

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

<b>DATE</b>	04/03/2015	<b>PROJECT ADDRESS</b>	15153 NOWTHEN BOULEVARD
<b>PROJECT. TITLE</b>	HARVEST ESTATES		
<b>ESCROW #</b>	114538		
<b>DEPARTMENT:</b>	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
<b>PRIMARY CONTACT:</b>	Name: Tim Gladhill Phone: 763-433-9826 Email: <a href="mailto:tgladhill@cityoframsey.com">tgladhill@cityoframsey.com</a>		
<b>TECHNICAL REVIEW ASSISTANCE:</b>	Name: Tina Goodroad, AICP Phone: 763-496-6751 Email: <a href="mailto:tgoodroad@loucksassociates.com">tgoodroad@loucksassociates.com</a>		

**General:** The purpose of this file is to review the official Preliminary Plat prepared by N.I.K. management on behalf of G S Land, LLC for the redevelopment for the former municipal campus located at 15153 Nowthen Blvd. NW as a 44-lot single-family residential development. The previous Sketch Plan review noted 45 lots. An existing lot along Helium Street has been removed, as it has already been subdivided as a buildable lot.

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 G S Land, LLC. The Purchase Agreement by and between the City and N.I.K. is being assigned by N.I.K. Management, Inc. to G S Land, LLC. The project will still be managed by N.I.K. Management, Inc. on behalf of G S Land, LLC. The Planning Commission has reviewed a previous sketch plan and approved a recommendation to rezone the property from Public/Quasi-Public to R-1, Residential (MUSA) and a land use change from Public/Quasi-Public in the Comprehensive Plan. These amendments will be finalized with Final Plat approval.

Plans have been prepared by Hedlund Engineering Services, Inc. This review is based on plans dated March 5, 2015. It is noted that the current plan set is presently being revised based on City Council direction regarding access to Nowthen Boulevard. It is also noted that as of April 1, 2015, Hedlund Engineering has merged with Landform Professional Services, LLC. Staff notes this merger to avoid confusion with future plan sheets submitted to the City for review on this project. It is anticipated the same Engineering Project Team will continue to bring the project forward.

Fire Station No. 2 currently operates 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 includes Phase I and II, whereas the Final Plat will include only Phase I which totals 32 lots. Please see advisory comments from Staff regarding alternatives to the phasing plan later in this review.

Based on actions by the City Council to approve a Comprehensive Plan Amendment and Zoning Amendment, the proposed Preliminary Plat is being reviewed per [City Code Section 117-111](#) entitled R-1 Residential District and [Chapter 117, Article III](#) entitled Subdivisions.

**Comprehensive Plan:** 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 proposed net density is 2.64 units per net acre. While this development falls short of the three (3) units per net developable acre, the City remains consistent overall in meeting the three (3) units per net developable acre average

