City of Ramsey
Agenda
Revised
Regular City Council
Tuesday, June 13, 2017
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

1. Recognition of Heart Safe Ramsey Volunteers for Achieving Goal of 1400 Residents Trained in CPR & AED Use.

2. Presentation of the 2016 Comprehensive Annual Financial Report by the City's Auditing Firm of Malloy, Montague, Karnowski, Radosevich & Company (MMKR) - Aaron Nielsen, Principal with firm will be presenting

3. Citizen Input

4. Consent Agenda

1. Receive 2016 Comprehensive Annual Financial Report (CAFR)

2. Receive Cash and Investments for Period Ending May 31, 2017

3. Approve Licenses

4. Approve the Following Meeting Minutes:
1. City Council Work Session dated 05/23//17
2. City Council Regular dated 05/23/17

5. Approve Development Agreement for Regency Commons (Project #108); Case of National Self Storage

6. Approve Off-Sale Intoxicating Liquor, Off-Sale 3.2% Liquor, On-Sale Intoxicating Liquor, Beer, Sunday Sales, and Optional 2:00 a.m. Closing

7. Approve Rental Licenses

8. Approve Aeon Purchase Agreement: Multiple Actions

9. Adopt Resolution #17-06-135 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of May 18, 2017 through June 7, 2017

10. Adopt Resolution #17-06-136 to Hire Seasonal Public Works Maintenance Workers

11. Adopt Resolution #17-06-141 International Code Council (ICC) Nonexclusive License Agreement

12. Adopt Resolution 17-06-143 to Approve Participation in the Public Employees Retirement Association Phased Retirement Option

13. Report from Public Works Committee dated May 16, 2017

1. Review Pedestrian Safety Concerns at Variolite Street and 161st Avenue: Ratify the recommendation of the Public Works Committee that City Staff request that the Police Department use the speed trailer at the Variolite Street/161st Avenue NW intersection periodically to help reduce traffic speeds, and to consider an amendment to the Capital Improvement Plan regarding lowering the grade at the Variolite Street/161st Avenue NW intersection to improve the sight line to the north.
2. Parking Concern Near Rhinestone Street and Ramsey Parkway: Ratify the recommendation of the Public Works Committee to recommend that the yellow curb markings be extended, as needed, to ensure uniform "No Parking" restrictions on all legs of the intersection at Rhinestone Street/Ramsey Parkway.
3. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements: Ratify the recommendation of the Public Works Committee to recommend that the City Council approve plans and specifications for Project 17-03 - 2017 Crackseal and Sealcoat Program, and to recommend that the following related items be funded through the 2017 Street Maintenance Contract under the Streets Department Budget: Analyze pavement sections using ground penetrating radar - $35,000; Spray patching machine rental - $35,000.

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Consider Adoption of Resolution #17-06-~~127~~129 Approving Preliminary Plat for COR Stonebrook Academy (Project #17-101); Case of Michael and Kristen Johnson

2. Adopt Resolution Approving Final Plat of Covenant Meadows and Rezoning of the Subject Property (Project #17-102); Case of Eric Thomsen.

1. Adopt Ordinance #17-05 Approving Zoning Amendment to Planned Unit Development (PUD)
2. Adopt Resolution #17-06-138 Approving Final Plat

3. Consider Approvals for a Building Expansion at 17301 Nowthen Blvd NW (Project #17-03); Case of Trott Brook Hall

1. Conditional Use Permit
2. Site Plan
3. Minor Plat
4. Development Agreement

4. Adopt Resolution #17-06-126 Approving Conditional Use Permit and Site Plan for Danner's Cabinet Shop, Inc. on the Property Located at 16735 Quicksilver St NW (Project No. 16-37): Case of Danner's Cabinet Shop, Inc.

5. Consider Approvals related to Homestead Road Addition (Project #16-32); Case of CTW Group
1. Final Plat
2. Development Agreement
3. Rain Garden Maintenance Agreement

6. Consider Actions for Riverstone Addition Located Near Bunker Lake Boulevard and Puma Street; Case of Capstone Homes (Project No. 17-106)
1. Introduce Ordinance #17-06 Approving Zoning Amendment to Planned Unit Development (PUD)
2. Adopt Resolution #17-06-144 Declaring Environmental Impact Statement Not Needed and Approving Preliminary Plat

7. Adopt Resolution #17-06-139 Accepting Bids and Awarding Contract for Improvement Project #17-00, Sunwood Drive Reconstruction

8. Adopt Resolution #17-06-140 Accepting Bids and Awarding Contract for Improvement Project #17-01, Alpine Drive Reconstruction

9. Maple Investments LLC (dba Sharp & Associates) Purchase Agreement [portions of this case may be closed to the public]

8. Mayor/Council/Staff Input

9. Adjournment

CC Regular Session **2. 1.**

Meeting Date: 06/13/2017

Information

Title:

Recognition of Heart Safe Ramsey Volunteers for Achieving Goal of 1400 Residents Trained in CPR & AED Use.

Purpose/Background:

Purpose:
The purpose of this presentation is to recognize the Heart Safe Ramsey Committee for accomplishing their goal of training 1,400 Ramsey residents in bystander CPR and proper AED use and for their dedication to the safety and wellbeing of our residents and businesses.

The Heart Safe Committee is made up of Tim Hoffman (Champion), Officer Nick Stolp, City Administrator Kurt Ulrich, Duane Larson (Treasurer), Bill Hoppenrath, and Nichole Wenberg.

The City of Ramsey and the Heart Safe Committee would also like to offer a special thanks to the residents, businesses, and organizations that have participated in the trainings, as well as The Ramsey Lions and The Ramsey Rotary for the support they have provided this program along the way.

Background:
Heart Safe Ramsey was initiated in 2014 with the mission to increase survival rates of sudden cardiac arrest by educating the public in hands-only CPR and correct use of an AED (automated external defibrillator). Since then, Heart Safe Ramsey Champion, Tim Hoffman, and a small committee of community volunteers and representatives from Ramsey's city staff and police department, have been working to ensure proper coverage of public access defibrillators throughout the City, while offering free AED and CPR training sessions to Ramsey residents, businesses, and organizations. Heart Safe Ramsey reached their goal of training over 1,400 residents through sessions at the City Hall, appearances at various community events, and private training sessions for businesses and organizations by request. They have worked closely with local youth sports programs to educate coaches and athletes in sudden cardiac arrest response as well. The Heart Safe Ramsey Committee also identified the locations of dozens of AED's across the city with "AED On Site" stickers and an interactive AED location map. They also worked with businesses to educate them, not only on how to use these AED's, but how to properly maintain them.

The City of Ramsey earned its Heart Safe designation in just nine (9) months, but the work did not stop there. Heart Safe Ramsey went on to assist surrounding cities with developing their own Heart Safe programs. "We have impacted local communities and have become a role model for other Heart Safe programs on a global level. From cities across Anoka County to cities in Arizona. We even have a connection to Worcester, England, who recently acquired their Heart Safe designation!" Tim Hoffman shared.

Working as an outreach with other Heart Safe programs, Heart Safe Ramsey has helped to train more than 20,000 people in Anoka County in bystander CPR and proper use of an AED. Heart Safe Ramsey representative, Tim Hoffman, now serves on the MN Department of Health's Heart Safe Committee; a committee designed to help communities prepare for sudden cardiac arrest emergencies and acquire Heart Safe designations, like Ramsey's.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:16 PM
Form Started By: Nichole Wenberg		Started On: 06/05/2017 04:23 PM
Final Approval Date: 06/08/2017		

CC Regular Session **2. 2.**

Meeting Date: 06/13/2017

Information

Title:

Presentation of the 2016 Comprehensive Annual Financial Report by the City's Auditing Firm of Malloy, Montague, Karnowski, Radosevich & Company (MMKR) - Aaron Nielsen, Principal with firm will be presenting

Purpose/Background:

The City's auditing firm will provide a brief overview of the 2016 Comprehensive Annual Financial Report, Management Report and Special Purpose Audit Reports.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:02 PM
Form Started By: Diana Lund		Started On: 05/31/2017 02:17 PM
Final Approval Date: 06/08/2017		

CC Regular Session **4. 1.**

Meeting Date: 06/13/2017

By: Diana Lund, Finance

Information

Title

Receive 2016 Comprehensive Annual Financial Report (CAFR)

Purpose/Background:

Purpose: The City of Ramsey is required to undergo a certified audit, on an annual basis, of all of its funds and account groups. This audit is performed by the firm of Malloy, Montague, Karnowski, Radosevich & Co., P.A.

Incorporated into the 2016 CAFR are changes that are consistent with recommendations from the review for the "Certificate of Achievement for Excellence in Financial Reporting: (Certificate) and any reporting changes required by the Governmental Accounting Standards Board (GASB). It is our belief that this report is again a good candidate for receipt of the Certificate and it is intended that we submit the 2016 CAFR for review and consideration.

The auditors, as a part of their work, prepare a Management Report for the City. This report contains information on the following:

1. Audit Summary
2. Governmental Funds Overview
3. Enterprise Funds Overview
4. Government-Wide Financial Statements
5. Legislative Updates
6. Accounting and Auditing Updates

A presentation from a representative with the firm of Malloy, Montague, Karnowski, Radosevich will review the auditors opinions contained in the CAFR, the Management Report, and Special Purpose Audit Reports and answer any questions from the Council. This presentation will be scheduled prior to the regular City Council meeting to account for time and a brief summary will be presented at the beginning the regular City Council meeting.

Funding Source:

The 2016 annual audit was included in the 2017 General Fund Finance budget.

Action:

Motion to accept the 2016 Comprehensive Annual Financial Report and authorize the Finance Director to submit to the State of Minnesota Department of Revenue and other agencies, as required, and to submit the report with application for the Certificate to the Government Finance Officers Association of the United States and Canada.

Attachments

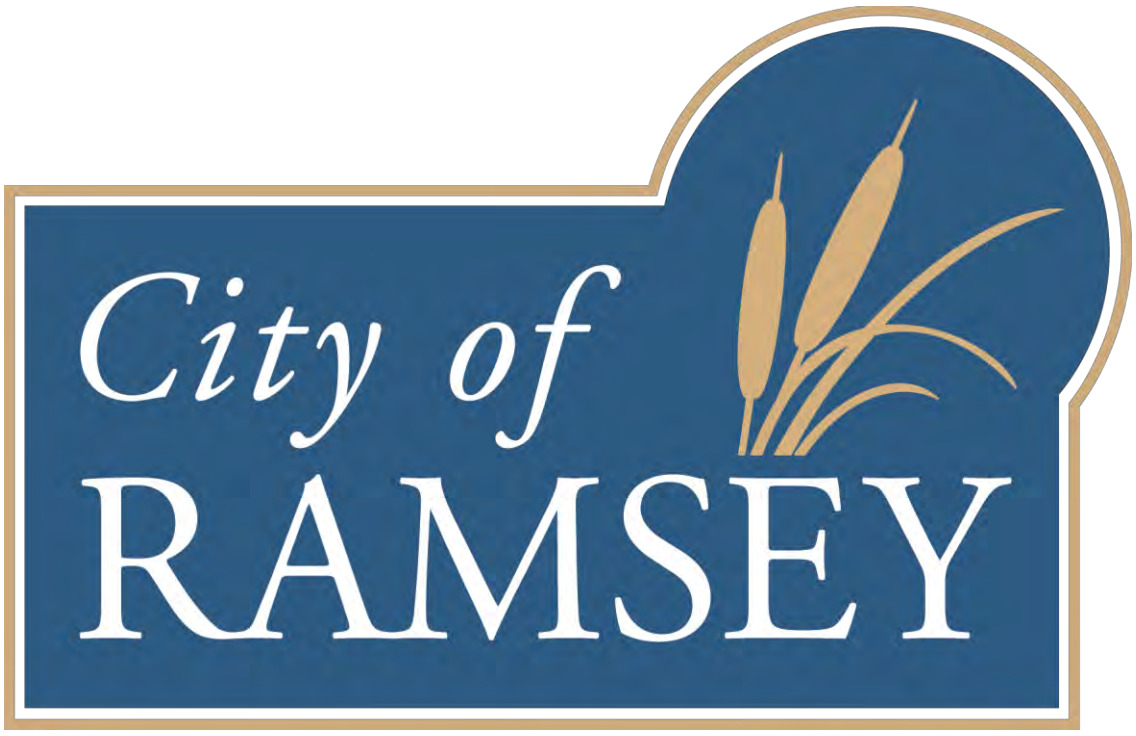
2016 Comprehensive Annual Financial Report (CAFR)

2016 Audit Management Report

2016 Audit Special Purpose Report

Form Review

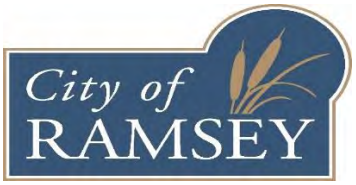
Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:04 PM
Form Started By: Diana Lund		Started On: 05/31/2017 02:22 PM
Final Approval Date: 06/08/2017		



Minnesota

Comprehensive Annual Financial Report

For the fiscal year December 31, 2016



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CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

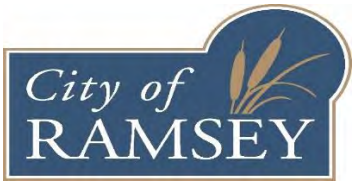
Comprehensive Annual Financial Report
For Year Ended
December 31, 2016

Prepared by
Finance Department

Diana Lund
Finance Director

and

Angela McIntire
Assistant Finance Director



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CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

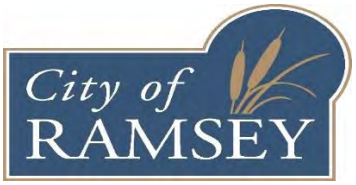
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INTRODUCTORY SECTION



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CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

City Council and Other Officials
Year Ended December 31, 2016

CITY COUNCIL

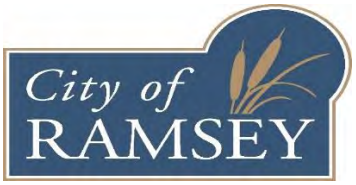
Sarah Strommen	Mayor
Jill Johns	Councilmember
Mark Kuzma	Councilmember
John LeTourneau	Councilmember
Chris Riley	Councilmember
Melody Shryock	Councilmember
Kristine Williams	Councilmember

