

City of Ramsey
Agenda
Park and Recreation Commission
Thursday February 12, 2015
6:30 pm
Council Chambers, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve January Park and Recreation Commission Meeting Minutes.
- 5. Commission Business**
 1. 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.
- 6. Commission/Staff Input**
 1. Commission/Staff Input
- 7. Adjournment**

Park and Recreation Commission

4. 1.

Meeting Date: 02/12/2015

Submitted For: Mark Riverblood, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title:

Approve January Park and Recreation Commission Meeting Minutes.

Purpose/Background:

The Park and Recreation Commission held its regular meeting on January 8, 2015. The purpose of this case is to approve the minutes of the meeting.

Notification:

Observations/Alternatives:

Funding Source:

n/a

Recommendation:

Approve meeting minutes.

Action:

Approve meeting minutes.

Attachments

Minutes

Form Review

Inbox

Grant Riemer

Form Started By: MaryJo Warner

Final Approval Date: 02/06/2015

Reviewed By

Grant Riemer

Date

02/06/2015 10:41 AM

Started On: 02/06/2015 09:52 AM

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

5. COMMISSION BUSINESS

5.01: Nominate Chair and Vice-Chair of the Park and Recreation Commission

Parks & Assistant Public Works Superintendent Riverblood reviewed each year, City Council makes appointments to their various subcommittees, with commissions and boards also expected to appoint a Chair and Vice-Chair for their respective entity. The purpose of this case is to establish the Commission's Chair and Vice-Chair for 2015. The process Staff proposes is nominations for first the Chair, and then after approval by the majority of voting Commissioners, the Vice-Chair is also administered in the same manner. He pointed out that, in that there is no official protocol for this process, the Commission may perform the nominations and/or voting by paper "ballots" forwarded to the Ex Officio as part of this case, if desired.

While there is a vacancy on the Commission, it is unlikely that a newly appointed Commissioner, (anticipated to occur later this winter or early spring) would be nominated and supported to serve as Vice-Chair without some experience serving on the Park and Recreation Commission – therefore it seems appropriate to move forward at this time with Commission selection of both Chair and Vice-Chair. The Terms of the Boards and Commission are from April 1st through March 31st of the respective year(s). So for the nominations being discussed in this case, the positions should be considered to be valid until the April regular Commission meeting at which time the Commission may address the positions for April 2015 – March 2016 by consensus or vote.

Motion by Commissioner Barr, seconded by Commissioner Fyten, to appoint Shane Bennett Chair, of the Park and Recreation Commission through March 31, 2015.

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

Motion by Commissioner Mobry, seconded by Commissioner Fyten to appoint Bridgett Barr as Vice Chair of the Park and Recreation Commission through March 31, 2015.

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

5.2 Begin Process of Public Engagement for the Proposed Municipal Plaza

Parks & Assistant Public Works Superintendent Riverblood reviewed the purpose of this agenda item is to invite public engagement for the proposed Municipal Plaza, and also discuss concepts and configurations. The park has been envisioned to be on the north side of Sunwood Drive with its position being in many ways, the center, of the Center of Ramsey or The COR.

As the Commission will recall, a similar invitation for ideas and public comment was issued for the lake feature in The COR, and the Commission held an open house explicitly for this purpose. Much planning and visioning for the park space called Lake Ramsey on the City's development plan remains.

There is a strong beneficial value to commercial and residential properties that abut quality parks. For this reason, expressing what either of these two proposed parks ("Lake Ramsey" and Municipal Plaza) may look like is useful in attracting developers. Additionally there can be cross-easements and shared uses for certain amenities and infrastructure, e.g. a park may accommodate stormwater from an adjacent residential property, or a restaurant site may have public/private paths that lead customers to the business, or an adjoining park may provide seating or programming beneficial to a particular business.

Parks & Assistant Public Works Superintendent Riverblood continued another reason that exploring concepts for the two proposed park together is timely, in that given their close geographic relationship (and eventual connection in some manner), the public spaces should be complimentary in opportunities for residents and visitors, and should have minimum redundancies in what they offer patrons in terms of programming and experience.

Riverblood provided three alternatives for the proposed Municipal Plaza. Staff is seeking any and all feedback from the Commission, residents and the business community. This invitation shall be extended via the city's website, and each commission, board and City Council will be asked to engage as well. In the end, the park space may look and function like one of the concepts presented, a hybrid of the three – or something quite different. There is no timeline per se, however a buyer may be found for the land adjacent to the park(s) and a park development plan may be crafted that is synergistic with the new residential or commercial land use.

Parks & Assistant Public Works Superintendent Riverblood stated Staff will continue to assimilate all comments on parks and public spaces within The COR – and it is Staff's recommendation for Commissioners to have discussions with residents, friends and neighbors on these planning endeavors, and share the feedback with Staff, within or aside from the regular Commission meeting.

Parks & Assistant Public Works Superintendent Riverblood showed the location of the Municipal Park. He provided a drawing of the Current Master Plan of the area.

Concept 1 – To include a water feature with a large open field. This would provide an opportunity to have a tree lighting with the planting of a tree. This concept would be 1.8 acres.

Concept 2 – This would be a different, more rectangular shape and more linear. There would be a green connection with the lake feature. A water feature may be at the entrance of the park. This would include a promenade, forest walk and a prominent entryway.

Concept 3 – This concept would include a woonerf & commercial edge, fountain, iconic tree and open field and entryway. There would also be a shared street that could be closed to motorized traffic at certain times.

The request for public input for Municipal Plaza would be done in conjunction with the lake feature. These concepts will be placed on the City website for resident review and comments.

Chair Bennett thanked Mr. Riverblood for the presentation and stated he likes all three concepts. He stated he likes the idea of a water feature.

Commissioner Trappen stated he likes Concept 3 with the shared street and also likes the open space in Concept 1.

Vice Chair Barr stated she likes the interaction with the nearby restaurants and businesses. This would be a great way of connecting the parks and trails within the City.

Chair Bennett stated he also likes the shared road concept. He has seen that elsewhere and it works well. He especially likes the way Concepts 2 and 3 tie into the other features within the COR.

Parks & Assistant Public Works Superintendent Riverblood stated these concepts will be shared with potential developers and costing will be done. Park Dedication fees will be one funding source for the Municipal Park. Grant funding may also be available.

Commissioner Trappen stated this would be appealing to future businesses and developers in this area.

Nine students from Elk River High School were present at the meeting and welcomed to make remarks on the concepts.

Megan Hetterick stated she likes Concept 2 and 3

Morgan Shryock stated Concept 3 is her favorite as she believes parks should go along with the area. She sees benefits of the other concepts also. More restaurants are needed in the area.

Hanna Ganru stated she would like to see this in Ramsey and she would be willing to put tax monies toward it.

Megan Hetterick stated she liked the elevated picnic area in Concept 2. She seems it would be more family oriented.

Cole Moening stated he likes in Concept 3 the transition from stores to the park is more graduated.

Ethan Nangle stated he likes Concept 3 with the shared street and would be a beneficial to residents and businesses nearby. It would draw people to the park.