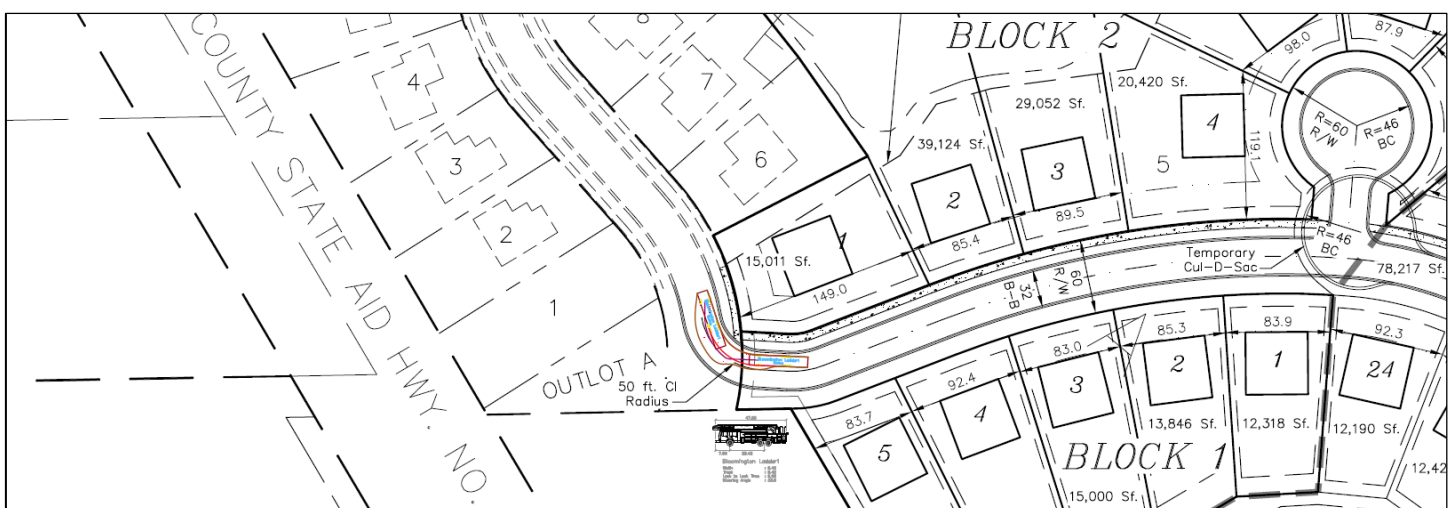
city wide. Additionally, the layout of the site makes it difficult to achieve the three (3) units per acre. The City has previously established that this is an appropriate metric to calculate average net density within the MUSA boundary.

**Zoning:** The City has adopted 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 is consistent with the R-1 Residential (MUSA) District.

**Dimensional Standards.** The proposed Preliminary Plat meets all minimum requirements for lot area, lot width, and setbacks of the R-1 zoning district:

Setback Required	Proposed
Front yard: 30 feet	30 feet
Side yard uninhabitable: 6 feet	6 feet
Side yard habitable: 10 feet	10 feet
Side yard corner: 30 feet	30 feet
Rear yard: 30 feet	30 feet
Minimum lot width: 80/corner 90	80 at setback for interior and 90 feet for all corner lots
Minimum lot area: 10,800 sq. ft	All lots exceed the 10,800 sq. ft. minimum lot size

**Access & Streets.** The plat proposes to gain access from Helium Street and Krypton Terrace, existing internal residential roads. The layout is being amended since it was last reviewed by the Planning Commission, per the direction of the City Council, regarding the Nowthen Boulevard access. The proposed Preliminary Plat will not include access to Nowthen Boulevard. This amendment was at the direction of the City Council at their February 24, 2015 Work Session. Details of that discussion are included in the minutes attached to the agenda item for this case. Generally speaking, the City Council requested that the Nowthen Boulevard corridor be studied for broader safety, accessibility, and mobility improvements throughout the entire corridor before individual intersection connections are allowed. It is further noted that the current plat is being designed in such a way that a future connection to Nowthen Boulevard could be made if the future Nowthen Boulevard Study supported said connection. The City's draft Strategic Plan identifies this study as a priority, Staff has had informal verbal discussions with Anoka County, and Staff will be making a formal request for study in the coming weeks.



