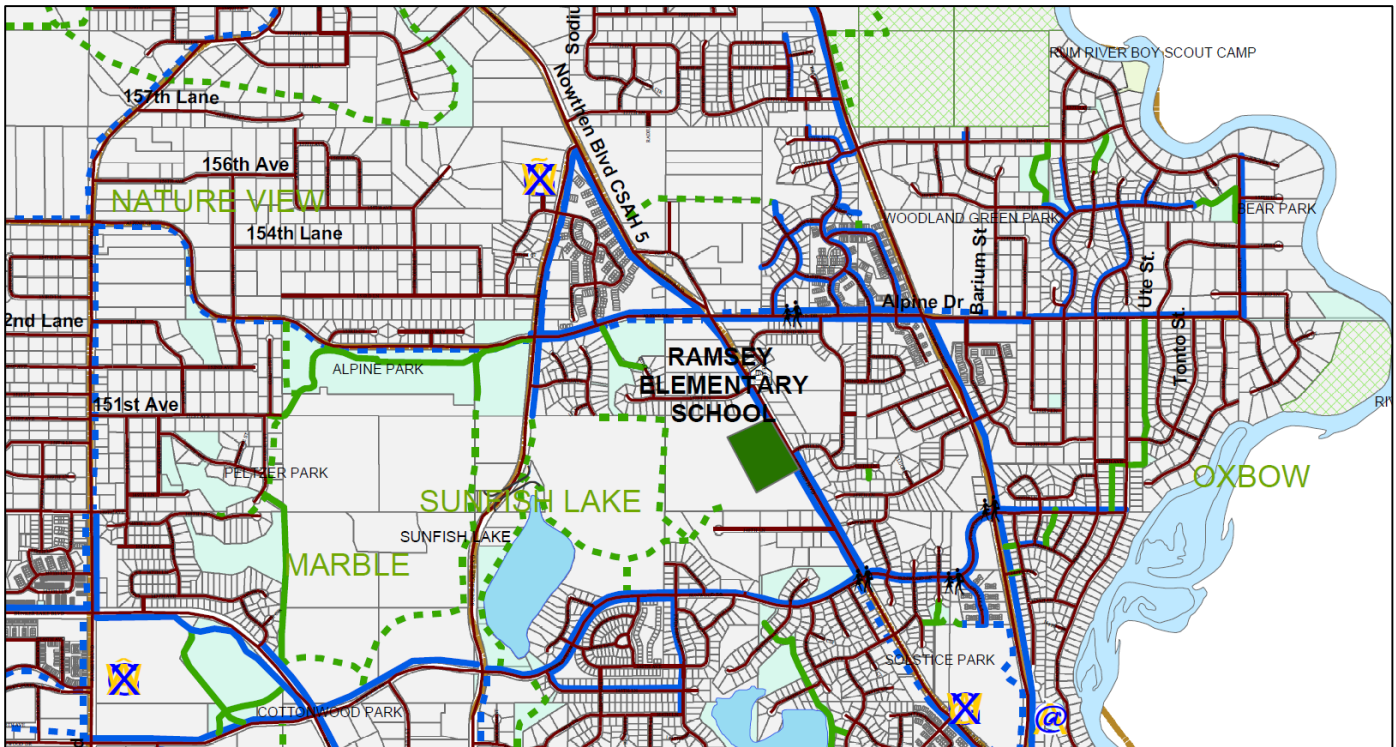
Quick Facts

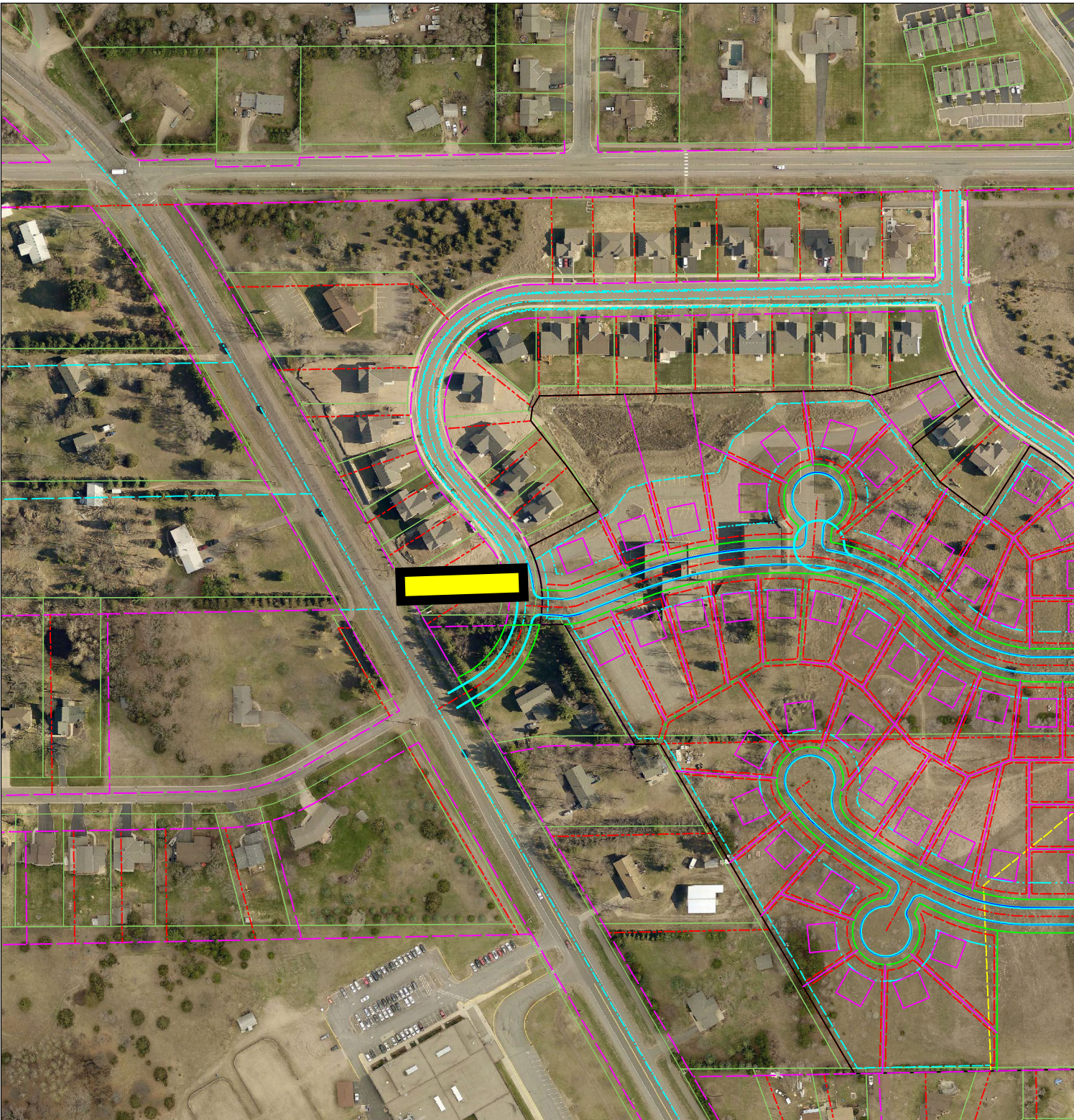
- Nearby Community Parks: Elmcrest Park, Alpine Park
- Nearby Parks with Play Equipment: Alpine Park, Woodland Green Park, Bear Park
- Nearby Parks with Open Space: Elmcrest Park, Alpine Park, Woodland Green Park, Bear Park, Sunfish Lake Park