5.3 Strategic Plan Update/Review Resident Survey Results

City Administrator Kurt Ulrich provided an update to the Commission of the Strategic Plan process. This is the reason the Resident Survey was done to be included in the strategic planning effort. He reviewed a PowerPoint presentation including the Vision, Mission and Goals/Imperatives. He reviewed financial stability showing Total Property Tax Levy. The Bond rating for the City is AA+. A stable tax rate has been maintained. A certificate of achievement in financial reporting for 2013 was received and noted this is the 20th consecutive year. There has been a continued emphasis on economic development. A connected community will begin with the interchange on Highway 10. There is an effort to reduce access points along Highway 10 to Anoka. This would help the flow of traffic. An effort for Smart, Citizen-focused Government with Collaborative Processes. Some economic development examples were the old municipal center, the 167th/47th business node and Armstrong West Planning/Future Business Park Planning. An Effective Organization where the City adopted and implemented Vision, Mission, Goals and Action Plan. A balanced scorecard for accountability and staff positions aligned with priorities. Four different areas reviewed are Fiduciary Perspective, Customer/Stakeholder Perspective, Internal Perspective and Learning and Growth Perspective.

Chair Bennett thanked the City Administrator for his update. He noted the Park and Recreation Commission feels like a part of the process.

Parks & Assistant Public Works Superintendent Riverblood reviewed during the 2013 City Council Strategic Planning process, discussion ensued related to initiating a resident surveying process. Generally speaking, survey results would benefit the City in a wide range of applications. However, relating to the Strategic Plan specifically, a resident survey allows the City to clearly analyze organizational performance measurements; including, the City's Strategic Plan balanced scorecard.

Parks & Assistant Public Works Superintendent Riverblood stated the City Council selected a "Third Party Mail" survey method for a regular resident survey program; and directed Staff to select a broker to complete said work. The National Research Center from Colorado was selected and authorized a set of survey questions/survey format. On November 12, 2014, the City Council received the preliminary report and authorized the preparation of the Final Report.

Parks & Assistant Public Works Superintendent Riverblood provided the survey results:

Community Livability Report – This is intended to be an easy to read/follow comprehensive overview of survey results. This specific document is based on all comparisons nationally. The National Research Center designs this document to be stand alone and intuitive. Included in the report are answers to a set of standard questions and also custom questions. The survey also includes a conclusions section.

Dashboard Summary of Findings – This is intended to provide a quick and condensed version of National Citizen Survey results outlined in the Community Livability Report.

Technical Appendices – This document includes all technical survey information (scientific data), raw survey results and all materials utilized. This document also includes a local benchmarks/comparisons section to Minnesota and western Wisconsin cities.

In conclusion, Ramsey residents enjoy a high quality of life, Ramsey's Economy is an important focus area for the community and Residents feel safe in Ramsey.

Chair Bennett stated the survey is full of great information and the Commission will continue to utilize it when discussing Parks within the City.

6. COMMISSION/STAFF INPUT

Parks & Assistant Public Works Superintendent Mark Riverblood reviewed the following:

Mississippi Skyway – Preliminary Engineering – The preliminary engineering was done at the end of December.

Winter Recreation in Ramsey – The rink season started a week early then due to warm weather was closed for an extended period. This has been the slowest rink patronage he can remember. There are groomed cross-country trails at Rum River Central Regional Park.

7. ADJOURNMENT

Motion by Commissioner Barr, seconded by Commissioner Fyten, to adjourn the meeting.

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

The Park and Recreation Commission meeting adjourned at 7:35 p.m.

Respectfully submitted,

Mark Riverblood
Parks & Assistant Public Works Superintendent

Drafted by Debbie Wolfe
TimeSaver Off Site Secretarial, Inc.

Meeting Date: 02/12/2015

By: Tim Gladhill, Community Development

Information

Title:

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.

Purpose/Background:

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.

Notification:

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 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.

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.

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 revised 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 the project pro-forma.

Recommendation:

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.

Action:

Motion 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.

Attachments

[Site Location Map](#)

[Sketch Plan](#)

[Tentative Review Schedule](#)

[Staff Review File](#)

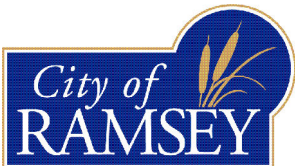
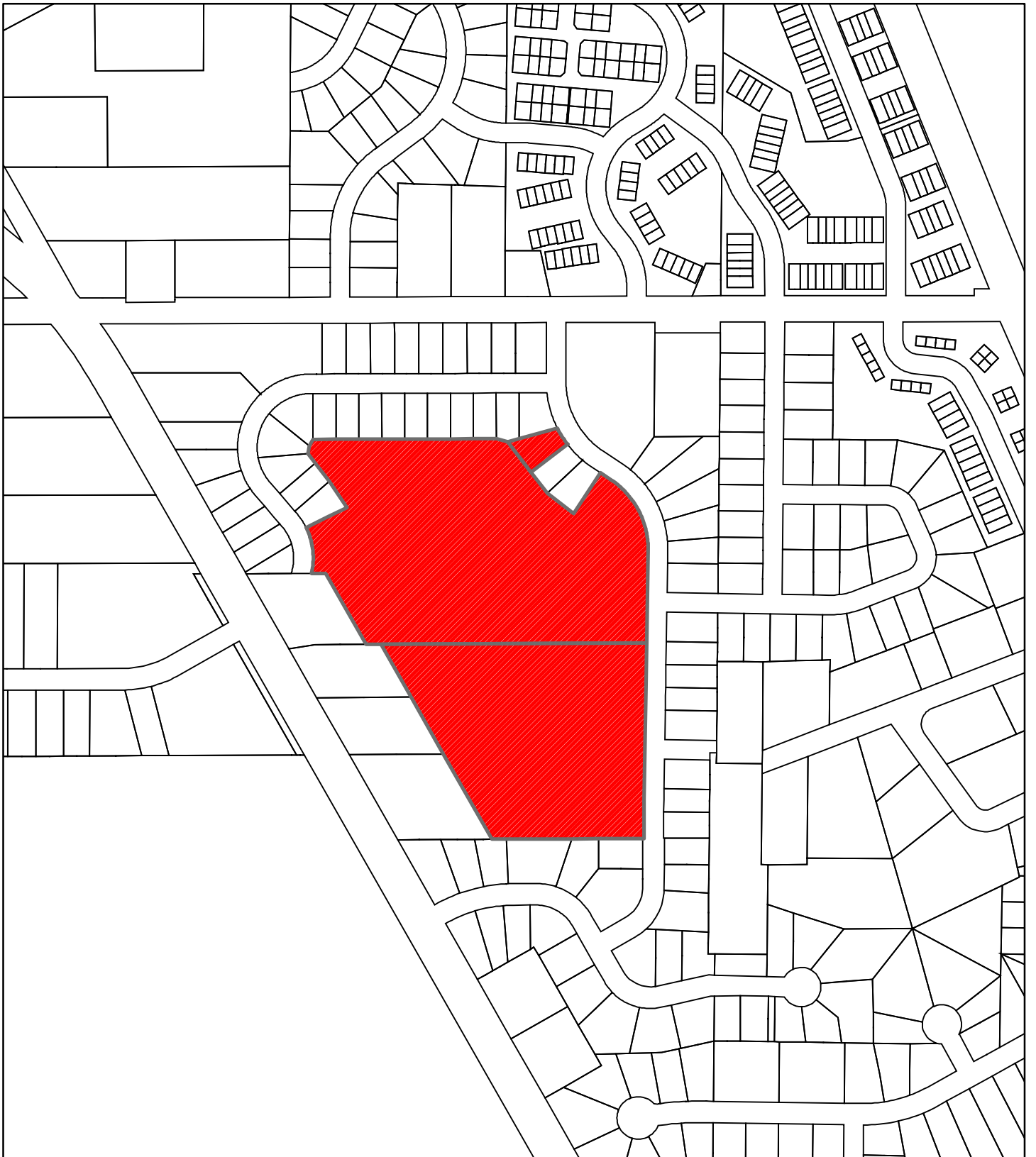
[Planning Commission Presentation dated February 5, 2015](#)