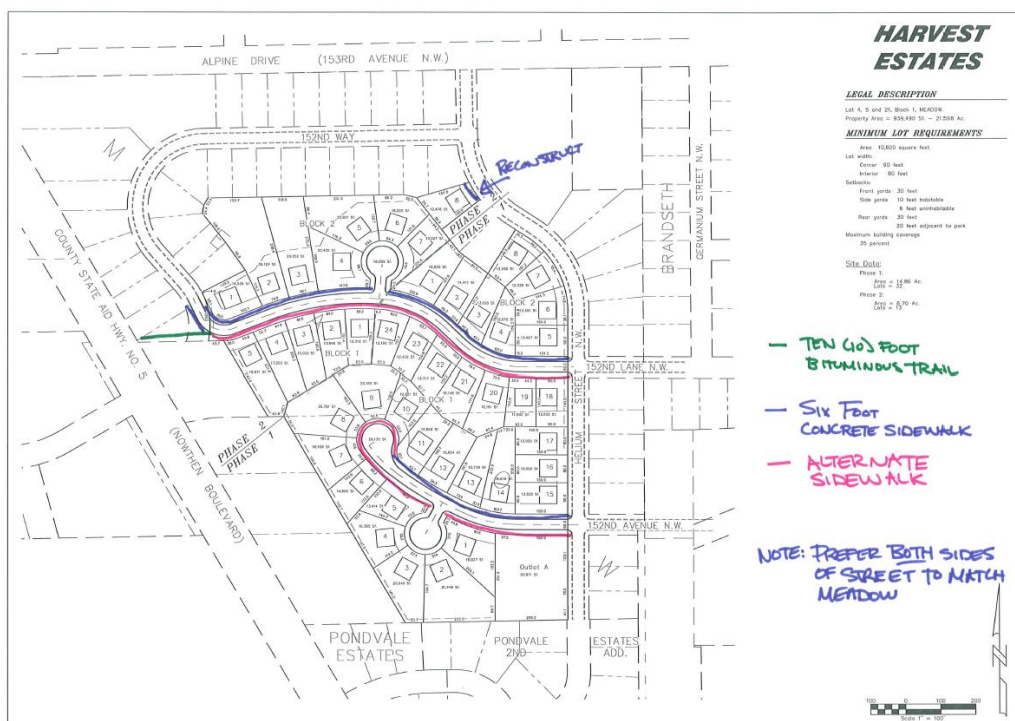
The site will have three (3) access points to major roads: 1) Nowthen Boulevard (at 150<sup>th</sup> Lane); 2) Alpine Drive (at Helium Street); and 3) Trunk Highway (TH) 47/Saint Francis Boulevard (at 152<sup>nd</sup> Avenue). Based on a split between these three intersections upon full build-out (existing homes + proposed development), it appears that the traffic levels would continue to be within acceptable levels of service. The Preliminary Plat includes enhanced internal circulation with a loop street consisting of 152<sup>nd</sup> Way NW/Krypton Terrace connecting to Helium Street NW on the northern portion of the plat. A new cul-de-sac will extend from Helium Street on the southern portion of the plat.

### 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 plans show a 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.

**Sidewalks and Trails.** A sidewalk is proposed on the south side of the proposed southern cul-de-sac (152<sup>nd</sup> Avenue NW) and along the north side of the proposed loop street. Staff notes that six (6) foot wide concrete sidewalks are included on *both sides* of the streets in Meadow, the adjacent residential development. It is noted, however, that MEADOW was accomplished through a Planned Unit Development (PUD), in which the Developer requested a deviation to lot size, and a public benefit was added by creating sidewalks on both sides of the public street. This is not the case with Harvest Estates. Staff desires policy direction from the Planning Commission regarding this matter. City Code requires sidewalks on one (1) side of each newly constructed public street. In addition, a small six foot wide concrete sidewalk shall be reconstructed on Lot 8, Block 2 located in the northeast corner of Phase 2.

A ten (10) foot wide bituminous trail is required connecting the proposed internal road to Nowthen Boulevard near the location of the existing driveway. This will be constructed during the Phase 2 development. Plans should be revised to show this trail connection.



**Architectural Standards.** Architectural renderings are not required as part of Preliminary Plat 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. The required Development Agreement shall clearly state that additional architectural requirements are not being required at this time, and that the underlying requirements for the R-1 Residential (MUSA) District are required.

**Development Fees.** The Developer will be required to pay development fees consistent with the City's approved schedule of Rates and Charges. These estimates are based on the entire development, both phases. The final plat request will break down by actual units created by phase.

Fee	Amount	# of Units	Total
Park Dedication	\$2,600/unit	44	\$114,400
Trail Development	\$700/unit	44	\$30,800
Water Trunk	\$1,597/unit	44	\$70,268
Sanitary Sewer Trunk	\$1,126	44	\$49,544
Stormwater Management	\$459/unit	44	\$20,196
Street Light	\$1,300/light	TBD	TBD
Street Light O & M	\$294/light	TBD	TBD

The following Financial Guarantee requirement is based on Phase I only. Numbers do not reflect Phase II, which will be calculated separately.