CITY OFFICIALS

Kurt Ulrich	City Administrator

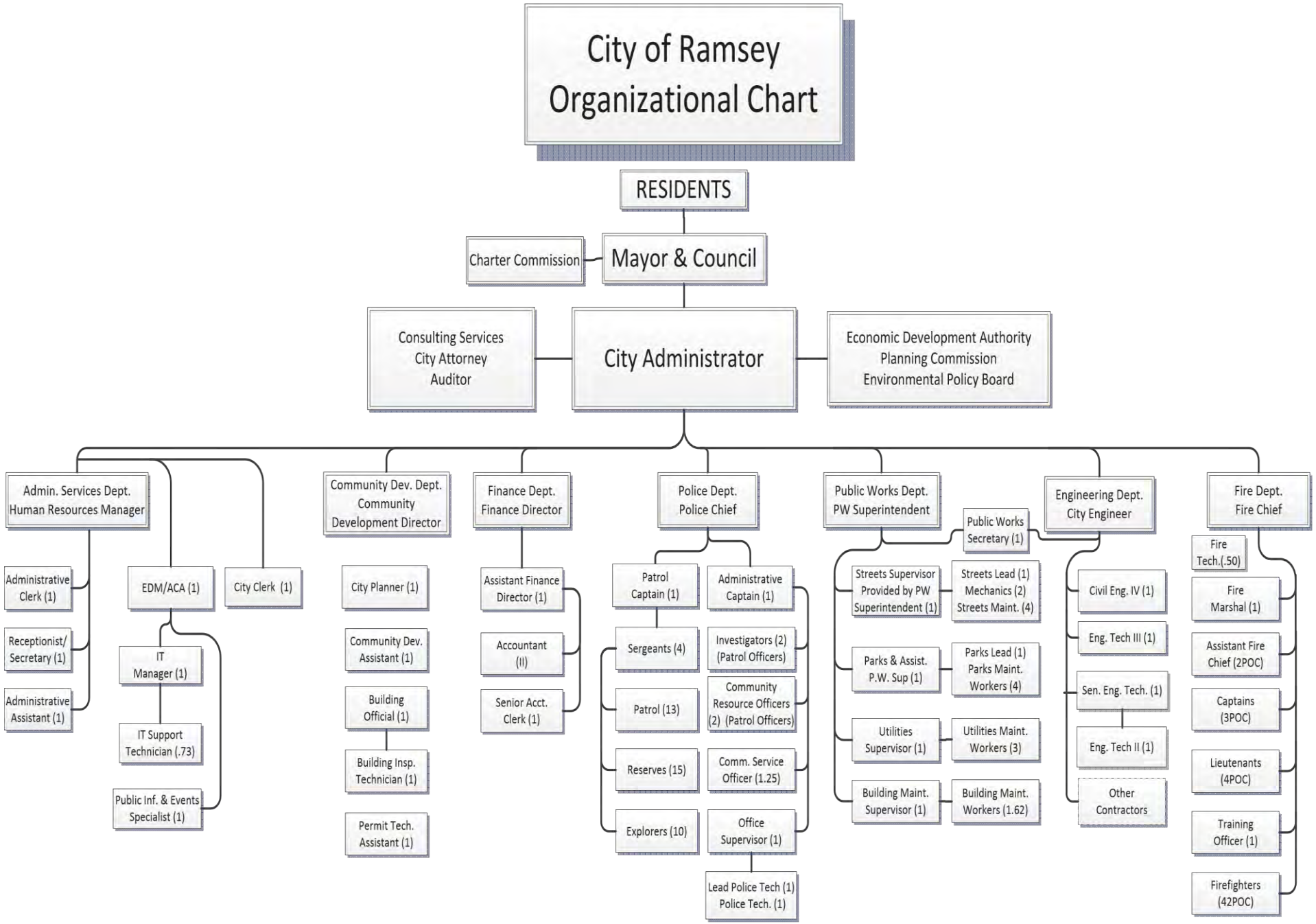
DEPARTMENT HEADS

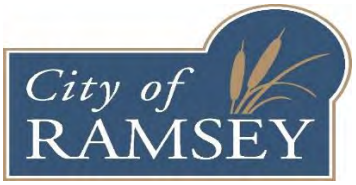
Timothy Gladhill	Community Development Director
Matthew Kohner	Fire Chief
Jeff Katers	Police Chief
Diana Lund	Finance Director
Grant Riemer	Public Works Superintendent
Bruce Westby	City Engineer



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City of Ramsey Organizational Chart





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Goals/Imperatives

Financial Stability

Ensure strategic economic development that complements the City's desired quality of life and builds a stable tax base, all while maintaining a low tax levy

A Connected Community

Ensure that the city is a connected city that is part of a comprehensive regional transportation system that enables all to easily navigate the community and attracts business development

Smart, Citizen-Focused Government

Continue the delivery of quality services to ensure the city will have safe and thriving neighborhoods and business districts, and a clean environment

An Effective Organization

Maintain a highly functional staff, citizen volunteers, and elected officials and governance structure that meets the ever-changing, increasing needs of the organization

Measures for Success

In order to achieve its mission, the City must be accountable. The City defined what success will look like:

The City will look at a "Balanced Scorecard" of financial, internal, external and stakeholder metrics in order to measure success

The City will regularly measure and assess stakeholder satisfaction

The City leadership and staff will hold themselves accountable for results

The City will regularly report back to stakeholders about progress toward results

Core Values

Ethics and Integrity

Fiscal Responsibility

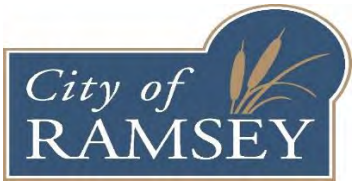
Cooperation and Teamwork

Open and Honest Communications

Excellence and Quality in the Delivery of Service

Treating People with Respect and Fairness

Adaptability and Continuous Learning



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May 31, 2017

Honorable Mayor and Members of the City Council
City of Ramsey, Minnesota

The comprehensive annual financial report (CAFR) of the City of Ramsey, Minnesota (the City) for the fiscal year ended December 31, 2016 is hereby submitted. Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the City. All disclosures necessary to enable the reader to gain an understanding of the City's financial activities have been included.

Minnesota Statutes and the City Charter require an annual audit of all accounts, financial records, and transactions of the City by independent certified public accountants. The accompanying financial statements have been audited by the firm of Malloy, Montague, Karnowski, Radosevich & Co., P.A., Independent Certified Public Accountants. The firm is engaged by the City Council to render an opinion on the City's financial statements in accordance with accounting principles generally accepted in the United States of America, and an unmodified opinion has been issued. The independent auditor's report is located at the front of the financial section of this report.

Accounting principles generally accepted in the United States of America require that management provide a narrative introduction, overview, and analyis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The City's MD&A can be found immediately following the report of the auditors.

PROFILE OF THE CITY

Ramsey is located in the southwestern part of Anoka County and is situated approximately 25 miles from Minneapolis. The City has 28.8 square miles within its corporate boundaries and is bordered by two major rivers, the Mississippi River along the southern border and the Rum River along the east.

Ramsey was incorporated as a city in 1974, and is organized as a Home Rule City under a City Charter originally adopted in 1984. The City Council consists of a Mayor and six Councilmembers, and is elected at large on a nonpartisan basis. Elections are held in November of each even numbered year. The terms of office are four years for the Mayor and four years for Councilmembers. The City Council is responsible for enacting ordinances, resolutions, and regulations governing the City, and appointing the City Administrator, City Attorney, and members of the various advisory boards and commissions. Because the City Council acts as the Board of Directors of the Ramsey Economic Development Authority (EDA) this organization is included as a blended component unit in these financial statements.

The City provides a variety of municipal services. These include a full-time police department, a volunteer fire department, engineering services, street and park maintenance, building inspections, planning and zoning, public improvements, general administrative services, and public water and sewer utilities in the urban service areas.

The City adopts an annual budget for the General Fund and the EDA Special Revenue Fund. Legal level of control is at the function level. Department heads may transfer resources within a department as they see fit. Transfers between functions, however, need special approval from the City Council.

LOCAL ECONOMY

The City has an unemployment rate of 3.7% in comparison to the state average of 4.1%. Ramsey has an employed labor force of 14,913. Anoka County, in which Ramsey is located, has an employed labor force of 189,975 and an unemployment rate of 3.9%.

There are approximately 6,692 detached single-family homes and 2,204 multifamily units located within the City. In addition, there were 67 single-family homes and 19 multifamily homes constructed in 2016.

The City has two major industrial districts containing multiple business parks with a combined capacity of 320 acres and 25 businesses. Currently both industrial parks are near capacity. In addition, the city is actively developing a new city center known as The COR (Center of Ramsey). The development vision for this 400 acre area located in the heart of Ramsey is for it to become the region's center of retail, restaurants, service and office space, outdoor entertainment and parks, community amenities and housing.

LONG-TERM FINANCIAL PLANNING

The City of Ramsey prepares a ten-year capital improvement plan in an attempt to anticipate major capital expenditures in advance of the year in which they are budgeted.

The City has a policy to maintain unrestricted General Fund balance in an amount equal to 50% of the following years adopted operating budget. This policy is designed to establish a fund balance at a level which is sufficient to avoid issuing debt to meet current operating needs.

RELEVANT FINANCIAL POLICIES

The City has a comprehensive set of financial policies that provide the basic framework for the overall fiscal management of the City. The City had no unusual occurrences affecting these policies.

MAJOR INITIATIVES

In 2016, the city (working with Anoka County, the project coordinator), saw the full completion of the Highway 10/Armstrong Boulevard interchange project which included the construction of a grade-separated interchange for Armstrong Boulevard at Highway 10 and the BNSF rail lines. This project is a major step forward in improving emergency response times and traffic operations on Highway 10.

The city continues to address the maintenance and condition of its local roads using the assessment process that was put in place in 2015. In 2016, a significant road reconstruction project was completed on Andrie Street and 164th Lane.

Ramsey is home to hundreds of successful and growing businesses. The city welcomed seven new businesses in 2016 and five current businesses expanded their sites. One of these expansions was a 100,000 square foot expansion by long-time Ramsey business, Anderson Dahlen – one of the largest expansions in Ramsey history. In looking towards the future, the City Council and Economic Development Authority have initiated planning and consideration of a new business park encompassing 131 acres north of Highway 10 and west of Armstrong Boulevard.

In March 2016, the city opened the new Fire Station #2 building, a multi-disciplinary facility that improves emergency response to eastern and northern Ramsey.

CERTIFICATE OF ACHIEVEMENT

The Government Finance Officers Association of the United States and Canada (GFOA) awarded the Certificate of Achievement for Excellence in Financial Reporting (CAEFR) to the City for its CAFR for the year ended December 31, 2015. This was the twenty-second consecutive year the City has received this prestigious award. Also, the City had previously received the award from 1981 through 1988, after which the City did not participate in the program for several years.

The CAEFR is valid for a period of one year only. We believe our current CAFR continues to meet the CAEFR Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

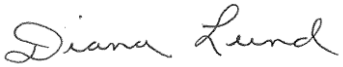
ACKNOWLEDGMENT

The 2016 CAFR of the City meets the highest professional standards and was prepared in a timely and cost-effective manner. This could never have been accomplished without the excellent work of the entire Finance Department. We would like to express our appreciation to the Finance Department and all members of the City's staff who contributed to its preparation.

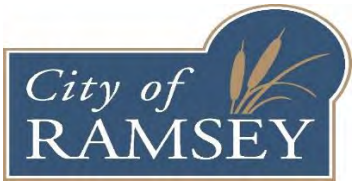
Respectfully submitted,



Kurt Ulrich
City Administrator



Diana Lund
Finance Director



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Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

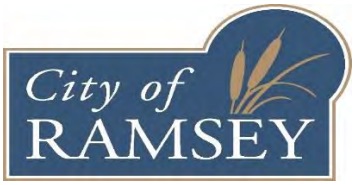
City of Ramsey

Minnesota

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

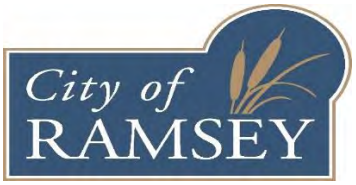
December 31, 2015

Executive Director/CEO



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FINANCIAL SECTION



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MMKR
CERTIFIED PUBLIC ACCOUNTANTS

PRINCIPALS
Thomas A. Karnowski, CPA
Paul A. Radosevich, CPA
William J. Lauer, CPA
James H. Eichten, CPA
Aaron J. Nielsen, CPA
Victoria L. Holinka, CPA/CMA

INDEPENDENT AUDITOR'S REPORT

To the City Council and Management
City of Ramsey, Minnesota

REPORT ON THE FINANCIAL STATEMENTS

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Ramsey, Minnesota (the City) as of and for the year ended December 31, 2016, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

MANAGEMENT'S RESPONSIBILITY FOR THE FINANCIAL STATEMENTS

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

AUDITOR'S RESPONSIBILITY

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

(continued)

OPINIONS

In our opinion, the financial statements referred to on the previous page present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City as of December 31, 2016, and the respective changes in financial position and, where applicable, cash flows thereof, and the budgetary comparison for the General Fund for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

OTHER MATTERS

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information (RSI), as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the RSI in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The introductory section, combining and individual fund statements and schedules, and statistical section, as listed in the table of contents, are presented for purposes of additional analysis and are not required parts of the basic financial statements.

The combining and individual fund statements and schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

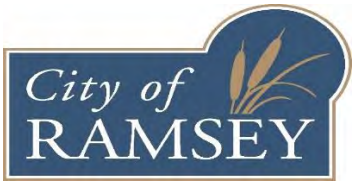
(continued)

OTHER REPORTING REQUIRED BY *GOVERNMENT AUDITING STANDARDS*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 5, 2017, on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Malloy, Montague, Karnowski, Radosevich & Co., P.A.