[Planning Commission Supplemental Report dated February 5, 2015](#)

[Recommended Policy Statement](#)

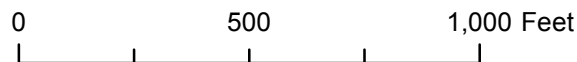
Form Review

Inbox	Reviewed By	Date
Mark Riverblood	Mark Riverblood	02/05/2015 01:57 PM
Tim Gladhill (Originator)	Tim Gladhill	02/05/2015 02:02 PM
Tim Gladhill (Originator)	Tim Gladhill	02/05/2015 02:03 PM
Grant Riemer	Grant Riemer	02/05/2015 02:27 PM
Form Started By: Tim Gladhill		Started On: 02/03/2015 02:40 PM
Final Approval Date: 02/05/2015		



Harvest Estates

Legend
Site
Parcels



HARVEST ESTATES

JOB NO.
141029

REVISIONS	DATE	DATE
REMARKS		

LEGAL DESCRIPTION

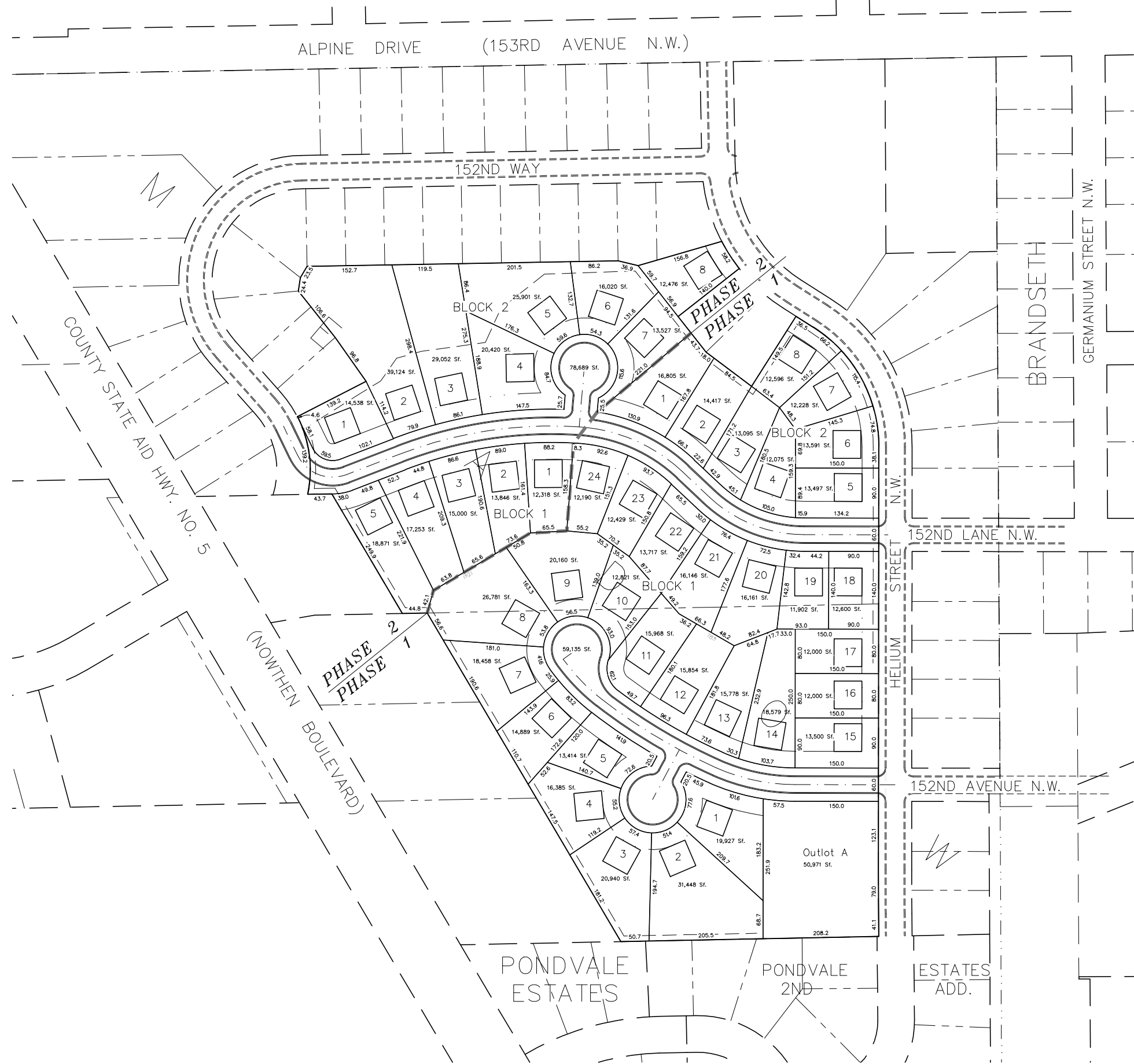
Lot 4, 5 and 21, Block 1, MEADOW.
Property Area = 939,490 Sf. - 21.568 Ac.

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



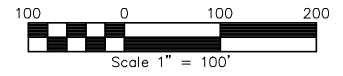
CERTIFICATION:

HEDLUND
 PLANNING ENGINEERING SURVEYING
 2005 Pin Oak Drive
 Eden, 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. ---/---/---



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: Special Planning Commission Meeting on March 19 and Final Plans Submitted on March 28, 2015: **NOT CONFIRMED**

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	2/19/15
Preliminary Plat: Development Review Meeting	2/24/15
Preliminary Plat: Public Hearing Due	3/4/15 @ 10:00 a.m.
Preliminary Plat: Public Hearing Published	3/6/15
Preliminary Plat: Planning Commission Review (Public Hearing)	3/19/15
<u>Final Plat: Submit to City for Review¹</u>	<u>3/28/14</u>
Preliminary Plat: City Council Review	4/14/15
Final Plat: City Council Review	4/28/15
Contingency: Additional City Council Meeting	5/12/15

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 Review²</u>	<u>4/1/14</u>
Preliminary Plat: Planning Commission Review (Public Hearing)	4/2/15
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.