The City also requires a Financial Guarantee for all Stage I and Stage II Improvements in the amount of 125% the cost of said improvements. The original Engineer's Estimate prepared by Hedlund Engineering was for \$670,844. The lowest quote from a contractor provided by N.I.K. Management, Inc. prepared by Northwest Asphalt is \$700,949. These are simply estimates at this time, which will need to be confirmed by the City Engineer. Staff has flagged the unit price for imported fill as a concern when comparing to the Engineer's Estimate provided by the Developer's Engineer, Hedlund Engineering and other comparable quotes provided by the Developer. Staff will provide a final recommendation with Final Plat review. Additionally, Staff has provided advisory comments regarding the overall grading plan and amount of fill needed for the overall project later in this review.

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

**Recommendation.** City Staff recommends that the City approve the Preliminary Plat with amendments as required in the attached review files.

**Advisory Comments.** The following section contains advisory comments to assist the City and Developer in reviewing outcomes of the current phasing plan.

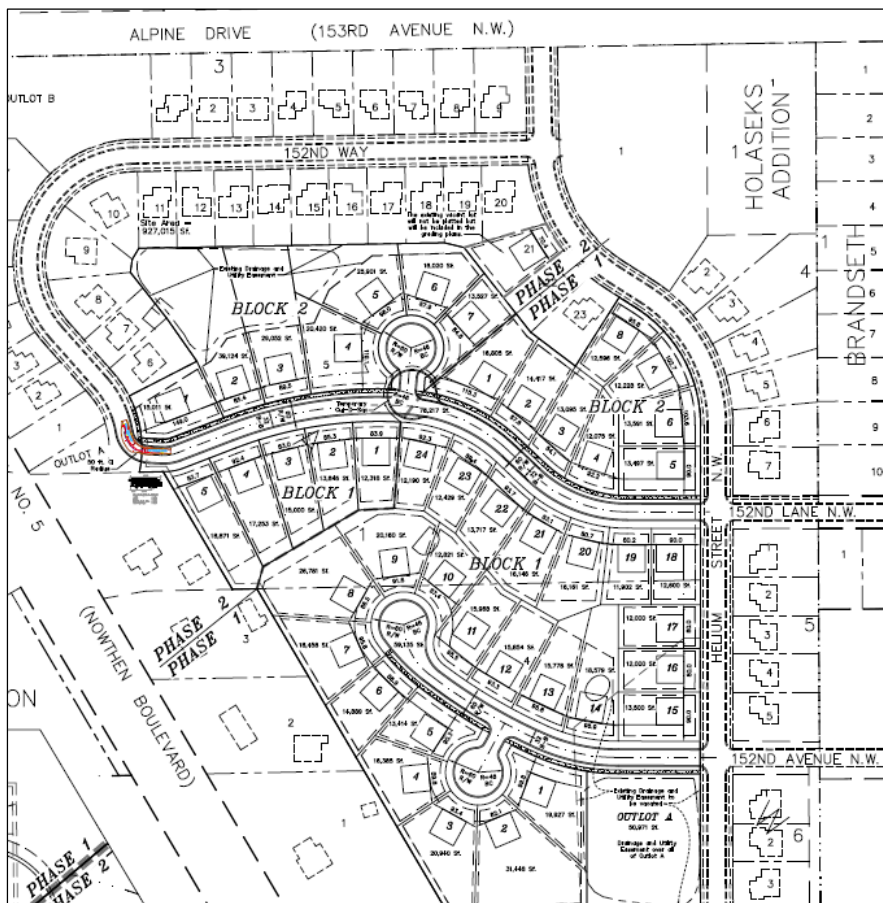
#### Phasing Plan

The Preliminary Plat contains 44 lots. It is anticipated that the project will happen in two (2) phases. Phase I is planned for thirty-two (32) lots. Phase II is planned for twelve (12) lots. Phasing is necessary to allow a portion of the project to move forward prior to the new Fire Station No. 2. Staff would like to explore an alternative phasing plan with the

Developer that would either 1) amend the scope of Phase I or 2) divide the project into three (3) phases. Regardless, Staff will support the current phasing plan as outlined in the Purchase Agreement. The intent of this section is to outline outcomes and alternatives now that additional design details are known that weren't available during concept and sketch plan review.