Minneapolis, Minnesota
June 5, 2017



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CITY OF RAMSEY

Management's Discussion and Analysis
Year Ended December 31, 2016

As management of the City of Ramsey, Minnesota (the City), we have provided readers of the City's financial statements with this narrative overview and analysis of the financial activities of the City for the fiscal year ended December 31, 2016.

FINANCIAL HIGHLIGHTS

- The City's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources at December 31, 2016 by $162,240,236 (net position). The City's total net positon increased by $3,063,947 during the year ended December 31, 2016, excluding the prior period adjustment reported in the current year as discussed below.
- The City reported a prior period adjustment in the current year. The adjustment was to include previously unreported capital contributions from private developers related to streets, water, sewer and storm water improvements. This change increased beginning net position in the government-wide financial statements by $2,689,667.
- Government-wide revenues totaled $24,321,823 and were $3,063,947 more than expenses.
- As of the close of the current fiscal year, the City's governmental funds reported a combined ending fund balance of $40,181,259, an increase of $1,443,884 from the prior fiscal year.

OVERVIEW OF THE FINANCIAL STATEMENTS

Management's Discussion and Analysis (MD&A) is intended to serve as an introduction to the City's basic financial statements, which are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to basic financial statements. This report also contains other information in addition to the basic financial statements themselves.

Government-Wide Financial Statements – The government-wide financial statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to private sector businesses.

The Statement of Net Position presents information on all of the City's assets, liabilities, and deferred inflows/outflows, as applicable, (excluding Fiduciary Funds), with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating.

The Statement of Activities presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., delinquent taxes and special assessments).

Both of the government-wide financial statements distinguish functions of the City that are principally supported by property taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities include general government, public safety, highways and streets, and culture and recreation. The business-type activities of the City include enterprises for water, sewer, street light, recycling, and storm water utilities.

Fund Financial Statements – A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The funds of the City are divided into three categories—Governmental Funds, Proprietary Funds, and Fiduciary Funds.

Governmental Funds – Governmental Funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, Governmental Fund financial statements focus on near-term inflows and outflows of spendable resources, as well as the balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of Governmental Funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for Governmental Funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the Governmental Funds balance sheet and the statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate the comparison between Governmental Funds and governmental activities.

The fund financial statements present information for each Major Governmental Fund in separate columns. Data from the Nonmajor Governmental Funds are combined into a single, aggregated presentation. Individual Fund data for each of these Nonmajor Governmental Funds is provided in the form of combining statements elsewhere in this report. The City adopts an annual appropriated budget for the General Fund and the Economic Development Authority Special Revenue Fund. Budget-to-actual comparisons are provided in this financial report for these funds.

Proprietary Funds – The City maintains two different types of Proprietary Funds. Enterprise Funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The City uses one Internal Service Fund to accumulate and allocate costs internally among the various city functions. Because the Internal Service Fund is predominantly used by governmental functions, it is included within governmental activities in the city-wide financial statements.

Fiduciary Funds – Fiduciary Funds are used to account for resources held for the benefit of parties outside of the government. Fiduciary Funds are not reflected in the government-wide financial statements because the resources for those funds are not available to support the City's own programs. The accounting used for Fiduciary Funds is much like that used for Proprietary Funds.

Notes to Basic Financial Statements – The notes to basic financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other Information – In addition to the basic financial statements and accompanying notes, the financial section also presents required supplementary information, and the combining and individual fund statements and schedules (presented as supplementary information) referred to earlier in connection with nonmajor governmental funds, which are presented immediately following the basic financial statements.

Further, a statistical section has been included as part of the comprehensive annual financial report (CAFR) to facilitate additional analysis, and is the third and final section of the report.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. The City's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $162,240,236 at the close of December 2016.

By far, the largest portion of the City's net position (58 percent) reflects its investment in capital assets (e.g., land, buildings, machinery, infrastructure, and equipment), less any related debt used to acquire those assets that are still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

The following is a summary of the City's net position:

	Net Position					
	Governmental Activities		Business-Type Activities		Total	
	2016	2015	2016	2015	2016	2015
Assets						
Current and other assets	$ 42,387,777	$ 41,435,416	$ 36,502,299	$ 34,682,382	$ 78,890,076	$ 76,117,798
Capital assets, net of depreciation	67,880,710	66,751,689	51,959,594	49,340,145	119,840,304	116,091,834
Total assets	$ 110,268,487	$ 108,187,105	$ 88,461,893	$ 84,022,527	$ 198,730,380	$ 192,209,632
Deferred outflows of resources						
Pension plan deferments	$ 7,553,638	$ 949,100	$ 267,548	$ 57,996	$ 7,821,186	$ 1,007,096
Liabilities						
Current and other liabilities	$ 811,993	$ 1,457,170	$ 120,669	$ 98,503	$ 932,662	$ 1,555,673
Long-term liabilities	41,407,533	34,206,246	639,331	408,072	42,046,864	34,614,318
Total liabilities	$ 42,219,526	$ 35,663,416	$ 760,000	$ 506,575	$ 42,979,526	$ 36,169,991
Deferred inflows of resources						
Pension plan deferments	$ 1,275,498	$ 532,988	$ 56,306	$ 27,127	$ 1,331,804	$ 560,115
Net position						
Net investment in capital assets	$ 42,170,710	$ 41,216,689	$ 51,959,594	$ 49,340,145	$ 94,130,304	$ 90,556,834
Restricted	18,323,930	18,430,141	-	-	18,323,930	18,430,141
Unrestricted	13,832,461	13,292,971	35,953,541	34,206,676	49,786,002	47,499,647
Total net position	$ 74,327,101	$ 72,939,801	$ 87,913,135	$ 83,546,821	$ 162,240,236	$ 156,486,622

Total net position increased by $5,753,614 which reflects an increase of $3,063,947 from current year operating results, while the prior period adjustment mentioned earlier increased net position by $2,689,667.

The City's financial position is the product of many factors. For example, the determination of the City's net investment in capital assets involves many assumptions and estimates, such as current and accumulated depreciation amounts. A conservative versus a liberal approach to depreciation estimates, as well as capitalization policies, will produce a very significant difference in the calculated amounts.

The City has taken a conservative financial approach, carefully analyzing revenues and expenditures/expenses to assure operation of a balanced budget. The ongoing management of revenue and expenditures/expenses has resulted in an upgraded bond rating. In November 2009, Standard and Poor's (S&P) upgraded the City's bond rating from an AA- to an AA+ and reaffirmed the rating in July 2016. This has also allowed the City to continue to provide quality public services at a tax rate that is affordable.

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

At the end of the current fiscal year, the City is able to report positive balances in all three categories of net position, both for the government as a whole, as well as for its separate governmental and business-type activities.

Increases in the City's proportionate share of state-wide pension obligations contributed to the changes in amounts presented as deferred outflows, noncurrent liabilities, and deferred inflows in the previous table.

The following is a summary of the City's changes in net position:

	Changes in Net Position					
	Governmental Activities		Business-Type Activities		Total	
	2016	2015	2016	2015	2016	2015
Revenues						
Program revenues						
Charges for services	$ 1,901,596	$ 2,640,202	$ 4,950,585	$ 4,706,138	$ 6,852,181	$ 7,346,340
Operating grants and contributions	508,694	9,999,527	67,100	39,423	575,794	10,038,950
Capital grants and contributions	3,809,965	3,124,565	1,799,057	1,185,135	5,609,022	4,309,700
General revenues						
Property taxes	10,674,696	10,064,621	-	-	10,674,696	10,064,621
General grants and contributions	3,905	4,204	-	-	3,905	4,204
Investment earnings	280,597	422,405	325,628	385,490	606,225	807,895
Gain on sale of capital assets	-	8,914	-	-	-	8,914
Total revenues	17,179,453	26,264,438	7,142,370	6,316,186	24,321,823	32,580,624
Expenses						
General government	4,528,920	4,075,505	-	-	4,528,920	4,075,505
Public safety	5,875,567	4,349,763	-	-	5,875,567	4,349,763
Highways and streets	3,826,143	3,197,571	-	-	3,826,143	3,197,571
Culture and recreation	1,931,537	1,867,274	-	-	1,931,537	1,867,274
Interest and fiscal charges	890,305	983,379	-	-	890,305	983,379
Water utility	-	-	1,489,070	1,278,204	1,489,070	1,278,204
Sewer utility	-	-	1,438,141	1,291,509	1,438,141	1,291,509
Street light utility	-	-	176,732	178,666	176,732	178,666
Recycling utility	-	-	359,418	320,901	359,418	320,901
Storm water utility	-	-	742,043	557,267	742,043	557,267
Total expenses	17,052,472	14,473,492	4,205,404	3,626,547	21,257,876	18,100,039
Changes in net position before transfers	126,981	11,790,946	2,936,966	2,689,639	3,063,947	14,480,585
Transfers	214,445	124,000	(214,445)	(124,000)	-	-
Changes in net position	341,426	11,914,946	2,722,521	2,565,639	3,063,947	14,480,585
Net position - beginning, as previously reported	72,939,801	61,024,855	83,546,821	80,981,182	156,486,622	142,006,037
Prior period adjustment	1,045,874	-	1,643,793	-	2,689,667	-
Net position - beginning, restated	73,985,675	61,024,855	85,190,614	80,981,182	159,176,289	142,006,037
Net position - ending	$ 74,327,101	$ 72,939,801	$ 87,913,135	$ 83,546,821	$ 162,240,236	$ 156,486,622

Governmental Activities – Governmental activities account for $341,426 of the increase in the City's net position net of the prior period adjustment as previously noted. The public safety function experienced a $1,525,804 increase or 35% due to an increase in the reporting of pension expense related to the Public Employees Police and Fire Fund (PEPFF). Highways and streets increased $628,572 due to the related non-capitalized street improvements to Jarvis Street.

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

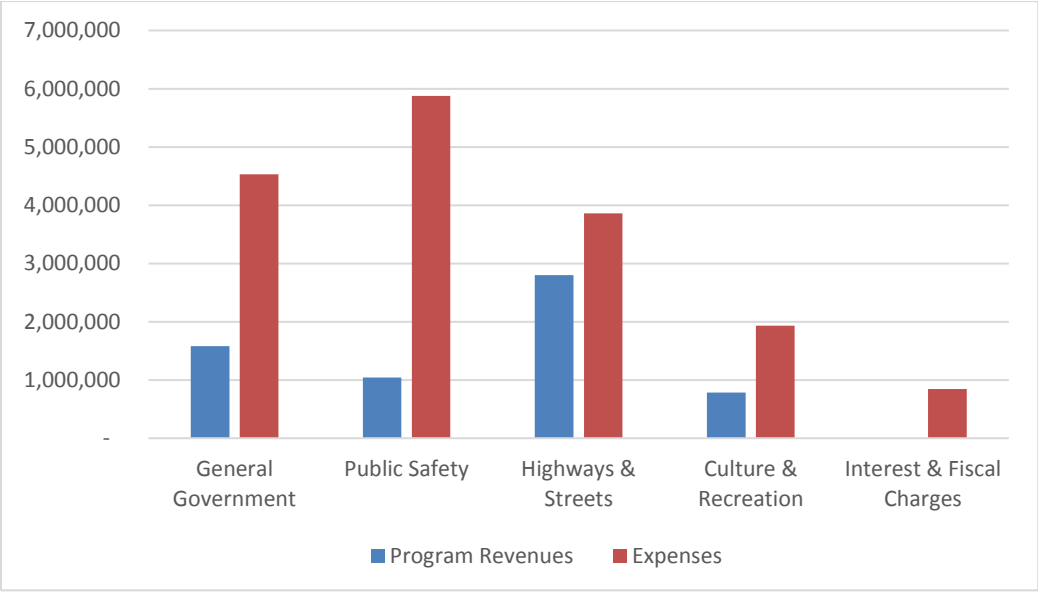
Investment earnings decreased $141,808. The city is required per the Governmental Accounting Standards Board to reflect all investments at market value as of December 31st of the current year. The city reflects any changes in market value against interest earnings. The continuation of low interest rates has resulted in the decrease in earnings. Operating grants and contributions saw a large decrease of $9,490,833 which was attributed to the Residence at the COR apartment building in 2015. Charges for services decreased by $738,606 resulting from decreased building and development activity and the permit/development fees that it generated.

Business-Type Activities – Business-type activities, which are the City's utility operations of water, sewer, street light, recycling, and storm water, increased the City's net position by $2,722,521 net of the prior period adjustment as previously reported. Key elements of this increase are as follows.

- Revenues exceeded expenses before transfers by $2,936,966, increasing $247,327 from the prior year.
- Capital grants and contributions increased $613,922 from the prior year. This is primarily due to capital contributions from developers for water, sewer, and storm water utility improvements.
- Investment earnings decreased $59,862. The city is required per the Governmental Accounting Standards Board to reflect all investments at market value as of December 31st of the current year. The city reflects any changes in market value against interest earnings. The continuation of low interest rates has resulted in the decrease in earnings.

Governmental Activities – The following graph illustrates the City's governmental activities:

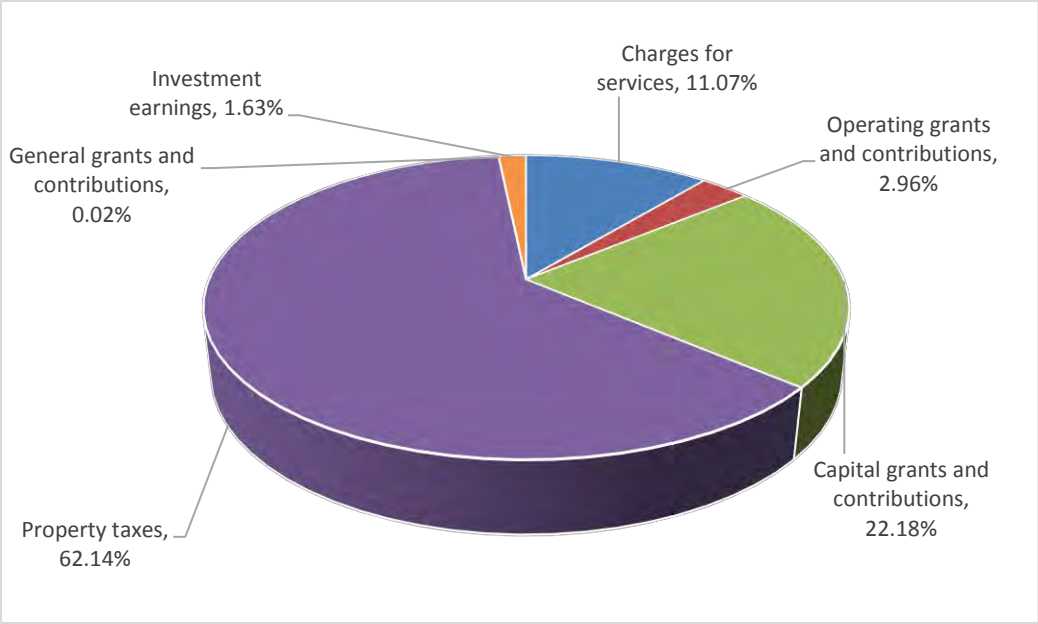
Expenses and Program Revenues – Governmental Activities



The graph clearly reflects the need for property taxes to supplement the governmental activities of the City. The trend of property taxes shows an increasing reliance on this source of revenue.