² 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		

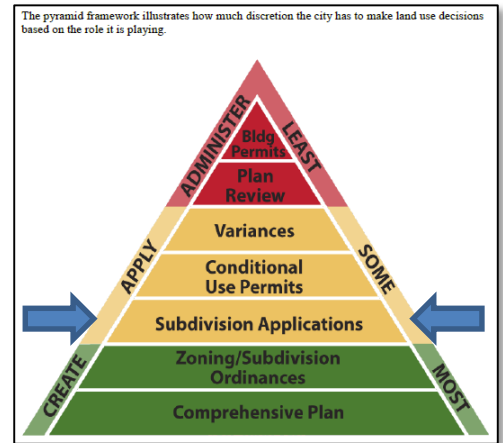
General: The purpose of this file is to review the official Sketch Plan prepared by N.I.K. management for the redevelopment for the former municipal campus located at 15153 Nowthen Blvd. NW as a 45-lot single-family residential development. The site is currently owned by the City of Ramsey, which has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

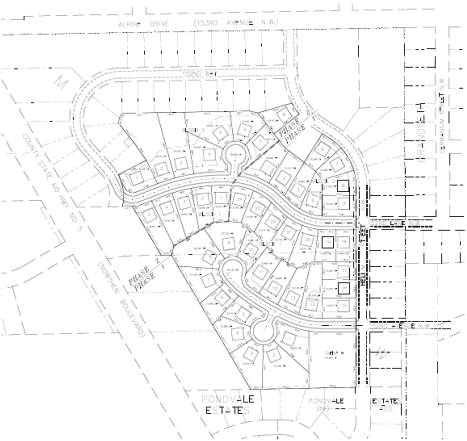
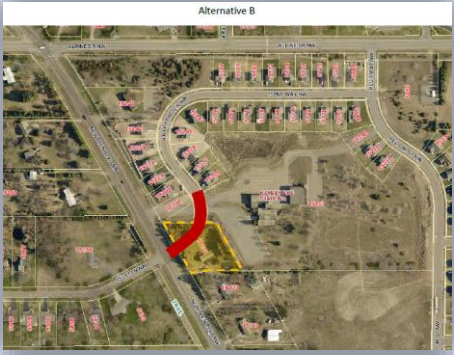
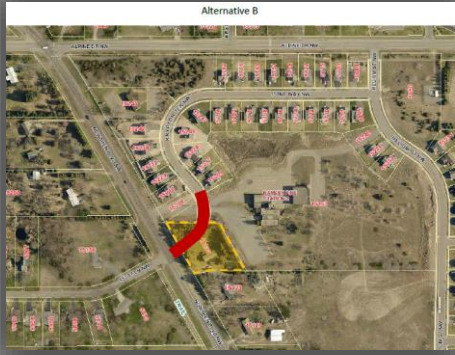
Generally speaking, the City's policy has been to focus on larger, higher-quality parks in close proximity to residential neighborhoods connected through a well-developed system of trails and open space.

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?

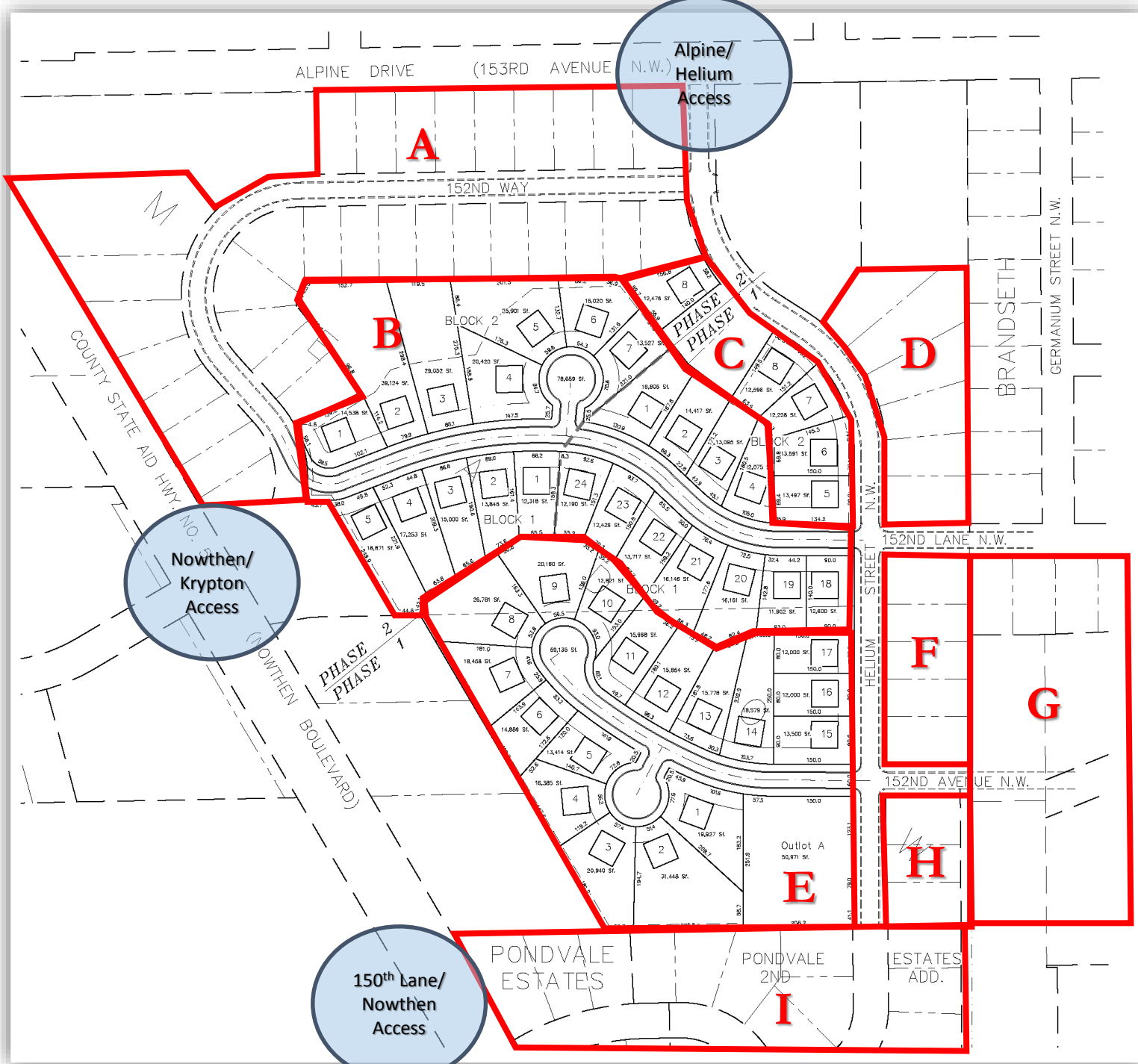
Physically speaking, the pond could be expanded in size. However, it appears that it would not be needed for stormwater purposes, would not be required for density transition purposes and would be a voluntary option to do so. The City encourages the developer to consider vegetative screening as an option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