Only a portion of 152<sup>nd</sup> Lane (proposed Northern street) will be able to be constructed with the current phasing plan due to existing buildings. Interim Step #1 of the current phasing plan would utilize the existing parking lot for the former police station as a 'temporary cul-de-sac'. Interim Step #2 of the current phasing plan in the event of delay of Phase II would be to construct an actual cul-de-sac at the end of 152<sup>nd</sup> Lane for Phase I. As the Commission is aware, these 'temporary' cul-de-sacs can be challenging. There are ten (10) lots proposed on 152<sup>nd</sup> Lane in Phase I.

All of 152<sup>nd</sup> Avenue (proposed Southern street) will be able to be constructed as designed without impacts to existing buildings or need for temporary cul-de-sacs. There are fourteen (14) lots proposed on 152<sup>nd</sup> Avenue, all created in Phase I. Additionally, there are seven (7) lots proposed to be created along existing Helium Street.



Historically, the City sees an average of ten (10) to twenty (20) lots per development constructed each year in the current market environment. City Staff has received this feedback from a number of local developers as well. Twenty-one (21) lots would be created with the construction of 152<sup>nd</sup> Avenue and lots created along existing Helium Street.

The benefit to the City would be to avoid a phased construction of 152<sup>nd</sup> Lane, avoiding construction staging conflicts and temporary cul-de-sac conditions. The benefit to the Developer would be a lower Financial Guarantee requirement and cost-savings in construction staging and reconstruction. The City's Subdivision Ordinance would provide the City the tools to require full cul-de-sac construction and associated rights-of-way. If the City were to require full cul-de-sac construction and associated right-of-way, two (2) lots would need to be removed from Phase I.

### Grading Plan

Development of the Grading Plan has discovered the need for more imported fill to be required than anticipated by the Developer in order to obtain the mix of floor plans desired by the Developer. The geographic area of impact is focused on the future Phase II.

Phase	Quantity	Unit Price <sup>1</sup>	Total
Phase I	2,500 cubic yards	7.60/cubic yard	\$19,000
Phase II	16,500 cubic yards	7.60/cubic yard	\$125,000

Staff is noting these assumptions as it may have an impact on the Purchase Agreement related to Phase II. Cost for fill may be in excess of \$100,000 than originally anticipated by the Developer. From a regulatory perspective, the City can accept the current quantity of 2,500 cubic yards, that amount necessary for Phase I only. It is hereby noted that the full amount of fill will be calculated for Phase II when that phase comes forward. Staff is simply noting this as an advisory comment to relay the fact that there may be some potential risk that additional costs above what was originally anticipated to the Development upon execution of Phase II. This is a normal course of a due diligence and design process when more of the unknowns of design become known.

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<sup>1</sup> Based on Quote to Developer from Northwest Asphalt. Original Engineer's Estimate was \$10/cubic yard.

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

<b>DATE</b>	APRIL 3, 2015	<b>PROJECT ADDRESS</b>	WEST OF HELIUM STREET SOUTH OF 152 <sup>ND</sup> WAY
<b>PROJECT. TITLE</b>	HARVEST ESTATES PRELIMINARY PLAT		
<b>ESCROW #</b>	114538		
<b>DEPARTMENT:</b>	Engineering		
<b>TECHNICAL REVIEWER:</b>	Name: Leonard Linton Phone: 763 433-9834 Email: <a href="mailto:llinton@ci.ramsey.mn.us">llinton@ci.ramsey.mn.us</a>		

We offer the following comments regarding your request for the Preliminary Plat of Harvest Estates. The submittal consists of 8 sheets prepared by Hedlund Engineering Services dated March 5, 2015.

**General:** The submitted major subdivision proposes to plat Block 1, lots 4 & 5, Meadow to create 44 urban single family lots and 1 Outlot. The subject property is generally located south of 152nd Way NW and West of Helium Street NW. The eastern border is single family homes fronting County Road 5, Nowthen Boulevard.