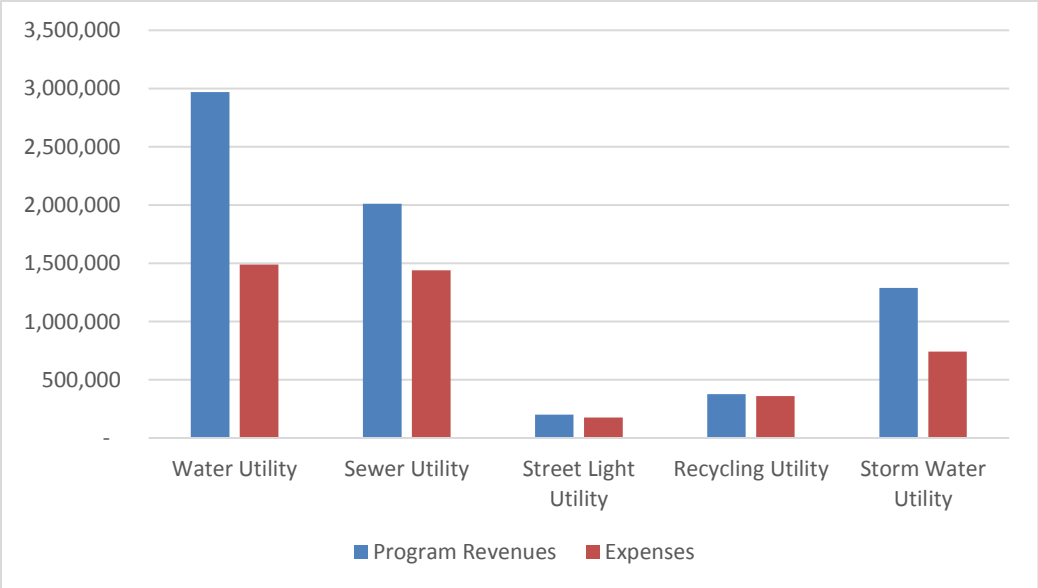
Governmental Activities – The following chart illustrates the City's governmental activities:

Revenue by Source – Governmental Activities



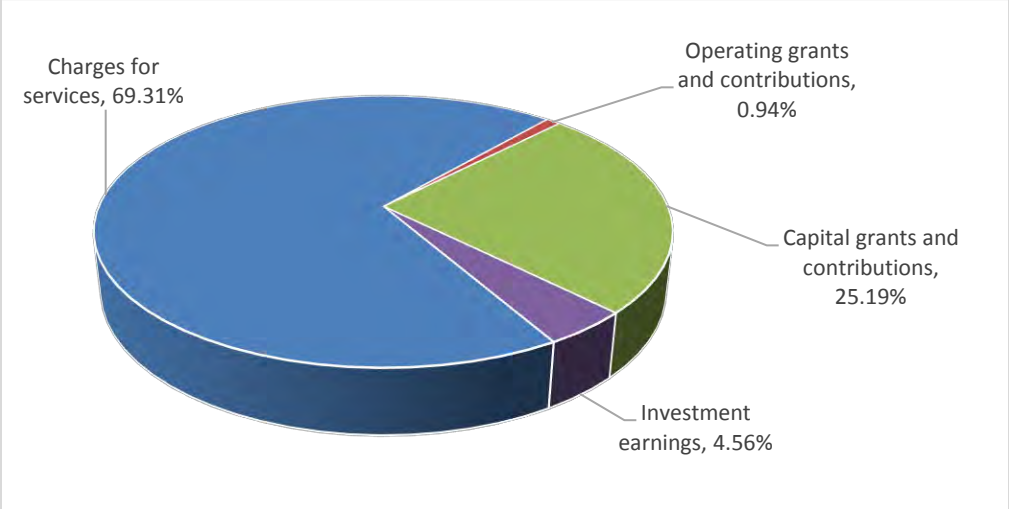
Business-Type Activities – The following graph illustrate the City's business-type activities:

Expenses and Program Revenues – Business-Type Activities



Business-Type Activities – The following graph illustrate the City's business-type activities:

Revenues By Source – Business-Type Activities



The business-type activities, which represent the Utility Funds, all received revenues in excess of expenses. Charges for services are the main source of revenue (69.31%) for all Utility Funds.

Governmental Funds – At the end of the fiscal year, the City's Governmental Funds reported combined ending fund balances of $40,181,259, an increase of $1,443,884 in comparison with the prior year. The largest fund balance increase of $348,545 was in the Road Reconstruction/Overlay fund which is mostly attributed to revenues and other sources exceeding expenditures to be used towards future road reconstruction/overlay projects.

General Fund – The General Fund operating results can be summarized as follows:

	Original Budget	Final Budget	Actual	Over (Under) Final Budget	% Over (Under) Budget
Revenue	$ 10,032,871	$ 10,032,871	$ 10,110,798	$ 77,927	0.78%
Expenditures	10,925,127	10,925,127	10,446,084	(479,043)	-4.38%
Excess (deficiency) of revenue over expenditures	(892,256)	(892,256)	(335,286)	556,970	
Other financing sources (uses)	892,256	892,256	579,634	(312,622)	
Net change in fund balances	$ –	$ –	244,348	$ 244,348	
Fund balances					
Beginning of year			7,273,045		
End of year			$ 7,517,393		

The fund balance of the General Fund increased $244,348. General Fund revenues came in $77,927 higher than budgeted or 0.78 percent, of budget. General Fund expenditures were $479,043 less than budgeted. The variance was mostly attributed to personnel expenditure savings from retirements and a mild winter resulting in greatly reduced costs in salt and plowing related costs such as gas and diesel.

Tax Increment Fund – This Special Revenue Fund had a year-end fund balance of $4,997,213 which reflects a $173,820 increase from 2015. The increase was due to additional property tax increments received for the current year.

COR Land Fund – This Special Revenue Fund had a year-end fund balance of $8,537,701. The decrease of $229,538 is attributed to a transfer of funds for costs associated with marketing and developing The COR. Expenses related to The COR, and eligible tax increment financing activities, are now reported under the City's Tax Increment Fund.

2012A G.O. Improvement Bond Refund Fund – This Debt Service Fund had a year-end fund balance of $729,521 with current year tax levies and investment earnings exceeding debt service expenditures.

Public Improvement Revolving Fund – This Capital Project Fund saw an overall increase in fund balance of $218,579 which was attributed to the excess revenue transfer per the City's fund balance policy.

Landfill Fund – This Capital Project Fund showed an overall increase in fund balance of $19,670, which is attributable to annual interest earnings. This fund was originally established to account for certain landfill-related revenue and the expenditures the City may incur in relation to the landfill. The landfill is now closed and per state statute, funds may be used for expenditures related to improvements that provide a benefit to the entire city.

Equipment Revolving Fund – This Capital Project Fund reported a year-end fund balance of $1,945,183 which represented a $9,812 increase in fund balance from 2015.

Road Reconstruction/Overlay Fund – This capital project fund increased overall fund balance $348,545. The increase is attributable to funds received from bond proceeds and other sources to be used for the reconstruction and overlay projects as outlined in the City's Long-Term Street Maintenance Plan.

Public Facilities Construction Fund – This Capital Project Fund had a year-end fund balance of $986,170, or an increase of $37,172 which was mostly attributed to the excess revenue transfer per the City's fund balance policy.

Fire Station #2 Fund – This Capital Project Fund was created to fund the construction of the City's second fire station which was completed in 2016. The fund balance at year end 2016 was $200,355.

Proprietary Funds – The City's Proprietary Funds provide the same type of information found in the government-wide financial statements, but in more detail. The City's Enterprise Funds had a combined net position balance of $87,913,135 at December 31, 2016. The City's Internal Service Fund had an ending net position of $494,463. The financial activities of these funds have been summarized in previous charts within this discussion.

The Enterprise Funds consist of the Water Utility Fund, Sewer Utility Fund, Street Light Utility Fund, Recycling Utility Fund, and Storm Water Utility Fund. The growth in net position reflects the ongoing expansion and provision of services to the various service areas of the utilities.

Capital Assets – The City's investment in capital assets (net of accumulated depreciation) for its governmental and business-type activities as of December 31, 2016 are as follows:

	Governmental Activities		Business-Type Activities		Totals	
	2016	2015	2016	2015	2016	2015
Land	$ 6,848,022	$ 6,772,024	$ 868,513	$ 868,513	$ 7,716,535	$ 7,640,537
Construction in progress	2,369,983	7,429,397	597,780	1,199,547	2,967,763	8,628,944
Buildings and structures	30,685,842	26,636,674	6,058,847	6,058,847	36,744,689	32,695,521
Improvements other than buildings	11,385,776	11,385,776	14,412,553	13,214,332	25,798,329	24,600,108
Office equipment	657,196	657,196	-	-	657,196	657,196
Motor vehicles	3,832,880	3,879,691	-	-	3,832,880	3,879,691
Machinery and equipment	6,336,603	6,146,967	834,318	639,505	7,170,921	6,786,472
Infrastructure	33,733,257	28,922,328	-	-	33,733,257	28,922,328
Water and sewer lines	-	-	48,637,880	45,346,485	48,637,880	45,346,485
	95,849,559	91,830,053	71,409,891	67,327,229	167,259,450	159,157,282
Less accumulated depreciation	27,968,849	25,078,364	19,450,297	17,987,084	47,419,146	43,065,448
Total capital assets, net of depreciation	$ 67,880,710	$ 66,751,689	$ 51,959,594	$ 49,340,145	$ 119,840,304	$ 116,091,834
Depreciation expense	$ 3,181,236	$ 2,875,485	$ 1,463,213	$ 1,359,825	$ 4,644,449	$ 4,235,310

The City's investment in capital assets for its governmental and business-type activities as of December 31, 2016 amounts to approximately $120 million (net of accumulated depreciation).

The governmental activities show an increase of $1,129,021 in capital assets attributable to an increase in capitalized projects. Business-type activities show an increase of $2,619,449 in capital assets. The increase is attributable to developer contributions to the City's utility system as part of their private developments. The prior period adjustment mentioned earlier also increased capital assets for governmental and business-type activities. Additional details of capital asset activity for the year can be found in Note 4 of the notes to basic financial statements.

Long-Term Liabilities – The Debt Service Funds account for the accumulation of resources to finance all of the City's general obligation bonds. The revenue sources for these funds include annual tax levies and special assessments. At year-end, major debt service fund balance was $729,521 and non-major debt service fund balance was $1,083,053 for a total of $1,812,574 in fund balance restricted for debt service.

The following table summarizes the City's long-term liabilities:

	2016	2015
Governmental Activities		
Bonds	$ 27,120,000	$ 27,060,000
Capital equipment certificates	1,165,000	1,310,000
Compensated absences	774,743	777,297
Net Pension Liability	11,832,779	4,599,377
Other Post-Employment Benefits (OPEB)	515,011	459,572
Subtotal	41,407,533	34,206,246
Business-type Activities		
Net Pension Liability	639,331	408,072
Total	$ 42,046,864	$ 34,614,318

During the current fiscal year, the City saw a decrease of $85,000 in bonds and certificates. The City had one debt issuance during the current year. The Series 2016A, were $1,650,000 General Obligation Street Reconstruction Bonds used to finance the road reconstruction of Andrie Street and 164th Lane. Even though new personnel was added in 2016, the compensated absence liability decreased slightly by $2,554 due to the retirement of a few long-term employees. Net pension liability saw a significant increase of $7,464,661 to reflect the change in the City's proportionate share of the state-wide PERA pension plan obligation. Other Post-Employment Benefits (OPEB) increased $55,439 due to the annual OPEB costs exceeding contributions as actuarially determined with the parameters of GASB Statement Nos. 43 and 45.

State statutes limit the amount of general obligation debt a governmental entity may issue to three percent of its total assessed valuation. The current legal debt margin for the City is $44,032,776.

The City has sufficient funds on hand to make all required bond payments, and anticipates an ongoing stream of revenue to make future bond payments.

Additional details of the long-term debt activity for the year can be found in Note 5 of the notes to basic financial statements.

Economic Factors and Next Year's Budgets and Rates

- The unemployment rate for the City of Ramsey is currently 3.7%, which is a decrease from a rate of 3.8% a year ago. The state of Minnesota shows an average unemployment rate of 4.1%, whereas, nationally the unemployment rate is 4.5%.
- The number of foreclosures in the City of Ramsey decreased from 27 units in 2015 to 21 in 2016. In comparison, the State of Minnesota saw a decrease in foreclosures from 7,212 in 2015 to 5,306 in 2016.
- Inflationary trends in the region compare favorably to national indices.
- The city is expecting steady residential and commercial growth within the next three years, spurred by access to the Ramsey Station for the Minnesota Northstar commuter rail, the construction of the Armstrong interchange and continued development within The COR.

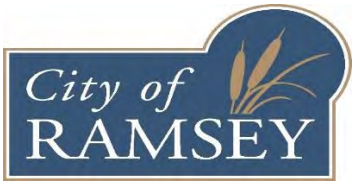
All of these factors were considered in preparing the City of Ramsey's budget for the 2017 fiscal year.