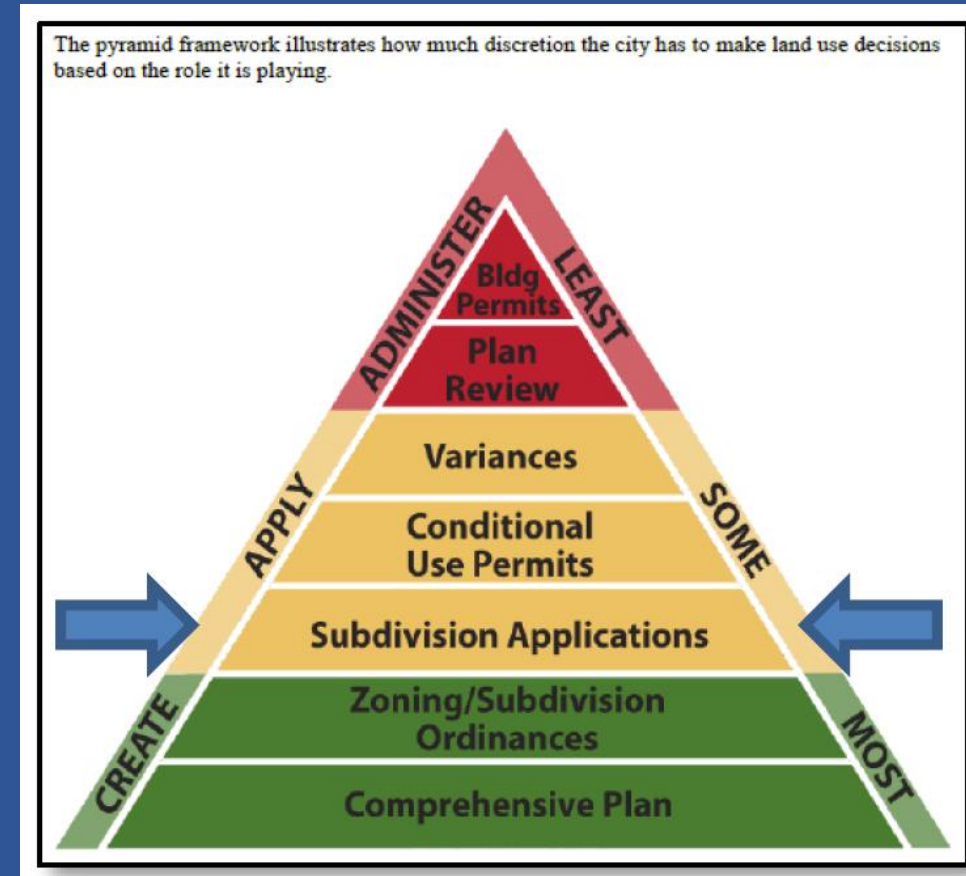
Nowthen Access	Nowthen Boulevard	Increase at Nowthen	Alpine Drive	Increase at Alpine	150th / Increase at 150th	TH 47	Increase at TH 47	Totals
Full Access at Nowthen	251		33		118		70	470
Half Access at Nowthen	147	-104	102	69	152	35	70	470
No Access at Nowthen	0	-251	207	175	175	58	88	470

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!

Anoka County Highway Department Staff has completed an **unofficial high-level concept review** of potential improvements necessary to Nowthen Boulevard (CSAH 5) if the City desires to leave access to Nowthen Boulevard open with the redevelopment of the old municipal center located at 15153 Nowthen Blvd. NW.

This is not an official development review of the Anoka County Highway Department and has not been reviewed by the Anoka County Board of Commissioners.

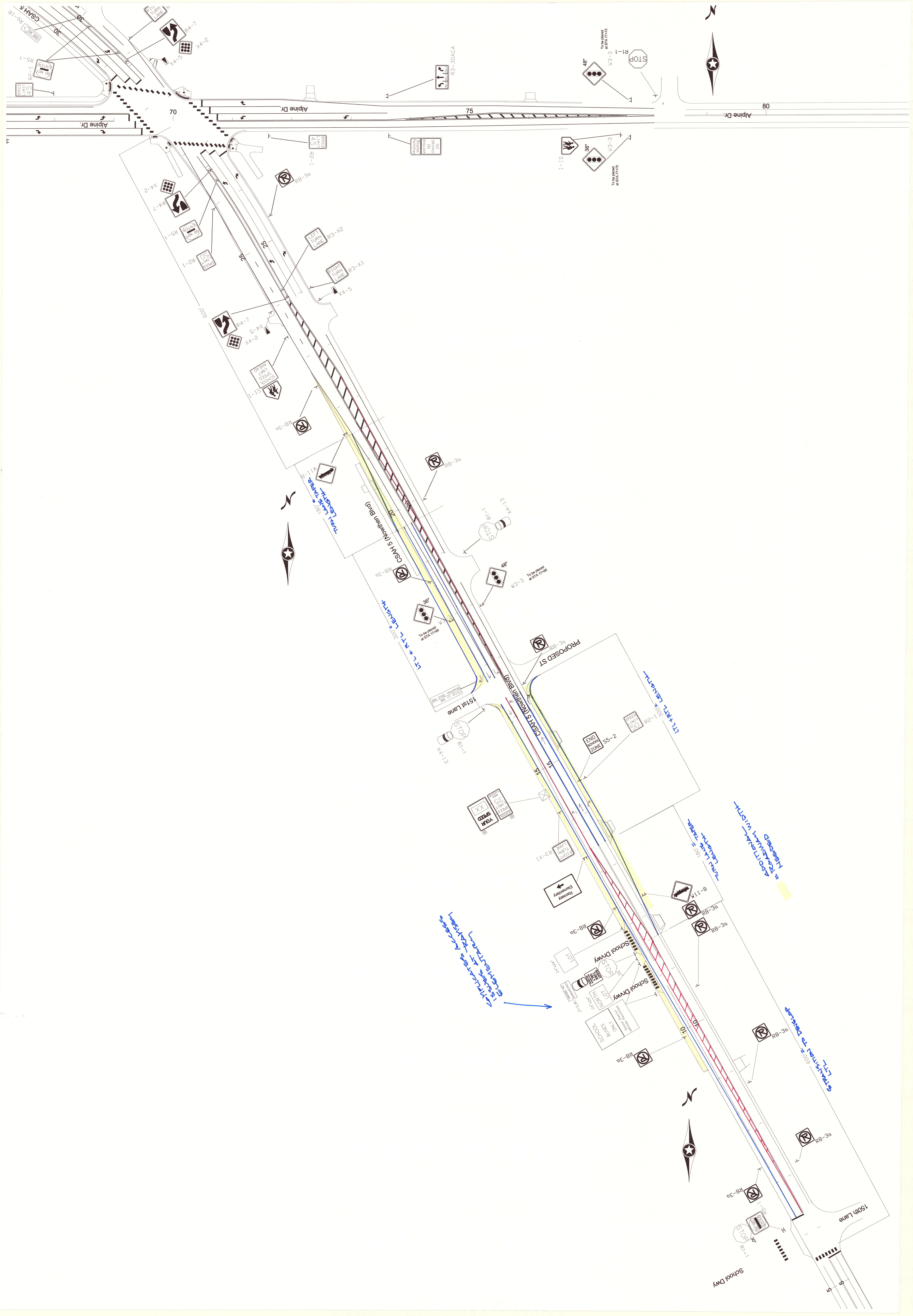
The following bullet list is a summary of the unofficial plan sheet prepared by the Anoka County Highway Department:

- Yellow and blue = new improvements.
- Nowthen Boulevard (CSAH 5) would need to be widened.
- The Plans do not show a “hard boulevard” otherwise known as a concrete median –this would just be painted.
- The Anoka County Highway Department is unsure if property acquisition would be required at this point. If the City chooses to move forward with the open access alternative, preliminary design will need to be completed to better understand right of way needs.
- Widening of Nowthen Boulevard (CSAH 5) may also negatively impact the existing pedestrian trail.
- Even with the County requirements, County staff believes this proposed access will create confusing/unsafe movements both north and south of this intersection.
- The Anoka County Highway Department roughly estimated costs at \$750,000 (high end).
- The Anoka County Highway Department believes a full access intersection here will “snow-ball” into additional needed improvements near the elementary school.
- This is a rough/unofficial draft and review for discussion purposes only.