Existing Parks



Area Planned Parks and Trails

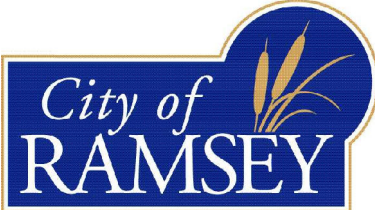


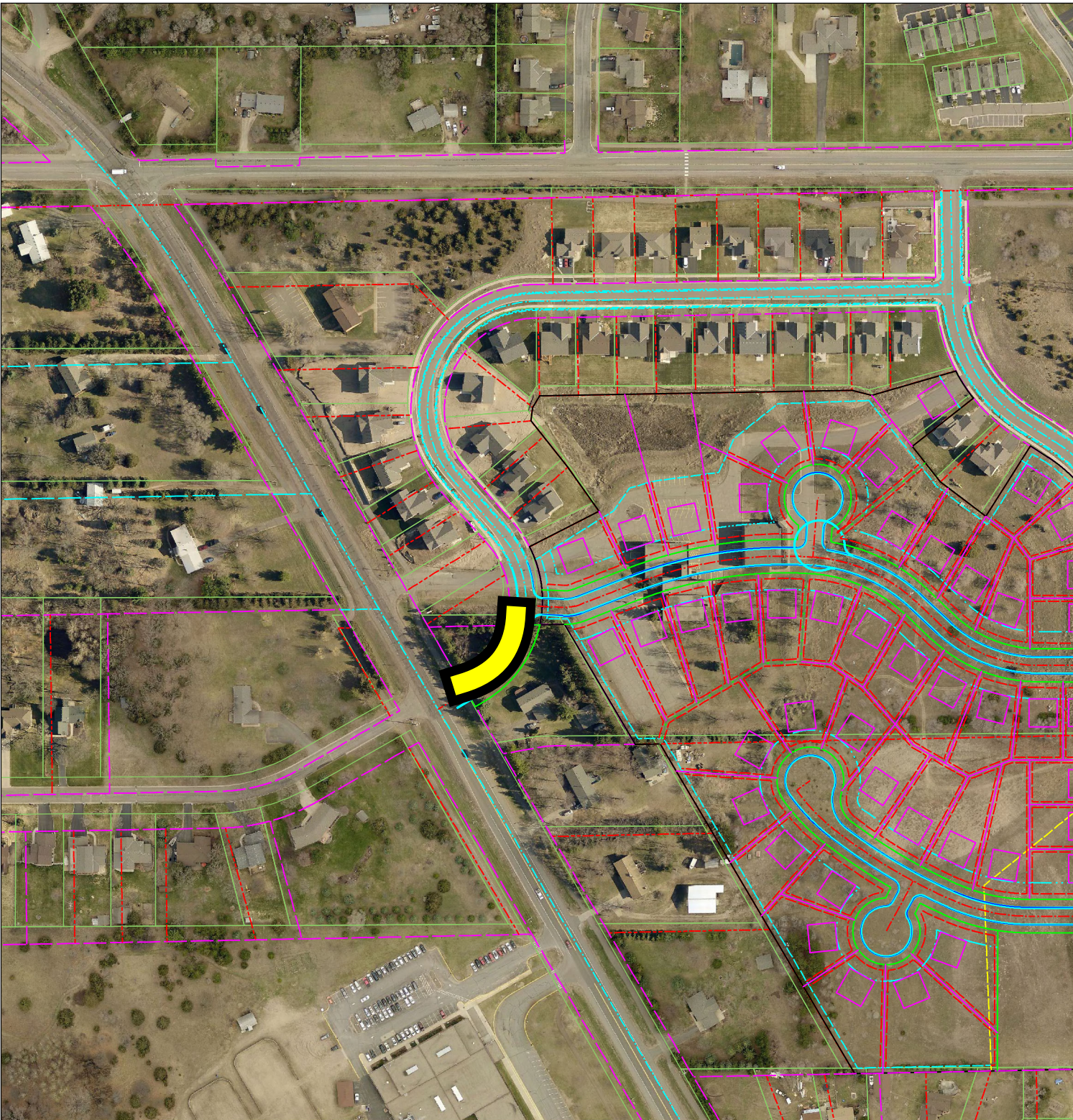


Harvest Estates

Nowthen Boulevard
Access Options

- Option B1b (Half Access)
- Option B2b (Full Access)
- Current Driveway Location