**Streets and Access:** The development accesses Helium Street which connects to Alpine Drive on the North and County Road 5, Nowthen Boulevard through 150<sup>th</sup> Lane NW on the south.

The streets will be urban section with concrete curb and gutter and bituminous pavement. A sidewalk is generally provided on one side.

Outlot A encompasses the stormwater pond constructed with Meadow subdivision.

**Traffic Analysis Report:** A traffic generation analysis for the Meadow development has been prepared by Bolton & Menk Inc. which analyzed the impact of this development on the following intersections:

1. Sunwood Drive NW at CSAH 5 (Nowthen Blvd)
2. 150<sup>th</sup> Lane at CSAH 5
3. 151<sup>st</sup> Lane at CSAH 5
4. Ramsey City Hall Driveway at CSAH 5 (proposed to be removed with this project)
5. Alpine Drive NW at CSAH 5 (Signalized in 2014)
6. Alpine Drive NW at Germanium Street
7. Alpine Drive NW at TH 47 (St. Francis Blvd)
8. 152<sup>nd</sup> Lane at TH 47 (connected to Helium Street after study completed)
9. Sunwood Drive NW at TH 47
10. CSAH 5 at TH47

The proposed new development studied was estimated to consist of 50 single family residential units and a 1000 student middle School by 2026. Based on the traffic analysis conducted the recommendations and conclusions are: *Original recommendations* 2015 Comments

1. *Stop signs shall be placed at all development entrances that intersect with the Current Roadway Network.* No new connections to the existing roadway network are proposed.
2. *The intersection of Sunwood Drive and CSAH 5 will need to be reconstructed with full turn lanes on CSAH 5.* CSAH 5 is a county highway. The plat has been submitted to Anoka County for comment.
3. *The analysis recommended addition of lanes to TH47 and CSAH 5 by 2026.* Changing the proposed use from a school to single family residential units will significantly reduce the traffic impact from this parcel TH47 and CSAH 5 have regional significance and decisions on upgrades should be made by MNDOT and Anoka County, respectively.

**Grading and Drainage Plans:** A preliminary grading and drainage plan has been prepared for this subdivision by Hedlund Engineering Services. Staff offers the following comments on this plan:

1. Lot corner elevations need to be provided on all lot corners and along the centerline of drainage swales which do not coincide with common property lines. The 100 year high water elevations for ponding areas and the FEMA 100 year flood elevations are shown on the plan. All lowest floor building elevations must be two feet above the highest elevation noted.
2. Grading plan sheets at 1" = 50' must be added to the set.
3. A tabulation of lot elevations with minimum floor elevations and adjacent pond high water levels must be added to the plan.
4. The emergency overflow elevation for each water quality pond must be one foot lower than the lowest adjacent grade of the building structures.
5. The maximum slope should not exceed one foot vertical to four feet horizontal. .
6. The font size/ pen weight of labels must be increased to make plan readable.
7. Sidewalks are generally shown adjacent to the streets. Sidewalk must be added to 152<sup>nd</sup> Lane and 152<sup>nd</sup> Avenue.

A permit from the Lower Rum River Water Management Organization (LRRWMO) will be required.

Submit a copy of the MPCA Construction Stormwater Permit to the City prior to construction. Submit copies of erosion inspection results to the City prior to release of escrow.

**Utilities:** All lots are proposed to be served by municipal sewer and water. Construction plans and specifications are subject to review of the City Engineering Department. The Utility Plan shall be revised to show the re-alignment of utilities from Nowthen Boulevard through Lot 1, Block 2, MEADOW in order to remove conflict with buildable pad site for said lot. The details of financial obligations and timing of said alignment will be handled as part of the Purchase Agreement by and between the City and G S Land, LLC. The City will review the City's policy stance on timing and need of said re-alignment with the City Council.

**Stormwater Pollution Prevention Plan:** Hydraulic Grade calculations must be submitted for the storm sewer system. A copy of the stormwater calculations provided to the LRRWMO for plan approval must be submitted to the City. The calculations submitted are missing CB 119-121 which are shown on the plans. The CB drainage map is missing labels.