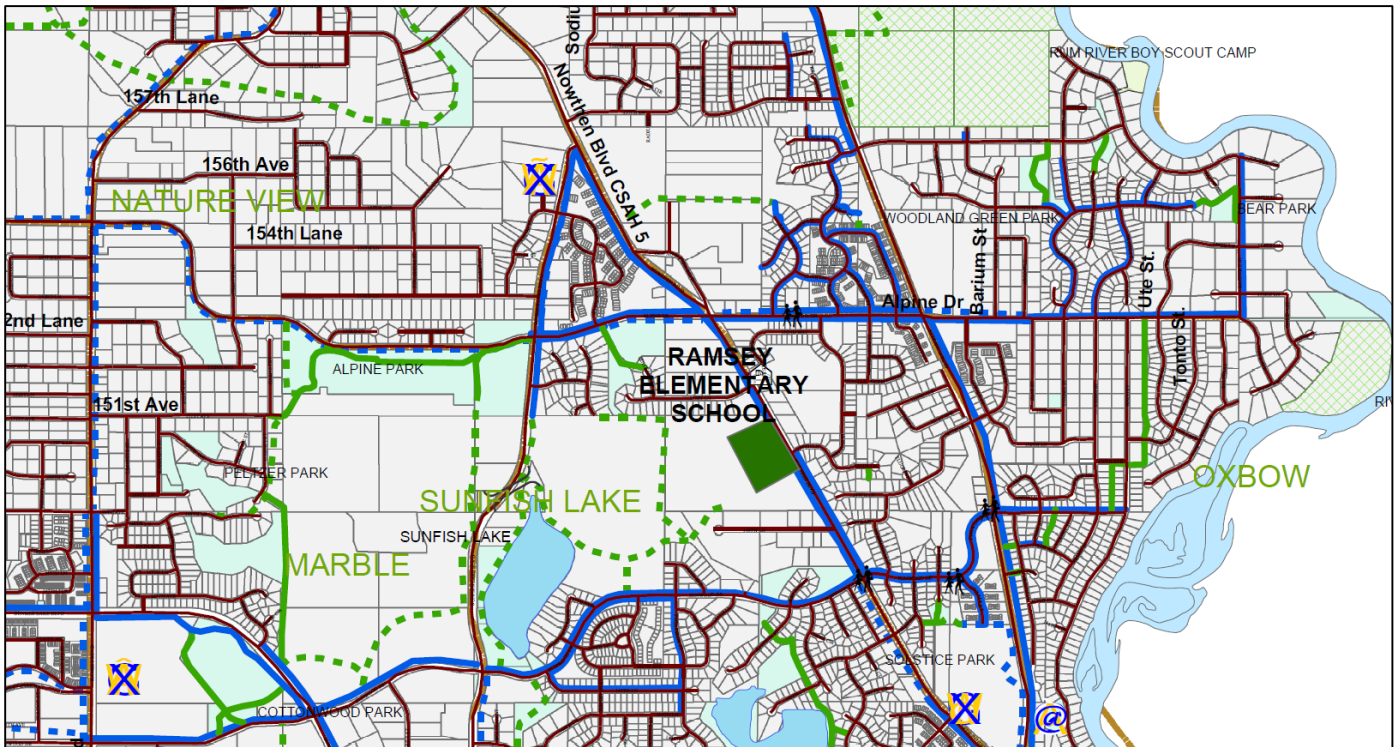
In regards to the Anoka County Highway Development Review Manual, below are a couple of highlights as it relates to this situation:

1. Per page 11 and 13, the County would require turn lanes and widening of roadway for this proposed access.
2. Per page 21, the County requires a ½ mile setback from the Alpine/CSAH 5, this intersection would be .189 miles set back (1,000 feet).

As discussed before, if the City required this access, the County would not stand in the City’s way. However, County Staff would strongly oppose/recommend against this proposed access (especially full access). County staff mentioned again, that all costs would be borne by the City (or developer).



Area Planned Parks and Trails



Park and Recreation Commission

6. 1.

Meeting Date: 02/12/2015

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Commission/Staff Input

Purpose/Background:

- Winter Recreation
- Mississippi River Trail and Tourism
- Invitation for Public Engagement - Municipal Plaza and Lake Feature in The COR
- Mississippi Skyway (Executive Summary attached)

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

Ped Bridge - Exec Summary

Form Review

Inbox

Grant Riemer

Form Started By: Mark Riverblood

Final Approval Date: 02/06/2015

Reviewed By

Grant Riemer

Date

02/06/2015 10:11 AM

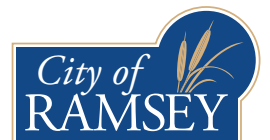
Started On: 02/06/2015 08:27 AM

EXECUTIVE SUMMARY



Mississippi Skyway Preliminary Engineering Report

CITY OF RAMSEY, MINNESOTA
DECEMBER 2014



EXECUTIVE SUMMARY

Project Need and Intent

The Mississippi Skyway pedestrian bridge will provide a critical direct pedestrian and bicycle connection between the City of Ramsey's 400-acre pedestrian-oriented COR development, the Ramsey Northstar Station, Ramsey Park & Ride and the resources associated with the Mississippi River and attendant regional amenities. Currently, Trunk Highway 10 (TH 10) and the parallel BNSF Railway Company and Metro Transit Northstar Commuter Rail railroad corridor are barriers to safe pedestrian and bicycle access between The COR and park and trail systems associated with the river.

At its heart, the project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, economic development and recreational options to promote a livable, vibrant region and community.

Regional Amenities and Connections

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will link existing and future public investments with a single project, enhancing the value of each.

Mississippi River

The Mississippi River, known as America's Treasure, is a vital ecological feature on a global, national, and regional scale. The stretch of river from Ramsey and Dayton down through the Twin Cities area to Hastings is designated as a National Park entitled the Mississippi National River and Recreation Area (MNRRA). The river within Ramsey is also a part of the State's Wild and Scenic River system. Additionally, the river within MNRRA is one of two nationally designated water trails in the United States. A prominent part of the MNRRA is the 273-acre Mississippi West Regional Park in Ramsey, which includes an existing trail from the river to the touchdown point of the proposed skyway. The master plan for the park forecasts an interpretive center to compliment the native plant community restorations and recreational river access.

Regional Trail Connections

The Mississippi River Regional Trail from Mississippi West Regional Park to Anoka will be complete in the Spring of 2015. This trail is also designated US Bikeway #45 with attendant trail connections to the entire Metropolitan Park and Trail system.

The Mississippi Skyway will also allow the Central Anoka County Trail to be re-aligned through Ramsey's COR to the Mississippi River Trail and Mississippi West Regional Park.