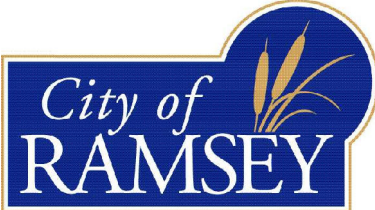




Harvest Estates

Nowthen Boulevard
Access Options

Option B1a (Half Access)
Option B2a (Full Access)
Re-Aligned Access

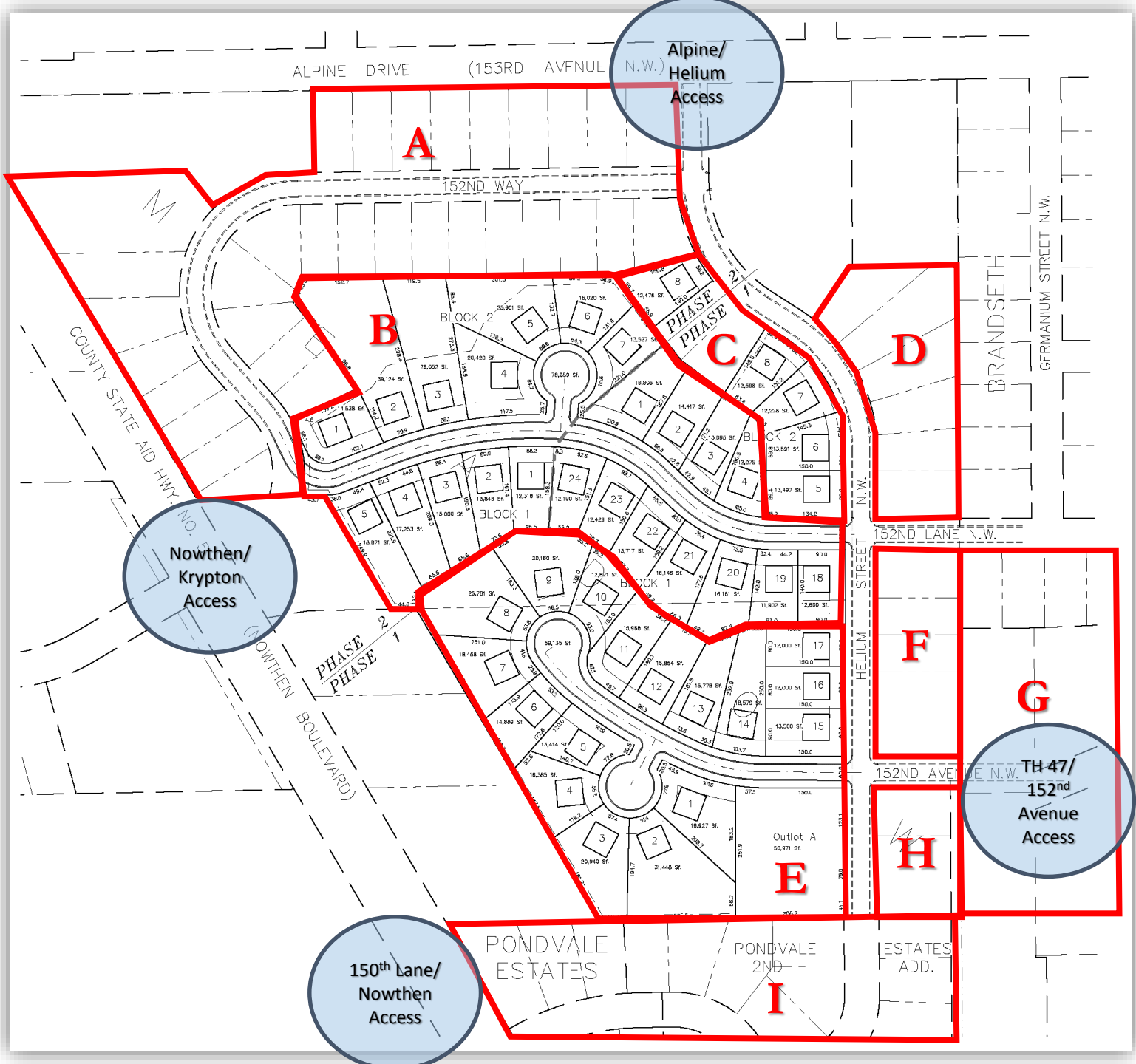


MOCK Feasibility Analysis: Access to Harvest Estates

| | A Closed Access | B1a Right In, Right Out <i>Realignment</i> | B2a Full Access <i>Realignment</i> | B1b Right In, Right Out <i>Existing Alignment</i> | B2b Full Access <i>Existing Alignment</i> |
|--|---------------------------|---|---|--|--|
| REVENUES | | | | | |
| <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 |
| SUB TOTAL | \$ 973,000.00 | \$ 1,073,000.00 | \$ 1,073,000.00 | \$ 973,000.00 | \$ 973,000.00 |
| EXPENSES | | | | | |
| <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) |
| SUB TOTAL | \$ (647,530.50) | \$ (1,314,530.50) | \$ (1,602,030.50) | \$ (1,044,280.50) | \$ (1,331,780.50) |
| NET INCOME | \$ 325,469.50 | \$ (241,530.50) | \$ (529,030.50) | \$ (71,280.50) | \$ (358,780.50) |

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.