The water, sewer and storm water utility rates were increased for the 2017 budget year. The water utility, which has a tiered rate structure, will increase by an average of 2% for all customers. Sewer utility rates will increase by 5% and storm water utilities will increase an average of 10%. The increased rates are to not only offset current maintenance costs and depreciation, but to help finance future utility improvements that are documented in the City's ten-year Capital Improvement Plan.

REQUESTS FOR INFORMATION

Questions concerning any of the information provided in this report or requests for additional information should be addressed by writing to the City of Ramsey, 7550 Sunwood Drive Northwest, Ramsey, MN 55303 or by calling (763) 427-1410.

BASIC FINANCIAL STATEMENTS



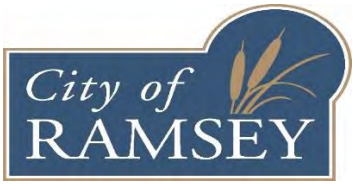
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CITY OF RAMSEY

Statement of Net Position
December 31, 2016

	Governmental Activities	Business-Type Activities	Total
Assets			
Cash and temporary investments	$ 32,584,393	$ 31,819,980	$ 64,404,373
Receivables			
Unremitted taxes	151,417	–	151,417
Delinquent taxes	143,075	–	143,075
Unremitted special assessments	2,310	–	2,310
Delinquent special assessments	3,428	13,886	17,314
Deferred special assessments	818,561	176,720	995,281
Accounts	24,537	1,435,523	1,460,060
Notes	16,821	–	16,821
Interest	206,503	–	206,503
Internal balances	(2,953,689)	2,953,689	–
Due from other governmental units	133,028	39,534	172,562
Prepaids	15,881	62,967	78,848
Land held for resale	11,241,512	–	11,241,512
Capital assets			
Land	6,848,022	868,513	7,716,535
Construction in progress	2,369,983	597,780	2,967,763
Buildings and structures	30,685,842	6,058,847	36,744,689
Improvements other than buildings	11,385,776	14,412,553	25,798,329
Office equipment	657,196	–	657,196
Motor vehicles	3,832,880	–	3,832,880
Machinery and equipment	6,336,603	834,318	7,170,921
Infrastructure	33,733,257	–	33,733,257
Water and sewer lines	–	48,637,880	48,637,880
Less accumulated depreciation	(27,968,849)	(19,450,297)	(47,419,146)
Total capital assets, net of depreciation	67,880,710	51,959,594	119,840,304
Total assets	110,268,487	88,461,893	198,730,380
Deferred outflows of resources			
Pension plan deferments	7,553,638	267,548	7,821,186
Total assets and deferred outflows of resources	$ 117,822,125	$ 88,729,441	$ 206,551,566
Liabilities			
Accounts and contracts payable	$ 594,889	$ 16,527	$ 611,416
Salaries and benefits payable	124,011	–	124,011
Accrued interest payable	81,822	–	81,822
Due to other governmental units	11,271	93,068	104,339
Unearned revenue	–	11,074	11,074
Long-term liabilities			
Due within one year	2,588,583	–	2,588,583
Due in more than one year	38,818,950	639,331	39,458,281
Total long-term liabilities	41,407,533	639,331	42,046,864
Total liabilities	42,219,526	760,000	42,979,526
Deferred inflows of resources			
Pension plan deferments	1,275,498	56,306	1,331,804
Net Position			
Net investment in capital assets	42,170,710	51,959,594	94,130,304
Restricted for			
Capital improvements	1,486,996	–	1,486,996
Debt service	1,750,900	–	1,750,900
Economic development	1,315,555	–	1,315,555
Housing and redevelopment	8,537,701	–	8,537,701
Recreation/community programs	140,583	–	140,583
Law enforcement programs	89,033	–	89,033
Tax increment	5,003,162	–	5,003,162
Unrestricted	13,832,461	35,953,541	49,786,002
Total net position	74,327,101	87,913,135	$ 162,240,236
Total liabilities, deferred inflows of resources and net position	$ 117,822,125	$ 88,729,441	$ 206,551,566

See notes to basic financial statements



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CITY OF RAMSEY

Statement of Activities
Year Ended December 31, 2016

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expenses) Revenue and Changes in Net Position: Governmental Activities	Net (Expenses) Revenue and Changes in Net Position: Business-Type Activities	Net (Expenses) Revenue and Changes in Net Position: Total
Governmental activities							
General government	$ 4,528,920	$ 457,901	$ 170,469	$ 961,742	$ (2,938,808)	$ –	$ (2,938,808)
Public safety	5,875,567	698,310	338,225	7,555	(4,831,477)	–	(4,831,477)
Highways and streets	3,826,143	261,658	–	2,538,728	(1,025,757)	–	(1,025,757)
Culture and recreation	1,931,537	483,727	–	301,940	(1,145,870)	–	(1,145,870)
Interest and fiscal charges	890,305	–	–	–	(890,305)	–	(890,305)
Total governmental activities	17,052,472	1,901,596	508,694	3,809,965	(10,832,217)	–	(10,832,217)
Business-type activities							
Water utility	1,489,070	1,953,478	–	1,005,792	–	1,470,200	1,470,200
Sewer utility	1,438,141	1,458,250	–	536,785	–	556,894	556,894
Street light utility	176,732	196,253	–	3,900	–	23,421	23,421
Recycling utility	359,418	308,052	67,100	–	–	15,734	15,734
Storm water utility	742,043	1,034,552	–	252,580	–	545,089	545,089
Total business-type activities	4,205,404	4,950,585	67,100	1,799,057	–	2,611,338	2,611,338
Total governmental and business-type activities	$21,257,876	$ 6,852,181	$ 575,794	$ 5,609,022	(10,832,217)	2,611,338	(8,220,879)
		General revenues					
		Property taxes			10,674,696	–	10,674,696
		General grants and contributions			3,905	–	3,905
		Investment earnings			280,597	325,628	606,225
		Transfers			214,445	(214,445)	–
		Total general revenues and transfers			11,173,643	111,183	11,284,826
		Change in net position			341,426	2,722,521	3,063,947
		Net position - beginning, as previously reported			72,939,801	83,546,821	156,486,622
		Prior period adjustment			1,045,874	1,643,793	2,689,667
		Net position - beginning, restated			73,985,675	85,190,614	159,176,289
		Net position – ending			$ 74,327,101	$ 87,913,135	$ 162,240,236

See notes to basic financial statements

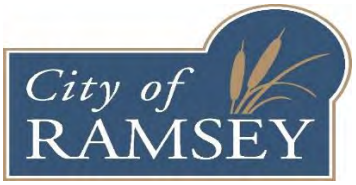
CITY OF RAMSEY

Balance Sheet
Governmental Funds
December 31, 2016

	General	Special Revenue Funds: Tax Increment	Special Revenue Funds: COR Land	Debt Service Fund: 2012A G.O. Improvement Bond Refund
Assets				
Cash and temporary investments	$ 8,226,609	$ 5,025,072	$ 9,355	$ 716,679
Receivables				
Unremitted taxes	99,225	32,029	–	12,842
Delinquent taxes	115,315	5,949	–	13,418
Unremitted special assessments	–	–	–	–
Delinquent special assessments	–	–	–	–
Deferred special assessments	–	–	–	–
Accounts	16,822	–	–	–
Notes	–	–	–	–
Interest	206,503	–	–	–
Due from other funds	–	–	–	–
Due from other governmental units	16,419	–	–	–
Prepaids	15,431	–	–	–
Land held for resale	–	–	10,300,616	–
Total assets	$ 8,696,324	$ 5,063,050	$ 10,309,971	$ 742,939
Liabilities				
Accounts and contracts payable	$ 232,200	$ 36,773	$ –	$ –
Salaries and benefits payable	124,011	–	–	–
Due to other governmental units	5,477	3,243	–	–
Due to other funds	–	19,872	–	–
Advances from other funds	701,928	–	1,772,270	–
Total liabilities	1,063,616	59,888	1,772,270	–
Deferred inflows of resources				
Unavailable revenue - property taxes	115,315	5,949	–	13,418
Unavailable revenue - special assessments	–	–	–	–
Unavailable revenue - notes receivable	–	–	–	–
Total deferred inflows of resources	115,315	5,949	–	13,418
Fund balances (deficits)				
Nonspendable	15,431	–	–	–
Restricted	–	4,997,213	8,537,701	729,521
Committed	–	–	–	–
Assigned	–	–	–	–
Unassigned	7,501,962	–	–	–
Total fund balances (deficits)	7,517,393	4,997,213	8,537,701	729,521
Total liabilities, deferred inflows of resources, and fund balances	$ 8,696,324	$ 5,063,050	$ 10,309,971	$ 742,939

See notes to basic financial statements

Capital Project Funds							
Public Improvement Revolving	Landfill	Equipment Revolving	Road Reconstruction/ Overlay	Public Facilities Construction	Fire Station #2	Nonmajor	Totals
$ 4,229,402	$ 2,061,539	$ 1,945,183	$ 895,207	$ 1,468,961	$ 200,355	$ 7,310,672	$ 32,089,034
–	–	–	–	–	–	7,321	151,417
1	–	–	–	–	–	8,392	143,075
2,310	–	–	–	–	–	–	2,310
3,428	–	–	–	–	–	–	3,428
818,561	–	–	–	–	–	–	818,561
–	–	–	–	–	–	7,715	24,537
–	–	–	–	–	–	16,821	16,821
–	–	–	–	–	–	–	206,503
–	–	–	–	–	–	105,928	105,928
–	–	–	–	–	–	116,609	133,028
–	–	–	–	–	–	450	15,881
–	–	–	–	–	–	940,896	11,241,512
$ 5,053,702	$ 2,061,539	$ 1,945,183	$ 895,207	$ 1,468,961	$ 200,355	$ 8,514,804	$ 44,952,035
$ –	$ –	$ –	$ 244,986	$ 3,300	$ –	$ 77,630	$ 594,889
–	–	–	–	–	–	–	124,011
–	–	–	1,655	–	–	–	10,375
–	–	–	–	–	–	86,056	105,928
–	–	–	–	479,491	–	–	2,953,689
–	–	–	246,641	482,791	–	163,686	3,788,892
–	–	–	–	–	–	8,392	143,074
821,989	–	–	–	–	–	–	821,989
–	–	–	–	–	–	16,821	16,821
821,989	–	–	–	–	–	25,213	981,884
–	–	–	–	–	–	450	15,881
–	–	–	–	–	200,355	3,913,203	18,377,993
–	–	–	–	–	–	1,041,932	1,041,932
4,231,713	2,061,539	1,945,183	648,566	986,170	–	3,457,979	13,331,150
–	–	–	–	–	–	(87,659)	7,414,303
4,231,713	2,061,539	1,945,183	648,566	986,170	200,355	8,325,905	40,181,259
$ 5,053,702	$ 2,061,539	$ 1,945,183	$ 895,207	$ 1,468,961	$ 200,355	$ 8,514,804	$ 44,952,035



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CITY OF RAMSEY

Reconciliation of the Balance Sheet
to the Statement of Net Position
Governmental Funds
December 31, 2016

Total fund balances – Governmental Funds	$ 40,181,259
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported as assets in Governmental Funds.	
Cost of capital assets	95,849,559
Less accumulated depreciation	(27,968,849)
Long-term liabilities are not due and payable in the current period and therefore are not reported as liabilities in the funds.	
Long-term liabilities at year-end consist of:	
Bonds and capital equipment certificates	(28,285,000)
Compensated absences payable	(774,743)
Net Pension Liability	(11,832,779)
Certain revenues (including delinquent taxes and special assessments) are included in net position, but are excluded from fund balances until they are available to liquidate liabilities of the current period.	981,884
Accrued interest payable is included in net position, but is excluded from fund balances until due and payable.	(81,822)
Net other postemployment benefit obligations reported in the statement of net position do not require the use of current financial resources and are not reported as liabilities in governmental funds until actually due.	(515,011)
Governmental funds do not report certain amounts related to pensions.	
Deferred outflows of resources for pension plan deferments	7,553,638
Deferred inflows of resources for pension plan deferments	(1,275,498)
Internal Service Funds are used to manage insurance-related activity. The assets and liabilities of the Internal Service Funds (including capital assets) are included in governmental activities in the Statement of Net Position.	494,463
Total net position – governmental activities	$ 74,327,101

See notes to basic financial statements

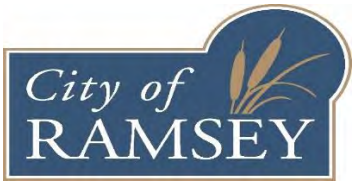
CITY OF RAMSEY

Statement of Revenue, Expenditures, and Changes in Fund Balances
Governmental Funds
Year Ended December 31, 2016

	General	Special Revenue Funds: Tax Increment	Special Revenue Funds: COR Land	Debt Service Fund: 2012A G.O. Improvement Bond Refund
Revenue				
Property taxes	$ 8,261,529	$ 700,001	$ 462	$ 1,068,562
Special assessments	–	–	–	–
Licenses and permits	526,008	–	–	–
Intergovernmental revenue	482,243	–	–	–
Charges for services	679,223	–	–	–
Fines and forfeits	66,410	–	–	–
Other revenue				
Investment earnings	59,317	45,957	–	7,923
Miscellaneous	36,068	157	–	–
Total revenue	10,110,798	746,115	462	1,076,485
Expenditures				
Current				
General government	2,802,965	462,308	–	380
Public safety	4,234,482	–	–	–
Highways and streets	1,788,385	–	–	–
Culture and recreation	1,027,267	–	–	–
Capital outlay	516,156	–	–	–
Debt service				
Principal retirement	–	–	–	580,000
Interest and fiscal charges	76,829	–	–	492,013
Total expenditures	10,446,084	462,308	–	1,072,393
Excess (deficiency) of revenue over expenditures	(335,286)	283,807	462	4,092
Other financing sources (uses)				
Debt issued	–	–	–	–
Premium on debt issued	–	–	–	–
Transfers in	896,353	–	–	–
Transfers (out)	(316,719)	(109,987)	(230,000)	–
Total other financing sources (uses)	579,634	(109,987)	(230,000)	–
Net change in fund balances	244,348	173,820	(229,538)	4,092
Fund balances				
Beginning of year	7,273,045	4,823,393	8,767,239	725,429
End of year	$ 7,517,393	$ 4,997,213	$ 8,537,701	$ 729,521