Staff offers the following general comments on all sheets:

- Increase the contrast between existing and proposed conditions.
- Add additional sheets to reduce the scale and improve readability.
- Add Street Names to all Sheets. (City Staff will forward appropriate names based on County Grid System)
- Add profile sheets for utilities.
- Add dedicated sheet for removal and replacement of Existing Sewer and Water lines.
- Separate Sewer and Water from Storm Sewer and Street sheet for this submittal.

Staff offers the following sheet specific comments:

**C-3** – Existing FES at 152<sup>nd</sup> Avenue will be in new street alignment. Plans must show relocation of this structure. Provide separate plan showing phasing for relocation of existing sewer and water lines along alignment of 152<sup>nd</sup> Lane NW. Lots fronting Helium Street will require cutting into street for services. Add

**CG-1** – No Water can leave site along southwest edge adjacent to existing homes. Provide detail for overflow from new pond in south east corner of site to existing pond. Verify downstream route for overflow to Helium Street from existing pond. Verify the flood elevation and emergency overflow elevations for lots 11-21 in the table.

**Detail Sheets** – Detail sheets were not included in the submittal. Use the City standard details with the notes as follows:

- All sidewalks shall be 6 feet wide and 6 inches thick.
- The MnDOT 5 sheet pad ramp details must be added to the plans.
- Each pedestrian ramp must have a detailed diagram for each pedestrian ramp showing elevations, slopes and dome plate layout with radius (as needed).
- Rock Construction Entrances are ineffective in Ramsey. Add the following text to the SWPPP and Grading Plan Notes: “A street sweeper must be available within 3 hours upon notice from the City that the streets need to be swept.”
- The typical street section shall have 6” Premium Topsoil.
- All references to Class 5 shall read Class 5, Ramsey Modified. Gradation is shown on Ramsey Street Details.
- Use Ramsey Detail STR-25 for connection to existing street and installing new services in Helium Street.

**Specifications were not submitted. These notes are required when the specifications are submitted.**

- Include City where ever Engineer or Owner is referenced in Specifications.
- General Statements - Include City in notifications to Engineer and Owner.
- Sunday work is not permitted in the City of Ramsey without City Council approval. Working hours are 7:00 am – 10:00 pm, Monday –Saturday, 48 hour notice is required for Saturday Work.
- The contractor must have a City License.
- A City right-of-way permit is required prior to working in the ROW.

**Water** – Add Notes:

- Only City Personnel shall operate valves.
- All valves not in paved surfaces shall have blue carsonite markers.
- Paragraph 2.7.C.2 – Valve nut extensions are not used in the City of Ramsey.

**Sanitary Sewer** – Add note:

- All manholes not in paved surfaces shall have green carsonite markers.
- All sanitary sewer shall have 10 gauge solid copper tracer wire.

**Storm Sewer** – Add note:

- All manholes not in paved surfaces shall have green carsonite markers.
- All storm sewer shall have 10 gauge solid copper tracer wire.

**Landscaping** – Include City on all Correspondence.

- All plant material in City ROW shall have two (2) year warranty

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

<b>DATE</b>	4/3/15	<b>PROJECT ADDRESS</b>	UNKNOWN
<b>PROJECT TITLE</b>	HARVEST ESTATES		
<b>ESCROW #</b>	114538		
<b>DEPARTMENT:</b>	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
<b>TECHNICAL REVIEWER:</b>	Name: Chris Anderson Phone: 763-433-9817 Email: <a href="mailto:canderson@cityoframsey.com">canderson@cityoframsey.com</a>		

We offer the following comments regarding the Landscape and Tree Preservation Plans prepared by Hedlund and dated March 5, 2015:

**Tree Preservation:** At least forty percent (40%) of the Diameter at Breast Height (DBH) inches of significant trees shall be preserved. For every one (1) inch of significant tree DBH removed beyond this threshold, 1.25 inches of DBH shall be replanted or \$125.00 shall be paid to the City in restitution (or some combination thereof). Invasive species, diseased trees, and trees removed for stormwater ponds, public trails and sidewalks, shall not be considered when calculating the removal threshold (they should be noted as such in the inventory to receive credit).