The Central Anoka County Trail will provide several direct regional connections to:

- » *Bunker Hills Regional Park*
- » *Coon Creek Regional Trail*
- » *Cities of Anoka, Blaine and Coon Rapids park and trail systems*
- » *City of Ramsey's 50 miles of trails*
- » *Rum River Central Regional Park*

The Center of Ramsey referred to as The COR

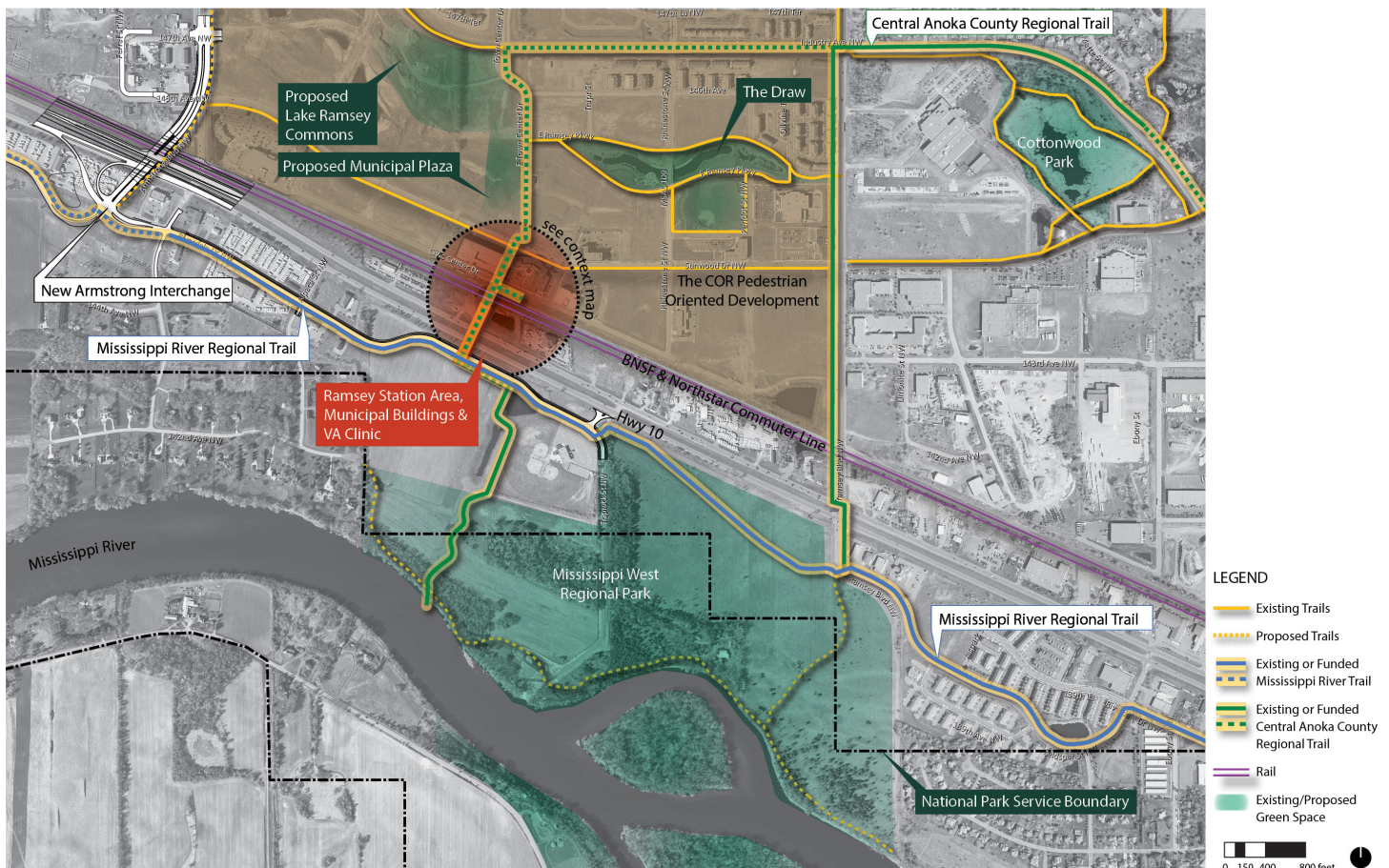
The City of Ramsey, with the Metropolitan Council, has envisioned a multi-modal town center entitled 'The COR' with access via commuter rail, car, bicycle, and on foot. The COR development is a planned 400 acre mixed-use and transit-oriented development site located north of TH 10 between CSAH 83 and CSAH 56. In the next years, the site is projected to add 6,550 people and 2,830 jobs. The COR includes a mix of residential housing choices for people of all incomes.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. The CITY OF RAMSEY 2030 COMPREHENSIVE PLAN UPDATE identifies the need to "Create vehicular and non-vehicular linkages to neighboring communities and between city neighborhoods, trails, recreation, work and shopping" as a component of their future planning checklist. This project serves to continue to develop non-vehicular modes of transportation, and link all of the area's transportation systems in the spirit of that goal.

Ramsey Northstar Commuter Rail Station and Park & Ride

The Ramsey Northstar Commuter Rail Station and Park & Ride facility, equipped with publicly available Electric Vehicle charging stations, provide accessible, affordable and quick transit access to the larger metro region. The station is adjacent to The COR and will be seamlessly connected to the Mississippi Skyway pedestrian bridge, enhancing ridership and accessibility.

Opened in November 2012, the Northstar Station provides a 35-minute ride to the region's largest job center, downtown Minneapolis. Furthermore, at the Northstar's terminus at Target Field Station in downtown Minneapolis, Blue Line light rail transit connections are available to the airport, Mall of America, and scattered employment sites in Minneapolis neighborhoods. The Green Line provides additional access to the University of Minnesota, Downtown Saint Paul, and many Saint Paul neighborhoods. The Mississippi Skyway will expand access to these publicly funded investments.



Appendix E, Figure 1 – Project Location and Trail Map

Alternatives and Barriers to Safe Pedestrian Movement

The Mississippi Skyway will provide a safe grade-separated pedestrian and bicycle connection between The COR and the Mississippi River and across the existing barrier of the TH 10 corridor and rail line.

TH 10 is a 4-lane divided highway that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/St. Paul Metropolitan Area with annual average daily traffic of 43,500 vehicles per day in the project area.

BNSF runs parallel to TH 10. There has been a nearly 40 percent increase in freight traffic since 2012, when approximately 48 freight trains passed through each day. In addition to freight trains, these tracks also facilitate the Northstar Commuter Rail system.

In the Fall of 2014, the City of Ramsey constructed an extension of Riverdale Drive from Alpaca Street NW to Traprock Street NW at the regional park. This roadway extension is parallel to and

immediately to the south of the existing Minnesota Department of Transportation’s ROW occupied by TH 10.

The closest alternate pedestrian and bicycle crossing of TH 10 is at Armstrong Boulevard when the new interchange design is constructed. A user traveling from the Ramsey Northstar Station to the proposed south touch-down point of the Mississippi Skyway by way of Armstrong Boulevard would travel an additional 1.7 miles or an estimated 35 minutes of walking time. Such an extensive non-direct route would be prohibitive from a user’s standpoint, and will continue to invite illegal pedestrian crossings as has been problematic throughout the highway and railroad corridors.

Absent a pedestrian overpass, TH 10, the railroad corridor and the parallel Riverdale Drive will continue to act as a physical barrier between Ramsey’s mixed-use development, commuter rail station, and regional investments on both sides of the highway and the amenities along the Mississippi River which could hinder sustainable development potential and economic growth in the region.

