

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		

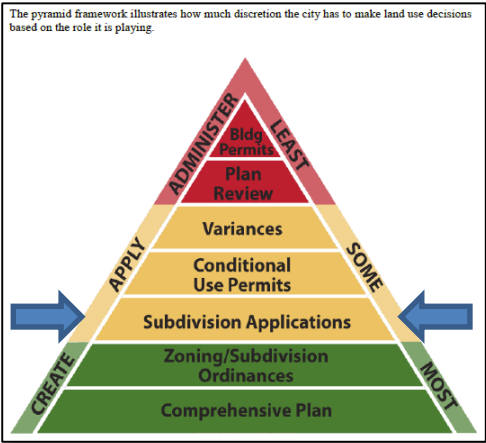
General: The purpose of this file is to review the official Sketch Plan prepared by N.I.K. management for the redevelopment for the former municipal campus located at 15153 Nowthen Blvd. NW as a 45-lot single-family residential development. The site is currently owned by the City of Ramsey, which has 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.

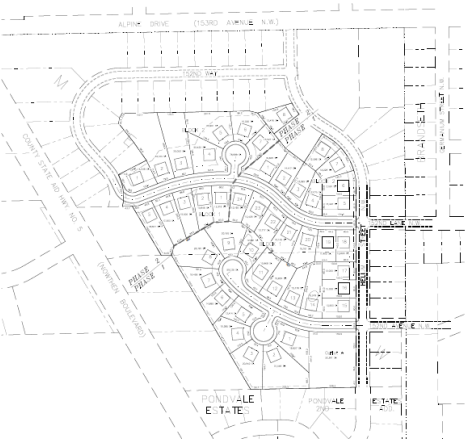
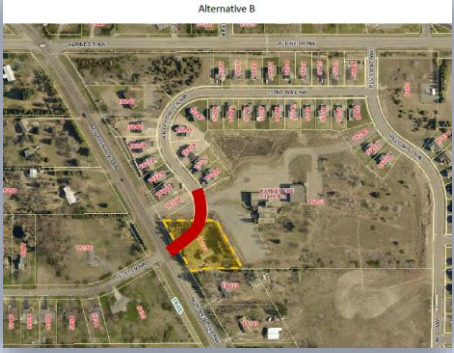
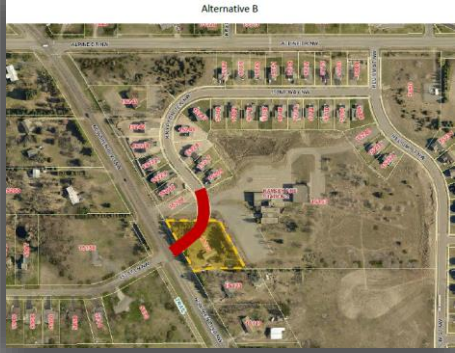
Generally speaking, the City's policy has been to focus on larger, higher-quality parks in close proximity to residential neighborhoods connected through a well-developed system of trails and open space.

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?

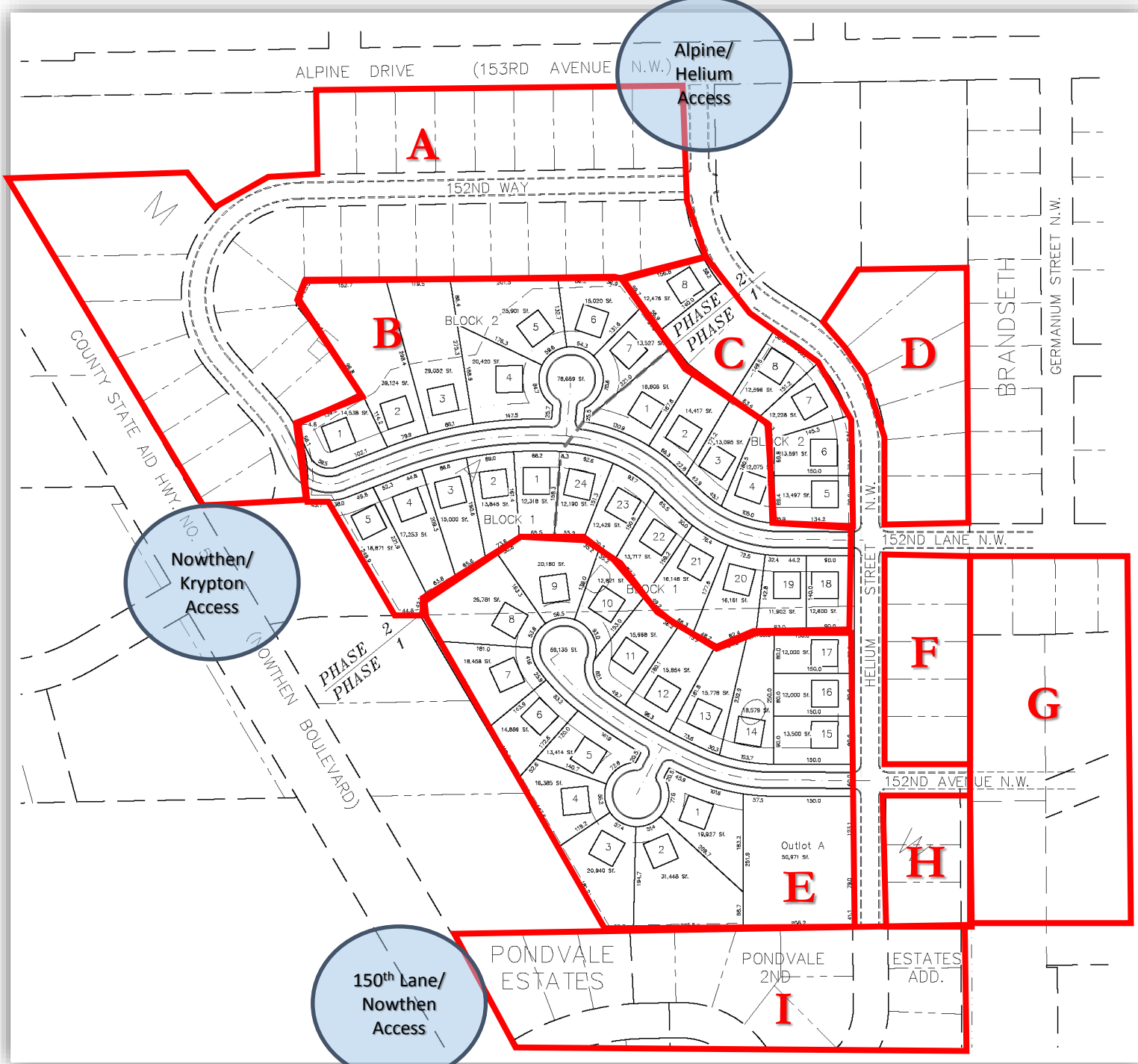
Physically speaking, the pond could be expanded in size. However, it appears that it would not be needed for stormwater purposes, would not be required for density transition purposes and would be a voluntary option to do so. The City encourages the developer to consider vegetative screening as an option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

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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

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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