Harvest Estates Traffic Analysis Zones (Unofficial)



Harvest Estates
Traffic Analysis: No Nowthen Access

| Block | Num_Homes | Trips_Per | Total_Trips | |
|--------------|-----------|-----------|-------------|-------------|
| A | | 29 | 10 | 290 |
| B | | 23 | 10 | 230 |
| C1 | | 2 | 10 | 20 |
| C2 | | 5 | 10 | 50 |
| D | | 6 | 10 | 60 |
| E | | 17 | 10 | 170 |
| F | | 5 | 10 | 50 |
| G | | 12 | 10 | 120 |
| H | | 3 | 10 | 30 |
| I | | 16 | 10 | 160 |
| Total | | | | 1180 |

| Block | Nowthen_Percentage | Alpine_Percentage | 150th_Percentage | TH47_Percentage | Total |
|-------|--------------------|-------------------|------------------|-----------------|-------|
| A | 0% | 60% | 35% | 5% | 100% |
| B | 0% | 60% | 30% | 10% | 100% |
| C1 | 0% | 50% | 30% | 20% | 100% |
| C2 | 0% | 50% | 30% | 20% | 100% |
| D | 0% | 60% | 20% | 20% | 100% |
| E | 0% | 20% | 50% | 30% | 100% |
| F | 0% | 30% | 40% | 30% | 100% |
| G | 0% | 20% | 40% | 40% | 100% |
| H | 0% | 20% | 40% | 40% | 100% |
| I | 0% | 15% | 65% | 20% | 100% |

| Block | Nowthen_Trips | Alpine_Trips | 150th_Trips | TH47_Trips |
|-------|---------------|--------------|-------------|------------|
| A | 0 | 174 | 102 | 15 |
| B | 0 | 138 | 69 | 23 |
| C1 | 0 | 10 | 6 | 4 |
| C2 | 0 | 25 | 15 | 10 |
| D | 0 | 36 | 12 | 12 |
| E | 0 | 34 | 85 | 51 |
| F | 0 | 15 | 20 | 15 |
| G | 0 | 24 | 48 | 48 |
| H | 0 | 6 | 12 | 12 |
| I | 0 | 24 | 104 | 32 |
| Total | 0 | 486 | 473 | 222 |

Total Trips = 1180

THIS DOCUMENT HAS NOT BEEN PREPARED BY A LICENSED TRAFFIC ENGINEER
NOT AN OFFICIAL TRAFFIC ANALYSIS: FOR BASELINE DISCUSSION ONLY!

Harvest Estates
Traffic Analysis: Half Nowthen Access

| Block | Num_Homes | Trips_Per | Total_Trips | |
|--------------|-----------|-----------|-------------|-------------|
| A | | 29 | 10 | 290 |
| B | | 23 | 10 | 230 |
| C1 | | 2 | 10 | 20 |
| C2 | | 5 | 10 | 50 |
| D | | 6 | 10 | 60 |
| E | | 17 | 10 | 170 |
| F | | 5 | 10 | 50 |
| G | | 12 | 10 | 120 |
| H | | 3 | 10 | 30 |
| I | | 16 | 10 | 160 |
| Total | | | | 1180 |

| Block | Nowthen_Percentage | Alpine_Percentage | 150th_Percentage | TH47_Percentage | Total |
|-------|--------------------|-------------------|------------------|-----------------|-------|
| A | 40% | 35% | 20% | 5% | 100% |
| B | 40% | 35% | 20% | 5% | 100% |
| C1 | 30% | 30% | 30% | 10% | 100% |
| C2 | 30% | 30% | 30% | 10% | 100% |
| D | 40% | 40% | 10% | 10% | 100% |
| E | 20% | 0% | 50% | 30% | 100% |
| F | 25% | 25% | 25% | 25% | 100% |
| G | 5% | 15% | 40% | 40% | 100% |
| H | 5% | 15% | 40% | 40% | 100% |
| I | 0% | 15% | 65% | 20% | 100% |