See notes to basic financial statements

Capital Project Funds							
Public Improvement Revolving	Landfill	Equipment Revolving	Road Reconstruction/ Overlay	Public Facilities Construction	Fire Station #2	Nonmajor	Totals
$ –	$ –	$ –	$ –	$ 44,520	$ –	$ 609,822	$ 10,684,896
210,165	–	–	–	–	–	234,070	444,235
–	–	–	–	–	–	–	526,008
–	–	–	–	–	–	1,313,745	1,795,988
–	–	–	–	–	–	618,862	1,298,085
–	–	–	–	–	–	–	66,410
38,535	19,670	18,538	–	13,786	–	72,416	276,142
1,242	–	143,289	10,389	–	5,670	577,021	773,836
249,942	19,670	161,827	10,389	58,306	5,670	3,425,936	15,865,600
–	–	–	–	–	4,971	267,301	3,537,925
–	–	–	–	–	–	–	4,234,482
249,026	–	–	–	56,104	–	106,100	2,199,615
–	–	–	–	–	–	450,823	1,478,090
–	–	31,326	1,674,752	–	375,428	158,531	2,756,193
–	–	–	–	–	–	1,155,000	1,735,000
–	–	–	46,113	10,275	–	340,244	965,474
249,026	–	31,326	1,720,865	66,379	380,399	2,477,999	16,906,779
916	19,670	130,501	(1,710,476)	(8,073)	(374,729)	947,937	(1,041,179)
–	–	–	1,650,000	–	–	–	1,650,000
–	–	–	69,482	–	–	–	69,482
242,663	–	135,737	339,539	45,245	–	524,394	2,183,931
(25,000)	–	(256,426)	–	–	–	(480,218)	(1,418,350)
217,663	–	(120,689)	2,059,021	45,245	–	44,176	2,485,063
218,579	19,670	9,812	348,545	37,172	(374,729)	992,113	1,443,884
4,013,134	2,041,869	1,935,371	300,021	948,998	575,084	7,333,792	38,737,375
$ 4,231,713	$ 2,061,539	$ 1,945,183	$ 648,566	$ 986,170	$ 200,355	$ 8,325,905	$ 40,181,259



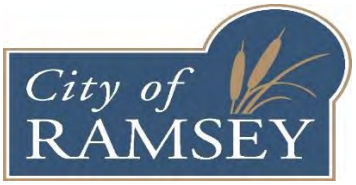
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CITY OF RAMSEY

Reconciliation of the Statement of
Revenue, Expenditures, and Changes in Fund Balances
to the Statement of Activities
Governmental Funds
Year Ended December 31, 2016

Total net change in fund balances – Governmental Funds	$	1,443,884
Amounts reported for governmental activities in the Statement of Activities are different because:		
Capital outlays are reported in Governmental Funds as expenditures. However, in the Statement of Activities the cost of those assets is allocated over the estimated useful lives as depreciation expense.		
Capital outlays		2,756,193
Contributed assets from developers		1,082,388
Assets contributed to enterprise funds		(551,136)
Disposals		(23,062)
Depreciation expense		(3,181,236)
Issuance of long-term debt provides current financial resources to governmental funds, while repayment of long-term liabilities is an expenditure in the Governmental Funds. Neither transaction, however, has any effect on net position.		
Issuance of new debt		(1,650,000)
Repayment of principal on long-term debt		1,735,000
Interest on long-term debt in the Statement of Activities differs from the amount reported in the Governmental Funds because interest is recognized as an expenditure in the funds when it is due, and thus requires the use of current financial resources. In the Statement of Activities, however, interest expense is recognized as the interest accrues, regardless of when it is due.		5,687
Certain revenues (including delinquent taxes, special assessments, and notes receivable) are included in the change in net position, but are excluded from the change in fund balances until they are available to liquidate liabilities of the current period.		128,440
Certain expenses are included in the change in net position, but do not require the use of current funds, and are not included in the change in the fund balances.		
Governmental activities – compensated absences payable		2,554
Governmental activities – pension expense		(1,371,374)
Net other postemployment benefit obligations reported in the statement of activities do not require the use of current financial resources and are not reported as expenditures in governmental funds until actually due.		(55,439)
Internal Service Funds are used to charge the cost of certain activities, such as insurance to individual funds. This amount represents the change in net position of the Internal Service Fund, which is reported with governmental activities.		19,527
Change in net position – governmental activities	$	341,426

See notes to basic financial statements



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CITY OF RAMSEY

Statement of Revenue, Expenditures, and Changes in Fund Balances
General Fund – Budget and Actual
Year Ended December 31, 2016

	Budgeted Amounts			Over (Under)
	Original	Final	Actual	Final Budget
Revenue				
Property taxes	$ 8,292,716	$ 8,292,716	$ 8,261,529	$ (31,187)
Licenses and permits	447,100	447,100	526,008	78,908
Intergovernmental revenue	434,555	434,555	482,243	47,688
Charges for services	611,700	611,700	679,223	67,523
Fines and forfeits	71,000	71,000	66,410	(4,590)
Other revenue				
Investment earnings	160,000	160,000	59,317	(100,683)
Miscellaneous	15,800	15,800	36,068	20,268
Total revenue	10,032,871	10,032,871	10,110,798	77,927
Expenditures				
Current				
General government	2,927,673	2,927,673	2,802,965	(124,708)
Public safety	4,314,819	4,314,819	4,234,482	(80,337)
Highways and streets	2,007,258	2,007,258	1,788,385	(218,873)
Culture and recreation	1,043,452	1,043,452	1,027,267	(16,185)
Capital outlay	508,756	508,756	516,156	7,400
Debt service				
Interest and fiscal charges	123,169	123,169	76,829	(46,340)
Total expenditures	10,925,127	10,925,127	10,446,084	(479,043)
Excess (deficiency) of revenue over expenditures	(892,256)	(892,256)	(335,286)	556,970
Other financing sources (uses)				
Transfers in	892,256	892,256	896,353	4,097
Transfers (out)	–	–	(316,719)	(316,719)
Total other financing sources (uses)	892,256	892,256	579,634	(312,622)
Net change in fund balances	$ –	$ –	244,348	$ 244,348
Fund balances				
Beginning of year			7,273,045	
End of year			$ 7,517,393	

See notes to basic financial statements

CITY OF RAMSEY

Statement of Net Position
Proprietary Funds
December 31, 2016

	Business-Type Activities – Enterprise Funds		
	Water Utility	Sewer Utility	Street Light Utility
Assets			
Current assets			
Cash and temporary investments	$ 18,470,981	$ 10,803,291	$ 1,111,803
Receivables			
Delinquent special assessments	6,943	6,943	–
Deferred special assessments	88,360	88,360	–
Accounts	411,508	441,815	63,202
Due from other governmental units	–	–	–
Prepaids	–	62,967	–
Total current assets	18,977,792	11,403,376	1,175,005
Noncurrent assets			
Advances to other Funds	1,365,626	1,588,063	–
Capital assets			
Land	868,513	–	–
Construction in progress	155,233	118,033	–
Buildings and structures	6,058,847	–	–
Improvements other than buildings	430,070	92,057	1,101,960
Machinery and equipment	133,568	481,015	–
Water and sewer lines	26,160,818	22,477,062	–
	33,807,049	23,168,167	1,101,960
Less accumulated depreciation	8,988,480	7,186,645	505,437
Net capital assets	24,818,569	15,981,522	596,523
Total noncurrent assets	26,184,195	17,569,585	596,523
Total assets	45,161,987	28,972,961	1,771,528
Deferred Outflows of Resources			
Pension plan deferments	138,089	60,414	–
Total assets and deferred outflows of resources	$ 45,300,076	$ 29,033,375	$ 1,771,528
Liabilities			
Current liabilities			
Accounts and contracts payable	$ 10,163	$ 867	$ 31
Due to other governmental units	20,704	72,247	117
Unearned revenue	–	–	11,074
Total current liabilities	30,867	73,114	11,222
Non-Current liabilities			
Net pension liability	329,977	144,365	–
Total liabilities	360,844	217,479	11,222
Deferred Inflows of Resources			
Pension plan deferments	29,060	12,715	–
Net Position			
Investment in capital assets	24,818,569	15,981,522	596,523
Unrestricted	20,091,603	12,821,659	1,163,783
Total net position	44,910,172	28,803,181	1,760,306
Total liabilities, deferred inflows of resources and net position	$ 45,300,076	$ 29,033,375	$ 1,771,528

See notes to basic financial statements

Recycling Utility	Storm Water Utility	Totals	Governmental Activities Internal Service
$ 272,630	$ 1,161,275	$ 31,819,980	$ 495,359
–	–	13,886	–
–	–	176,720	–
95,952	423,046	1,435,523	–
39,534	–	39,534	–
–	–	62,967	–
408,116	1,584,321	33,548,610	495,359
–	–	2,953,689	–
–	–	868,513	–
–	324,514	597,780	–
–	–	6,058,847	–
–	12,788,466	14,412,553	–
–	219,735	834,318	–
–	–	48,637,880	–
–	13,332,715	71,409,891	–
–	2,769,735	19,450,297	–
–	10,562,980	51,959,594	–
–	10,562,980	54,913,283	–
408,116	12,147,301	88,461,893	495,359
–	69,045	267,548	–
$ 408,116	$ 12,216,346	$ 88,729,441	$ 495,359
$ 30	$ 5,436	$ 16,527	$ –
–	–	93,068	896
–	–	11,074	–
30	5,436	120,669	896
–	164,989	639,331	–
30	170,425	760,000	896
–	14,531	56,306	–
–	10,562,980	51,959,594	–
408,086	1,468,410	35,953,541	494,463
408,086	12,031,390	87,913,135	494,463
$ 408,116	$ 12,216,346	$ 88,729,441	$ 495,359

CITY OF RAMSEY

Statement of Revenue, Expenses, and Changes in Net Position
Proprietary Funds
Year Ended December 31, 2016

	Business-Type Activities – Enterprise Funds		
	Water Utility	Sewer Utility	Street Light Utility
Operating revenue			
Charges for services	$ 1,953,478	$ 1,455,889	$ 196,253
Sewer access surcharge	-	2,361	-
Other	-	-	-
Total operating revenue	1,953,478	1,458,250	196,253
Operating expenses			
Personal services	372,772	169,256	-
Supplies	148,232	16,155	-
Service charges			
Disposal charges	-	717,861	-
Other	302,221	45,489	136,449
Depreciation	665,845	489,380	40,283
Total operating expenses	1,489,070	1,438,141	176,732
Operating income (loss)	464,408	20,109	19,521
Nonoperating revenue			
Intergovernmental revenue	-	-	-
Investment earnings	179,334	116,355	10,535
Total nonoperating revenue	179,334	116,355	10,535
Income before contributions and transfers	643,742	136,464	30,056
Capital contributions	1,161,025	654,818	3,900
Transfers out	(194,233)	(151,033)	(18,000)
Change in net position	1,610,534	640,249	15,956
Net position			
Beginning of year, as previously reported	42,754,778	27,542,246	1,744,350
Prior period adjustment	544,860	620,686	-
Beginning of year, restated	43,299,638	28,162,932	1,744,350
End of year	$ 44,910,172	$ 28,803,181	$ 1,760,306

See notes to basic financial statements

Recycling Utility	Storm Water Utility	Totals	Governmental Activities Internal Service
$ 308,052	$ 868,129	$ 4,781,801	$ -
-	-	2,361	-
-	166,423	166,423	98,570
308,052	1,034,552	4,950,585	98,570
28,004	204,002	774,034	-
17,093	18,184	199,664	-
-	-	717,861	-
314,321	252,152	1,050,632	83,498
-	267,705	1,463,213	-
359,418	742,043	4,205,404	83,498
(51,366)	292,509	745,181	15,072
67,100	-	67,100	-
2,818	16,586	325,628	4,455
69,918	16,586	392,728	4,455
18,552	309,095	1,137,909	19,527
-	530,450	2,350,193	-
(10,500)	(391,815)	(765,581)	-
8,052	447,730	2,722,521	19,527
400,034	11,105,413	83,546,821	474,936
-	478,247	1,643,793	-
400,034	11,583,660	85,190,614	474,936
$ 408,086	$ 12,031,390	$ 87,913,135	$ 494,463

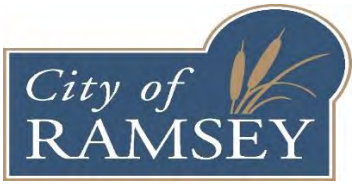
CITY OF RAMSEY

Statement of Cash Flows
Proprietary Funds
Year Ended December 31, 2016

	Business-Type Activities – Enterprise Funds		
	Water Utility	Sewer Utility	Street Light Utility
Cash flows from operating activities			
Receipts from customers and users	$ 1,979,172	$ 1,443,534	$ 198,989
Receipts from interfund services provided	–	–	–
Paid to suppliers/service providers	(437,987)	(734,442)	(146,702)
Paid to employees	(346,509)	(157,765)	-
Net cash flows from operating activities	1,194,676	551,327	52,287
Cash flows from capital and related financing activities			
Capital contributions	348,839	108,864	3,900
Acquisition of capital assets	–	(74,174)	(7,172)
Net cash flows from capital and related financing activities	348,839	34,690	(3,272)
Cash flows from investing activities			
Interest received on investments	179,334	116,355	10,535
Cash flows from noncapital financing activities			
Intergovernmental revenue	–	–	–
Transfers (out)	(194,233)	(151,033)	(18,000)
Advances to other funds	34,246	46,877	–
Net cash flows from noncapital financing activities	(159,987)	(104,156)	(18,000)
Net increase (decrease) in cash and temporary investments/cash equivalents	1,562,862	598,216	41,550
Cash and temporary investments/cash equivalents			
Beginning of year	16,908,119	10,205,075	1,070,253
End of year	$ 18,470,981	$ 10,803,291	$ 1,111,803
Reconciliation of operating income (loss) to net cash flows from operating activities			
Operating income (loss)	$ 464,408	$ 20,109	$ 19,521
Adjustments to reconcile operating income (loss) to net cash flows from operating activities			
Depreciation	665,845	489,380	40,283
Change in assets, deferred inflows, liabilities and deferred outflows			
Receivables			
Delinquent and deferred special assessments	14,953	14,953	–
Accounts	10,741	(29,669)	(1,772)
Due from other governmental units	–	–	–
Prepaids	–	(2,545)	–
Deferred outflows - pension plan deferment	(108,156)	(47,318)	–
Accounts payable	1,767	(2,498)	(10,256)
Unearned revenue	–	–	4,508
Due to other governmental units	10,699	50,106	3
Net pension liability	119,359	52,220	–
Deferred inflows - pension plan deferment	15,060	6,589	–
Net cash flow from operating activities	$ 1,194,676	$ 551,327	$ 52,287
Noncash, investing, capital, and financing activities			
Contributions of capital assets from government activities	$ 155,233	$ 118,033	$ -
Contributions of capital assets from developers	$ 656,953	$ 427,921	$ -