Sheet C-5 indicates that there is a total of 1,435 total DBH on site (this excludes all invasive species, primarily Siberian Elm) and of that, 1,360 DBH inches will be removed (five percent [5%] of significant tree DBH inches preserved). Thus, reforestation (and/or restitution) should equate to 624 inches (1360-861=499 inches beyond removal threshold x 1.25”). However, the reforestation requirement exceeds the base landscape requirement (two [2] trees per lot) and per the direction of the Environmental Policy Board, the greater of the base landscape requirements or the reforestation requirement (reduced by the base landscape requirement) shall apply. This results in a total of 400 inches of required reforestation. The following revisions are required:

- *Sheet C-5 must be revised as follows:*
  - *Allowable Removal needs to be amended to read 1435 x 60% (2545 includes the Siberian Elm DBH).*
  - *All reforestation perimeter plantings (excluding required front yard trees) shall be installed as a Stage I improvement by the developer.*
  - *Plan sheet should include tree save fencing around trees being preserved.*
- *Sheet C-6 must be revised as follows:*
  - *Tree save fencing must be shown on the grading plan and shall be installed at or beyond the dripline of trees or groups of trees being preserved. Tree save fencing shall be installed and maintained in a plumb condition throughout all land disturbance activities.*
- *Sheet CE-1 must be revised as follows:*
  - *The legend includes a symbol for tree protection but that symbol is not shown on the plan sheet. Update this sheet (and the grading plan and tree preservation plan sheets) to show the tree protection fencing around those trees being preserved.*

**Landscaping:** Two (2) front yard trees are required per lot. Deciduous trees shall be a minimum of one (1) inch caliper and evergreen trees shall be at least five (5) feet in height. As a general note, builders should be provided a copy of the approved Landscape Plan and Planting Detail if they will be assuming responsibility for installing the front yard trees on each lot. The following revisions are necessary:

- *While it appears generally that each lot will have two (2) trees planted, many of them indicate that one tree will be planted in the rear yard. Each lot shall have two (2) front yard trees. Please revise the Landscape Plan accordingly.*
- *An alternative to Patmore Ash (*Fraxinus pennsylvanica*) shall be utilized due to the looming emergence of Emerald Ash Borer and the potential that these trees may be planted within the public road right of way becoming the City's responsibility for long term maintenance.*
- *The planting detail must be amended to include the following*
  - *Planting depth shall be such that the 1<sup>st</sup> set of primary roots is at finished grade*
  - *Only prune out dead/broken/deformed branches at time of installation*
  - *Remove upper 1/3 of wire basket and burlap after being placed in planting hole*
  - *2-4 inches of wood chip mulch shall be included around all trees. Mulch shall not be piled against the trunk of trees.*
- *Since required landscaping is proposed to help satisfy the reforestation requirement, all trees planted shall be at least 2.5 inches in diameter, as that was the caliper used in the calculations.*
- *Boulevard area is required to be finished with sod. Remaining portions of lot can be finished with sod, seed, hydroseed, or other acceptable ground cover.*

**Topsoil:** Each individual lot will need to have four (4) inches of topsoil meeting the City's topsoil specification. A topsoil inspection is required prior to landscaping being installed and copies of the load tickets are required as well. This is reviewed at time of Building Permit Application and request for Certificate of Occupancy for each individual lot.

**Stormwater:** The project is addressing stormwater management standards through the use of storm sewer pipes and traditional ponding. While a complete review of the grading and drainage plans will be completed by the Engineering Division, it should be noted that the contour labels on the small new pond in the southeast corner of the site (adjacent to the existing pond) need to be revised. Presently, three (3) consecutive contours are labeled as 882 and it appears they should be labeled as 882, 880, and 878.

The Environmental Policy Board (EPB) reviewed the Tree Preservation and Reforestation Plan with the at their March 30, 2015 meeting. The EPB recommended approval of the plan contingent upon the revisions outlined in this Staff Review Letter as well as the following:

- Explore the potential for additional plantings around the rim of the swale between Phase I and Phase II.
- Explore the use of native flowers/grasses within the swale between Phase I and Phase II, essentially looking at improving infiltration and limiting the overall amount of turf.