| Block | Nowthen_Trips | Alpine_Trips | 150th_Trips | TH47_Trips |
|--------------|---------------|--------------|-------------|------------|
| A | 116 | 102 | 58 | 15 |
| B | 92 | 81 | 46 | 12 |
| C1 | 6 | 6 | 6 | 2 |
| C2 | 15 | 15 | 15 | 5 |
| D | 24 | 24 | 6 | 6 |
| E | 34 | 0 | 85 | 51 |
| F | 13 | 13 | 13 | 13 |
| G | 6 | 18 | 48 | 48 |
| H | 2 | 5 | 12 | 12 |
| I | 0 | 24 | 104 | 32 |
| Total | 307 | 286 | 393 | 195 |

Total Trips = 1180

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Harvest Estates
Traffic Analysis: Full Nowthen Access

| Block | Num_Homes | Trips_Per | Total_Trips | |
|--------------|-----------|-----------|-------------|-------------|
| A | | 29 | 10 | 290 |
| B | | 23 | 10 | 230 |
| C1 | | 2 | 10 | 20 |
| C2 | | 5 | 10 | 50 |
| D | | 6 | 10 | 60 |
| E | | 17 | 10 | 170 |
| F | | 5 | 10 | 50 |
| G | | 12 | 10 | 120 |
| H | | 3 | 10 | 30 |
| I | | 16 | 10 | 160 |
| Total | | | | 1180 |

| Block | Nowthen_Percentage | Alpine_Percentage | 150th_Percentage | TH47_Percentage | Total |
|-------|--------------------|-------------------|------------------|-----------------|-------|
| A | 70% | 20% | 5% | 5% | 100% |
| B | 85% | 5% | 5% | 5% | 100% |
| C1 | 30% | 30% | 30% | 10% | 100% |
| C2 | 30% | 30% | 30% | 10% | 100% |
| D | 40% | 40% | 10% | 10% | 100% |
| E | 20% | 0% | 50% | 30% | 100% |
| F | 25% | 25% | 25% | 25% | 100% |
| G | 5% | 15% | 40% | 40% | 100% |
| H | 5% | 15% | 40% | 40% | 100% |
| I | 0% | 15% | 65% | 20% | 100% |

| Block | Nowthen_Trips | Alpine_Trips | 150th_Trips | TH47_Trips |
|-------|---------------|--------------|-------------|------------|
| A | 203 | 58 | 15 | 15 |
| B | 196 | 12 | 12 | 12 |
| C1 | 6 | 6 | 6 | 2 |
| C2 | 15 | 15 | 15 | 5 |
| D | 24 | 24 | 6 | 6 |
| E | 34 | 0 | 85 | 51 |
| F | 13 | 13 | 13 | 13 |
| G | 6 | 18 | 48 | 48 |
| H | 2 | 5 | 12 | 12 |
| I | 0 | 24 | 104 | 32 |

| | | | | | | |
|-------|-----|-----|-----|-----|---------------|------|
| Total | 498 | 174 | 315 | 195 | Total Trips = | 1180 |
|-------|-----|-----|-----|-----|---------------|------|

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| Intersection | Existing | Forecasted A | Change A | Forecasted B1 | Change B1 | Forecasted B2(a & b) | Change B2(a & b) |
|-----------------------------------|----------|--------------|----------|---------------|-----------|----------------------|------------------|
| Krypton Terrace/Nowthen Boulevard | 253 | 0 | -253 | 307 | 54 | 498 | 245 |
| Helium Street/Alpine Drive | 147 | 486 | 339 | 286 | 139 | 174 | 27 |
| 150th Lane/Nowthen Boulevard | 203 | 473 | 270 | 393 | 190 | 315 | 112 |
| 152nd Avenue/TH 47 | 127 | 222 | 95 | 195 | 68 | 195 | 68 |
| Total Trips | 730 | 1180 | | 1180 | | 1180 | |