See notes to basic financial statements

Recycling Utility	Storm Water Utility	Totals	Governmental Activities Internal Service
$ 266,438	$ 848,969	$ 4,737,102	$ –
–	–	–	98,570
(368,603)	(265,310)	(1,953,044)	(82,716)
(28,004)	(190,870)	(723,148)	–
(130,169)	392,789	2,060,910	15,854
–	–	461,603	–
–	(468,933)	(550,279)	–
–	(468,933)	(88,676)	–
2,818	16,586	325,628	4,455
67,100	–	67,100	–
(10,500)	(391,815)	(765,581)	–
–	–	81,123	–
56,600	(391,815)	(617,358)	–
(70,751)	(451,373)	1,680,504	20,309
343,381	1,612,648	30,139,476	475,050
$ 272,630	$ 1,161,275	$ 31,819,980	$ 495,359
$ (51,366)	$ 292,509	$ 745,181	$ 15,072
–	267,705	1,463,213	–
–	–	29,906	–
(2,080)	(185,583)	(208,363)	–
(39,534)	–	(39,534)	–
–	–	(2,545)	–
–	(54,078)	(209,552)	–
(226)	5,026	(6,187)	(28)
–	–	4,508	–
(36,963)	–	23,845	810
–	59,680	231,259	–
–	7,530	29,179	–
$ (130,169)	$ 392,789	$ 2,060,910	$ 15,854
$ -	$ 277,870	$ 551,136	$ -
$ -	$ 252,580	$ 1,337,454	$ -



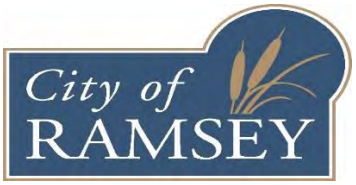
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CITY OF RAMSEY

Statement of Fiduciary Net Position
December 31, 2016

	Agency Fund
Assets	
Cash and temporary investments	$ 2,086,880
Receivables	
Accounts	17,425
Assets held for resale	12,734,868
Total assets	$ 14,839,173
Liabilities	
Accounts payable	$ 12,545
Deposits payable	2,091,760
Loans Payable to Met Council	12,734,868
Total liabilities	$ 14,839,173

See notes to basic financial statements



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NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES

A. Organization

The City of Ramsey, Minnesota (the City) operates under the Home Rule Charter City form of government as defined in Minnesota Statutes. Under this plan, the government of the City is run by a City Council composed of an elected Mayor and elected Councilmembers. The City Council exercises legislative authority and determines all matters of policy. The accounting policies of the City conform to accounting principles generally accepted in the United States of America as applicable to governmental units.

B. Reporting Entity

As required by accounting principles generally accepted in the United States of America, these financial statements include the City (the primary government) and its component units. Component units are legally separate entities for which the primary government is financially accountable, or for which the exclusion of the component unit would render the financial statements of the primary government misleading. The criteria used to determine if the primary government is financially accountable for a component unit include whether or not the primary government appoints the voting majority of the potential component unit's Board, is able to impose its will on the potential component unit, is in a relationship of financial benefit or burden with the potential component unit, or is fiscally depended upon by the potential component unit.

1. **Blended Component Units**
   The Ramsey Economic Development Authority (EDA) is included as a blended component unit of the City (primary government). Financial data is reflected as separate Special Revenue Funds. The basis for blending the EDA includes: 1.) the component unit provides services entirely, or almost entirely, to the primary government or otherwise exclusively, or almost exclusively, benefits the primary government even though it does not provide services directly to it. Voting authority rests with the City Council. This organization is considered a blended component unit of the City and reported as though its funds were funds of the City. Separate financial reporting for this unit is not produced in addition to this report.

2. **Jointly Governed Organization**
   The City is a member of Local Governmental Information Systems (LOGIS), a consortium of Minnesota municipalities that provides data processing services and support to its members. LOGIS is a legally separate entity that is financially independent of the City. Further, the City does not appoint a voting majority of LOGIS' Board of Directors. Therefore, it has not been incorporated into the City's reporting entity. During the 2016 fiscal year, the City paid LOGIS approximately $168,393 for services and equipment provided.

C. Government-Wide Financial Statements

The government-wide financial statements (i.e. the Statement of Net Position and the Statement of Activities) display information about the reporting government as a whole. These statements include all of the financial activities of the City. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on sales, fees, and charges for support.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment, 2) operating grants and contributions, and 3) capital grants and contributions, including special assessments, which are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other internally directed revenues are reported as general revenues.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the fiscal year for which they are levied. Grants and similar items are recognized when all eligibility requirements imposed by the provider have been met.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. However, charges between the City's Enterprise Funds and other functions are not eliminated as that would distort the direct costs and program revenues reported in those functions. Depreciation expense can be specifically identified by function and is included in the direct expenses of each function. Interest on long-term debt for governmental activities is considered an indirect expense and is reported separately on the Statement of Activities.

D. Fund Financial Statement Presentation

Separate fund financial statements are provided for Governmental, Proprietary, and Fiduciary Funds. Major individual Governmental and Enterprise Funds are reported as separate columns in the fund financial statements. Aggregated information for the remaining Nonmajor Governmental Funds is reported in a single column in the fund financial statements. A single column is presented in the Proprietary Fund statements to report Internal Service Fund activity. Fiduciary Funds are presented in the Fiduciary Fund financial statements by fund type. Since, by definition, Fiduciary Fund assets are held for the benefit of a third party and cannot be used for activities or obligations of the City, these funds are excluded from the government-wide statements.

Governmental Fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this basis of accounting, transactions are recorded in the following manner:

1. **Revenue Recognition** – Revenue is recognized when it becomes measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Property tax revenue is generally considered as available if collected within 60 days after year-end. Only the portion of special assessments receivable due within the current fiscal period is considered to be susceptible to accrual as revenue of the current period. Grants and similar items are recognized when all eligibility requirements imposed by the provider have been met. Other revenue is considered measurable and available only when cash is received by the City. Proceeds of long-term debt is reported as other financing sources.

   Major revenue that is susceptible to accrual includes property taxes, special assessments, intergovernmental revenue, charges for services, and interest earned on investments. Major revenue that is not susceptible to accrual includes licenses and permits, fees, and miscellaneous revenue. Such revenue is recorded only when received because it is not measurable until collected.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

2. **Recording of Expenditures** – Expenditures are generally recorded when a liability is incurred, except for principal and interest on long-term debt and other long-term liabilities which are recognized as expenditures to the extent they have matured. Capital asset acquisitions are reported as capital outlay expenditures in the Governmental Funds.

Proprietary Fund financial statements are reported using the economic resources measurement focus and accrual basis of accounting, similar to the government-wide financial statements. Proprietary Funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a Proprietary Fund's principal ongoing operations. The principal operating revenues of the City's Enterprise Funds and Internal Service Funds are charges to customers for sales and services. The operating expenses for the Enterprise Funds and Internal Service Funds include the cost of sales and services, administrative expenses, and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The City's Fiduciary Fund is an Agency Fund, which uses the accrual basis of accounting, but has no measurement focus.

Information for the Internal Service Fund is reported in a single column in the Proprietary Fund financial statements. Because the principal user of the internal services is the City's governmental activities, the financial statements of the Internal Service Fund are consolidated into the governmental column when presented in the government-wide financial statements. The cost of these services is reported in the appropriate functional activity.

Description of Funds

The City reports the following Major Governmental Funds:

General Fund – This is the general operating fund of the City. It is used to account for all financial resources except those required to be accounted for in another fund.

Tax Increment Special Revenue Fund – This fund is used to account for resources received from general property taxes in the form of tax increments.

COR Land Special Revenue Fund – This fund is used to account for revenues and expenditures associated with land transactions within the COR area.

2012A G.O. Improvement Bond Refund Debt Service Fund – The 2005A Public Project Lease Revenue Bond was issued to finance the construction of the city's municipal center. Series 2012A G.O. Capital Improvement Bond was used to refund this original bond issue.

Public Improvement Revolving Capital Project Fund – This fund is used to account for the resources to be used to finance the City's share of the annual street maintenance program.

Landfill Capital Project Fund – This fund is used to account for certain landfill-related revenue, the expenditures the City may incur in relation to the landfill, and any other expenditures for improvements providing a benefit to the entire city. The fund does not present a potential liability for landfill closure and post closure care costs as defined by GASB Statement No. 18 as the landfill is not owned by the City.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Equipment Revolving Capital Project Fund – This fund is used to account for resources to finance the replacement of city equipment, vehicles, and/or building facilities.

Road Reconstruction/Overlay Capital Project Fund – This fund is used to account for all expenditures related to the reconstruction and overlay projects as outlined in the city's Long-Term Street Maintenance Plan.

Public Facilities Construction Capital Project Fund – This fund is used to account for the resources to be used for land acquisition and the construction of public facilities.

Fire Station #2 Capital Project Fund – This fund is used to account for the resources used to finance the construction of the city's second fire station.

The City reports the following Major Proprietary Funds:

Water Utility Fund – This fund is used to account for the operation of the city-owned water system.

Sewer Utility Fund – This fund is used to account for the operation of the city-owned sewer system.

Street Light Utility Fund – This fund is used to account for the operation of city-owned streetlights within subdivisions and the priority streetlights throughout the City.

Recycling Utility Fund – This fund is used to account for the operation of the City's curbside recycling program and annual recycling days.

Storm Water Utility Fund – This fund is used to account for the operation of the city-owned storm water system repair and upkeep.

The City also reports the following fund types:

Internal Service Fund – This fund is used to account for the City's insurance refunds, dividends, and other miscellaneous insurance related revenues, and to provide for self-insuring the deductible portions of the City's insurance policies.

Agency Fund – This fund is used to account for assets held by the City in the capacity of agent. The City maintains one Agency Fund to account for deposits held for developers as security for various services. In addition it accounts for property purchased on behalf of the state and the related liability for future state highway improvements.

E. Cash and Investments

Cash balances from all funds are combined and invested to the extent available in short-term investments. Earnings from the pooled investments are allocated to the individual funds based on the average monthly cash and investment balances of the respective funds.

The Minnesota Municipal Money Market (4M) Fund is an external investment pool regulated by Minnesota Statutes that is not registered with the Securities and Exchange Commission (SEC). The City's investment in this fund is measured at the net asset value per share provided by the pool, which is based on an amortized cost method that approximates fair value.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The City reports all investments at fair value. The City categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

Debt securities classified in Level 2 of the fair value hierarchy are valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices.

See Note 2 for the City's recurring fair value measurements as of the current year-end.

F. Receivables

All miscellaneous accounts receivable are presented net of an allowance for doubtful accounts. Since the City is generally able to certify delinquent amounts to the county for collection as special assessments, no allowance for uncollectible accounts has been provided on these receivables. The only receivables not expected to be fully collected within one year are property taxes and special assessments receivable.

G. Property Taxes

Property tax levies are set by the City Council by December of each year and are certified to the County Auditor for collection in the following year. In Minnesota, counties act as collection agents for all property taxes. A portion of the property taxes levied is paid by the state of Minnesota through various tax credits, which is included in intergovernmental revenue in the financial statements.

The county spreads all levies over taxable property. Such taxes become a lien on January 1 and are recorded as receivables by the City on that date. Real property taxes may be paid by taxpayers in two equal installments on May 15 and October 15. Personal property taxes are due in full on May 15. The county provides tax settlements to cities and other taxing districts several times a year. Taxes which remain unpaid at December 31 are classified as delinquent taxes receivable.

H. Special Assessments

Special assessments represent the financing for public improvements paid for by the benefiting property owners. These assessments are recorded as delinquent (levied but unremitted) or deferred (certified but not yet levied) special assessments receivable.

I. Prepaid items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. In governmental funds, prepaids are recognized by the consumption method, proportionately over the periods that service is provided.

J. Interfund Receivables and Payables

Activity between funds that is representative of lending or borrowing arrangements is reported as either "due to/from other funds" (current portion) or "advances to/from other funds." All other outstanding balances between funds are reported as "due to/from other funds." Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as "internal balances."

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

K. Pensions

For purposes of measuring the net pension liability, deferred outflows/inflows of resources, and pension expense, information about the fiduciary net position of the Public Employees Retirement Association (PERA) and additions to/deductions from the PERA's fiduciary net positions have been determined on the same basis as they are reported by the plan except that the PERA pension plans fiscal year-end is June 30. For this purpose, plan contributions are recognized as of employer payroll dates and benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

The PERA has a special funding situation created by a direct aid contribution made by the state of Minnesota. The direct aid is a result of the merger of the Minneapolis Employees Retirement Fund into the PERA on January 1, 2015.

L. Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Financial Position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until that time. The City has only one item that qualifies for reporting in this category. It is the deferred outflows of resources related to pensions reported in the government-wide and enterprise funds Statement of Net Position. This deferred outflow results from differences between expected and actual experience, changes of assumptions, differences between projected and actual earnings on pension plan investments, and contributions to the plan subsequent to the measurement date and before the end of the reporting period. These amounts are deferred and amortized as required under pension standards.