Mississippi Skyway Preliminary Engineering Report

SRF Consulting Group, Inc. was engaged to assess the feasibility of constructing a grade separated crossing over TH10 and Riverdale Drive. The study included the following objectives:

- » *Identify potential locations for a new pedestrian bridge crossing of TH 10 and Riverdale Drive.*
- » *Conduct preliminary analysis of alignments and profiles for further consideration in future design phases.*
- » *Identify impacts to adjacent private and public lands for possible Right-of-Way (ROW) easements and acquisitions.*
- » *Identify impacts to existing utilities.*
- » *Outline potential structure types and aesthetic options for consideration.*
- » *Provide an outline of future tasks to continue to move the project forward in compliance with anticipated funding requirements.*
- » *Review possible additional site development options for the surrounding site to facilitate pedestrian and bicycle connections to the approach areas.*

Throughout the process, multiple alignments were considered (see Appendix B & Appendix J). With assistance from the City, the preferred alignment selected was a straight alignment from the Ramsey Northstar Station over TH 10 and Riverdale Drive with a circular helix approach ramp on the south side of Riverdale Drive.

Wayfinding and bridge aesthetics were also taken into consideration. The proposed bridge aesthetics take their cue from the surrounding civic architecture including City Hall, the municipal parking ramp, and the Northstar Ramsey Station. Undoubtedly, MnDOT, local stakeholders and the greater community will have an interest in the visual quality of the structure. Further input from stakeholders will help ensure that the bridge will be an attractive and distinctive civic landmark that reflects community values.

Preferred Pedestrian Bridge Concept D

Seven different structure types were considered as feasible options for the pedestrian bridge. The City has identified Bridge Concept D in Appendix E as the preferred option, which includes dual bowstring truss center spans with concrete girder side spans. Preferred Bridge Concept D is described as follows:

- » *Visual emphasis is at the center of the bridge at the arcing trusses.*
- » *The new bridge will be distinct from the existing enclosed skyway but will complement its appearance.*
- » *Center trusses and vertical piers are the dominant architectural features.*
- » *A center pier is required in the TH10 median. Decorative railing enclosure creates an "open" experience on the deck without a roof.*

Estimated Project Costs and Funding Sources

A preliminary estimate of project costs has been developed based on the proposed pedestrian bridge options presented in this report. The preferred bridge concept costs are estimated at \$5.1 million to \$5.6 million. These costs are based on 2015 dollars and include a 10% contingency and an estimated 20% for engineering and construction administration cost.

In 2014, the National Parks Service (NPS) awarded the City a grant for construction related activity for the Mississippi Skyway pedestrian bridge. The "MISSISSIPPI RIVER SKYWAY BRIDGE - MISSISSIPPI NATIONAL RIVER AND RECREATION AREA (MISS)" grant provides total program funding of \$490,000 with a grant availability sun-set date in 2017.

The City is considering multiple additional funding options and partners for the final design considerations and construction of the proposed pedestrian bridge facility.

This report has conservatively assumed the use of typical Federal funding sources for purposes of estimating total project costs. Note that multiple Federal funding sources are available, and each may present a different set of specific project criteria.

Next Steps

The Mississippi Skyway pedestrian bridge project will likely require a Cooperative Construction Agreement between the City and MnDOT.

An Environmental Review Summary has been prepared (see Appendix H) to identify existing resources within the vicinity of the Mississippi Skyway project. An environmental review document will be needed to meet requirements of the National Environmental Policy Act. The type of document will be determined when funding is identified based on coordination with funding partners and federal agencies. The construction of the bridge is anticipated to be a Categorical Exclusion (Type II document; no significant environmental impacts are anticipated.)

Right-of-Way: Easements can be negotiated at this time and should be prepared to satisfy Federal real estate acquisition statutes and regulations.

Utility coordination may begin with impacted utilities so that utility owners can begin to determine the extent of the impact and the preliminary resolution, whether it be modification or relocation.

MnDOT coordination may continue. A MnDOT State/Federal Aid project coordinator will need to be assigned for determining the State/Federal processes to be followed and for review of preliminary and final construction documents.

The draft preliminary bridge plans included in the report may be advanced to a complete preliminary plan for review and approval by the MnDOT Bridge Office Preliminary Plan Review Unit. Upon approval of the preliminary plan, the final design and plans may be prepared and reviewed per the Cooperative Construction Agreement Process.

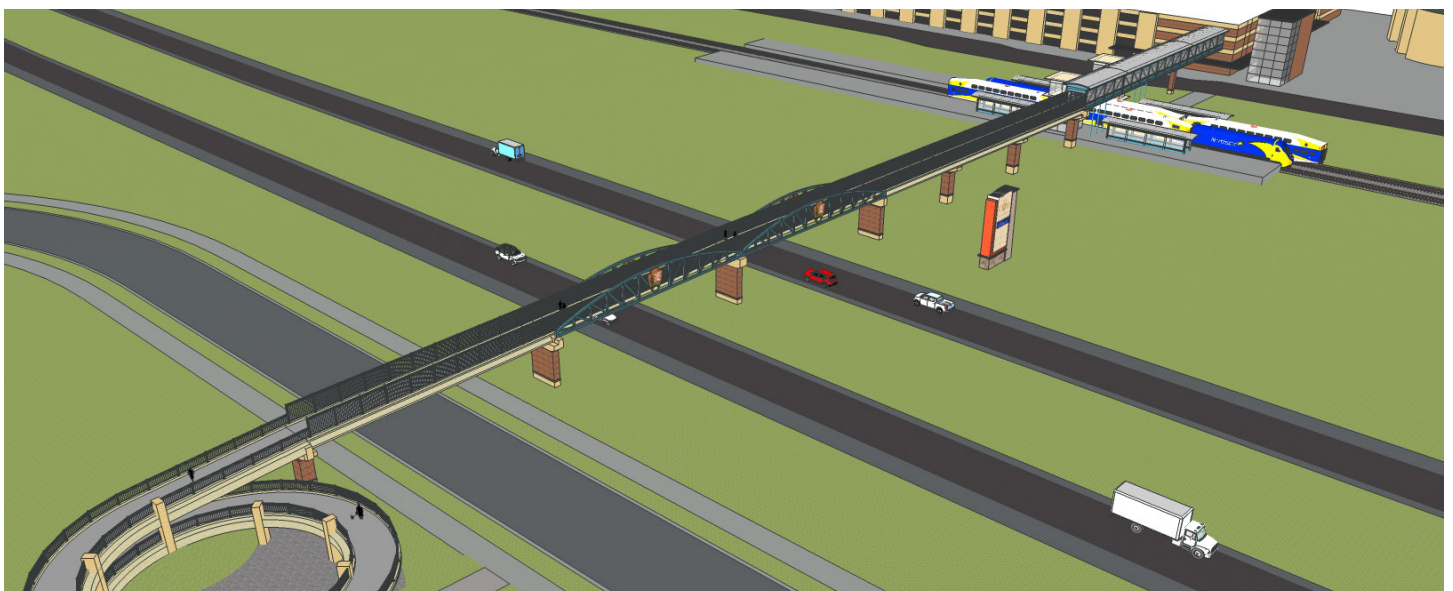
Preparation of funding applications and requests for letters of support may begin at this time while other steps outlined above are on-going.



Appendix E, Figure 20 – Preferred Concept D View from TH 10



Appendix E, Figure 19 – Preferred Concept D View of helix structure from the south



Appendix E, Figure 18 – Preferred Concept D Bird's eye view