Maximum Travel Time to Ramsey Elementary School

| Alternative | Distance (FT) | MPH | Equation | FPM | Travel Time | Delays (Min) | Total |
|-------------------|---------------|-----|---|------|-------------|--------------|-------|
| Nowthen Open AM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen Open PM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen 1/2 AM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 2.00 | 4.08 |
| Nowthen 1/2 PM | 2,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 0.95 | 1.00 | 1.95 |
| Nowthen Closed AM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 2.00 | 4.08 |
| Nowthen Closed PM | 5,500 | 30 | $30 \text{ MPH} \times 5,280 \text{ feet} = 158,400 \text{ feet per hour} / 60 \text{ minutes} = 2,640 \text{ feet per minute}$ | 2640 | 2.08 | 1.00 | 3.08 |

Meeting Date: 02/24/2015

Information

Title:

Review Topics for Joint Meeting with Anoka City Council and Staff

Purpose/Background:

Purpose: The purpose of this item is to determine mutual interest items for the joint meeting agenda with the City of Anoka Council and staff.

Background: A joint meeting with the City Council and staff of Anoka has been scheduled for 5:30 p.m., Monday, April 13, 2015. The City of Ramsey will host the meeting in the Lake Itasca Room To prepare for such joint meetings in the past, each City has listed topics of mutual interest to bring to the table for discussion.

Possible topics could be U.S. Highway 10 projects, King's Island/Mississippi River Trail (possible dedication/ribbon-cutting ceremony in the early summer), Development Updates, and Lower Rum River Watershed Management Organization Issues.

Timeframe:

Approximately 15 minutes.

Funding Source:

Responsible Party(ies):

City Administrator Ulrich

Outcome:

To create a list of topics for discussion with the Anoka City Council and staff.

Attachments

No file(s) attached.

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 02/18/2015

Reviewed By

Kurt Ulrich

Date

02/18/2015 02:37 PM

Started On: 02/18/2015 10:46 AM

Meeting Date: 02/24/2015

Information

Title:

Review Community and Business Event Participation

Purpose/Background:

Purpose: To review the community and business events in which the City Council and staff may wish to participate.

Background: The City's *Discretionary Expenditures Policy* requires that annually, the City Administrator review upcoming events with the Council. Additionally, the policy states that annually, the Council will establish a maximum amount for community and business-relation expenses. Annually, the City Council and key City staff participate in various breakfast, gala and golf events in support of community and business organizations.

Events anticipated for 2015 include the following:

- Anoka Area Chamber Gala
- Anoka/Ramsey Rotary Events
- Achieve Services, Inc. Annual Dinner
- Boy Scout Breakfast
- Alexandra House Gala (aka, Hope Gala)
- Mayors' Prayer Breakfast
- Youth First - Community of Promise Events

Golf Events:

- Anoka Area Chamber of Commerce
- Anoka/Ramsey Rotary
- Anoka Technical College
- North Metro Chamber Golf Event
- Mercy & Unity Hospitals
- Ramsey Lions
- North Metro Mayors Association
- Golfing for Groceries - Village Bank
- Youth First - Community of Promise

It should be noted that annually, the EDA members budget for and participate in a number of community and business events for business retention and expansion purposes. The budget and member participation is approved by the Board annually.

Approximately \$3,068 was spent on these community and business events in 2011, approximately \$1,083 was spent in 2012, approximately \$885 was spent in 2013, and approximately \$2,322 was spent in 2014.

Staff is recommending that Council review the list of events provided by staff. If there are some events the Council feels should be omitted, or any events Council would like to add, staff will update the list accordingly, and bring it for formal approval to the March 10, 2015 City Council meeting - via consent agenda. Just because an event is listed, does not mean that the City will participate. The level of participation is governed by the budget limits and the availability of people willing and able to participate.

Timeframe:

Approximately 10 minutes.

Funding Source:

The amount budgeted for 2015 for participation in community and business events is \$3,000. That amount would come out of the miscellaneous operating and supplies (Mayor & Council) budget. If additional funding is required, staff recommends designating funds from the Council Contingency Fund.

Responsible Party(ies):

City Administrator
City Clerk

Outcome:

In accordance with policy, to receive direction from Council with regard to the events in which they may wish to participate, so the list can be brought forward for formal approval to the March 10, 2015 City Council meeting - Consent Agenda.

Attachments

No file(s) attached.

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 02/19/2015

Reviewed By

Kurt Ulrich

Date

02/18/2015 02:35 PM

Started On: 02/18/2015 09:42 AM