In addition to liabilities, the Statement of Financial Position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has two items which qualify for reporting in this category.

The first item, unavailable revenue, arises under a modified accrual basis of accounting and is reported only in the governmental funds Balance Sheet. The governmental funds report unavailable revenue from three sources: property taxes, special assessments, and notes receivable. These amounts are deferred and recognized as an inflow of resources in the period the amounts become available.

The second item, deferred inflows of resources related to pensions, is reported in the government-wide and enterprise funds Statement of Net Position. This deferred inflow results from differences between expected and actual experience, changes of assumptions, and the difference between projected and actual earnings on pension plan investments. These amounts are deferred and amortized as required under pension standards.

M. Land Held for Resale

Land held for resale represents various property purchases made by the City with the intent to sell in order to increase tax base or to attract new businesses. These assets are stated at the lower of cost or fair value. Land held for resale has a level 2 fair value measurement category using the same accounting principles generally accepted in the United States of America hierarchy as discussed earlier in these notes.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

N. Capital Assets

Capital assets, which include property, buildings, improvements, equipment, and infrastructure assets are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Such assets are capitalized at historical cost, or estimated historical cost for assets where actual historical cost is not available. Donated assets are recorded as capital assets at their estimated acquisition value at the date of donation. The City defines capital assets as those with an initial, individual cost of $10,000 or more with an estimated useful life in excess of one year. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. As allowed by accounting principles generally accepted in the United States of America, the City has elected not to retroactively capitalize the infrastructure of its governmental activities acquired prior to January 1, 2004.

Capital assets are recorded in the government-wide and Proprietary Fund financial statements, but are not reported in the Governmental Fund financial statements. Interest incurred during the construction phase of capital assets for business-type activities is included as part of the capitalized value of the assets constructed. Capital assets are depreciated using the straight-line method over their estimated useful lives. Land and construction in progress are not depreciated. Useful lives vary from 15 to 50 years for buildings and improvements, 5 to 10 years for machinery, vehicles, and equipment, and 20 to 50 years for collection and distribution systems and other infrastructure.

O. Compensated Absences Payable

Certain city employees earn personal time off, vacation, compensation time, and sick leave at various rates based on longevity. These compensated absences are paid to an employee leaving in good standing, at their current rate of pay, with the exception of sick leave. A minimum of one third (based on longevity), is paid to the departing employee if they have completed 5 or more years of service prior to termination. Compensated absences payable are accounted for as long-term liabilities as described in the following section.

P. Long-Term Liabilities

In the government-wide and Proprietary Fund financial statements, long-term debt and other long-term obligations are reported as liabilities. Bond premiums and discounts are immaterial and are recognized in the year of bond issuance. Bond issuance costs are expensed in the period incurred.

In the Governmental Fund financial statements, long-term debt and other long-term obligations are not reported as liabilities until due. The face amount of debt issued is reported as other financing sources. Premiums or discounts on debt issuances are reported as other financing sources or uses, respectively.

Q. Net Position

In the government-wide and proprietary fund financial statements, net position represents the difference between assets, liabilities, deferred inflows/outflows as applicable. Net position is displayed in three components:

- **Net Investment in Capital Assets** – Consists of capital assets, net of accumulated depreciation, reduced by any outstanding debt attributable to acquire capital assets.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

- **Restricted Net Position** – Consists of net position restricted when there are limitations imposed on their use through external restrictions imposed by creditors, grantors, or laws or regulations of other governments, or enabling legislation.

- **Unrestricted Net Position** – All remaining net position that do not meet the definition of "restricted" or "net investment in capital assets."

The City applies restricted resources first when an expense is incurred for which both restricted and unrestricted resources are available.

R. Fund Balance Classifications

In the fund financial statements, governmental funds report fund balance in classifications that disclose constraints for which amounts in those funds can be spent. These classifications are as follows:

- **Nonspendable** – Consists of amounts that are not in spendable form, such as prepaid items, inventory, and other long-term assets.

- **Restricted** – Consists of amounts where there are limitations imposed on their use through external restrictions imposed by creditors, grantors, laws or regulations of other governments, or enabling legislation.

- **Committed** – Consists of amounts that can be used only for the specific purposes determined by a formal action of the City's highest level of decision-making authority. The City Council is the highest level of decision-making authority for the City that can, by adoption of a resolution prior to the end of the fiscal year, commit fund balance. Once adopted, the limitation imposed by the resolution remains in place until a similar action is taken (the adoption of another resolution) to remove or revise the limitation.

- **Assigned** – Consists of internally imposed constraints for amounts intended to be used by the City for specific purposes but do not meet the criteria to be classified as committed. Assigned amounts represent intended uses established by the City Council itself or by an official to which the City Council delegates the authority. Pursuant to City Council Resolution, the City's Finance Director is authorized to establish assignments of fund balance. The City Council may also assign fund balance as it does when appropriating fund balance to cover a gap between estimated revenue and appropriations in the subsequent year's appropriated budget. Unlike commitments, assignments generally only exist temporarily. In other words, an additional action does not normally have to be taken for the removal of an assignment. Conversely, as discussed above, an additional action is essential to either remove or revise a commitment.

- **Unassigned** – The residual classification for the General Fund, which also reflects negative residual amounts in other funds.

When both restricted and unrestricted resources are available for use, the City first uses restricted resources, then use unrestricted resources as they are needed. When committed, assigned, or unassigned resources are available for use, the City uses resources in the following order: 1) committed, 2) assigned, and 3) unassigned.

S. Budgets and Budgetary Accounting

Each fall the City Council adopts a General Fund budget for the following fiscal year beginning January 1. In addition, an annual budget is legally adopted for the Economic Development Authority, a nonmajor special revenue fund. The City has established budgetary control at the function level based upon GAAP serving as the basis of budgeting. Budget appropriations lapse at year-end.

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The government's department heads may make transfers of appropriations within a function. Transfers of appropriations between functions require the approval of the council. The Economic Development Authority budget is recommended by their board and final approval comes from City Council.

T. Statement of Cash Flows

For purposes of the Statement of Cash Flows, the City considers all highly liquid debt instruments with an original maturity from the time of purchase by the City of three months or less to be cash equivalents. The Proprietary Funds' portion in the government-wide cash and investment management pool is considered to be cash equivalent.

U. Self-Insurance Plan and Risk Management

The City is exposed to various risks of loss related to torts: theft of, damage to, and destruction of assets; errors and omissions; and natural disasters. The City participates in the League of Minnesota Cities Insurance Trust (LMCIT), a public entity risk pool for its general property and casualty, workers' compensation, and other miscellaneous insurance coverages. LMCIT operates as a common risk management and insurance program for a large number of cities in Minnesota. The City pays an annual premium to LMCIT for insurance coverage. The LMCIT agreement provides that the trust will be self-sustaining through member premiums and will reinsure through commercial companies for claims in excess of certain limits.

The City has elected higher deductibles through LMCIT in order to keep premiums at a minimum. To supplement the commercial coverages, the City established the Self-Insurance Internal Service Fund. This fund is funded primarily through dividend paybacks from LMCIT. Expenditures from this fund consist solely of payments of those insurance related costs that are below the individual and/or commutative deductible amounts. Premiums for LMCIT policies are not paid from the Self-Insurance Internal Service Fund, but rather are budgeted and paid from the respective operating funds. The City does not retain significant uncovered risk.

The City also carries commercial insurance for certain other risks of loss. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years. There were no significant reductions in the City's insurance coverage in 2016.

V. Loans payable to Met Council

The City entered into a loan agreement with the Metropolitan (Met) Council to acquire property within the proposed right-of-way of highways designated as a part of the metropolitan highway system plan. State Highway 10, within Ramsey, is part of that highway system plan. The loans bear no interest, and are to be repaid upon the acquisition of the property by the State of Minnesota.

W. Use of Estimates

The preparation of financial statements, in accordance with accounting principles generally accepted in the United States of America, requires management to make estimates that affect amounts reported in the financial statements during the reporting period. Actual results could differ from such estimates.

X. Prior Period Adjustments

In fiscal year 2016, the City recorded a prior period adjustment in the government-wide financial statements increasing net position by $2,689,667 to record 2015 capital contributions from developers. $1,045,874 was recorded as governmental activities and $1,643,793 as business-type activities/enterprise funds.

NOTE 2 – DEPOSITS AND INVESTMENTS

A. Components of Cash and Investments

Cash and investments at year-end consist of the following:

Deposits	$	4,449,793
Investments		62,041,260
Cash on hand		200
Total	$	66,491,253

Cash and investments are presented in the financial statements as follows:

Cash and temporary investments - Statement of Net Position	$	64,404,373
Cash and temporary investments - Statement of Fiduciary Net Position		2,086,880
Total	$	66,491,253

B. Deposits

In accordance with applicable Minnesota Statutes, the City maintains deposits at depository banks authorized by the City Council, including checking accounts and certificates of deposits.

The following is considered the most significant risk associated with deposits:

Custodial credit risk – In the case of deposits, this is the risk that in the event of a bank failure, the City's deposits may be lost.

Minnesota Statutes require that all deposits be protected by federal deposit insurance, corporate surety bond, or collateral. The market value of collateral pledged must equal 110% of the deposits not covered by federal deposit insurance or corporate surety bonds. Authorized collateral includes treasury bills, notes, and bonds; issues of U.S. government agencies; general obligations rated "A" or better; revenue obligations rated "AA" or better; irrevocable standard letters of credit issued by the Federal Home Loan Bank; and certificates of deposit. Minnesota Statutes require that securities pledged as collateral be held in safekeeping in a restricted account at the Federal Reserve Bank or in an account at a trust department of a commercial bank or other financial institution that is not owned or controlled by the financial institution furnishing the collateral. The City has no additional deposit policies addressing custodial credit risk.

At year end, the carrying amount of the City's deposits was $4,449,793 while the balance on the bank records was $4,908,823. At December 31, 2016, all deposits were fully covered by federal depository insurance, surety bonds, or by collateral held by the City's agent in the City's name.

NOTE 2 – DEPOSITS AND INVESTMENTS (CONTINUED)

C. Investments

The City has the following investments at year end:

Investment Type	Credit Risk Rating	Credit Risk Agency	Fair Value Measurements Using	Interest Risk-Maturity Duration in Years Less Than 1	1 to 5	6 to 10	11 to 15	Total
U.S. Treasuries	N/A	N/A	Level 1	$ -	$ -	$ 2,026	$ -	$ 2,026
U.S. Agencies	AAA	Moodys	Level 2	-	549,223	-	-	549,223
U.S. Agencies	AA+	S&P	Level 2	350,038	2,417,083	1,876,715	-	4,643,836
Municipal Bonds	Aa1-Ba2	Moodys	Level 2	291,790	7,996,942	1,945,604	522,417	10,756,753
Municipal Bonds	A-AAA	S&P	Level 2	1,504,309	11,518,334	3,321,563	-	16,344,206
Negotiable Certificates of Deposit	N/R	N/A	Level 1	9,829,925	9,134,879	242,894	-	19,207,698
Investment pools								
Minnesota Municipal Money Market	N/R	N/A	N/A	10,537,518	-	-	-	10,537,518
Total Investments								$ 62,041,260

N/A Not Applicable
N/R Not Rated

Investments are subject to various risks, the following of which are considered the most significant:

Custodial credit risk – For investments, this is the risk that in the event of a failure of the counterparty to an investment transaction (typically a broker-dealer) the City would not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The City does not have a formal investment policy addressing this risk, but typically limits its exposure by purchasing insured or registered investments, or by the control of who holds the securities.

Credit risk – This is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Minnesota Statutes limit the City's investments to direct obligations or obligations guaranteed by the United States or its agencies; general obligations rated "A" or better; revenue obligations rated "AA" or better; general obligations of the Minnesota Housing Finance Agency rated "A" or better; commercial paper issued by the United States corporations or their Canadian subsidiaries, rated of the highest quality category by at least two nationally recognized rating agencies, and maturing in 270 days or less; time deposits that are fully insured by the Federal Deposit Insurance Corporation or bankers acceptances of the United States banks and Guaranteed Investment Contracts guaranteed by a United States commercial bank or domestic branch of a foreign bank, or a United States insurance company, or their Canadian subsidiary, and with a credit quality in one of the top two highest categories by a nationally recognized rating agency. The City's investment policies do not further address credit risk.

Concentration risk – This is the risk associated with investing a significant portion of the City's investment (considered 5 percent or more) in the securities of a single issuer, excluding United States guaranteed investments (such as Treasuries), investment pools and mutual funds. The City's investment policies do not limit the concentration of investments.

NOTE 2 – DEPOSITS AND INVESTMENTS (CONTINUED)

Interest rate risk – This is the risk of potential variability in the fair value of fixed rate investments resulting from changes in interest rates (the longer the period for which an interest rate is fixed, the greater the risk). The City does not have an investment policy limiting the duration of investments.

NOTE 3 – INTERFUND RECEIVABLES, PAYABLES, AND TRANSFERS

A. Short-Term Interfund Receivables/Payables

Individual interfund due from and to other funds at year-end were as follows:

Receivable Fund	Payable Fund	Amount
Nonmajor Governmental Fund Economic Development Authority Special Revenue Fund	Major Governmental Fund Tax Increment Special Revenue Fund	$ 19,872
Nonmajor Governmental Fund State-Aid Construction Capital Project Fund	Nonmajor Governmental Fund 2012 Riverdale Drive Capital Project Fund	86,056
		$ 105,928

These internal loans were utilized for cash flow purposes.

B. Advances To and From Other Funds

Individual interfund advances to and from other funds at year-end were as follows:

Receivable Fund	Payable Fund	Amount	Purpose
Major Proprietary Fund; Sewer Utility	General Fund	$ 701,928	Internally finance facility loan
Major Proprietary Fund; Water Utility	Major Special Revenue Fund; COR Land	886,135	Internally finance development land purchase
Major Proprietary Fund; Sewer Utility	Major Special Revenue Fund; COR Land	886,135	Internally finance development land purchase
Major Proprietary Fund; Water Utility	Major Capital Project Fund; Public Facilities Construction Fund	479,491	Internally finance facility loan
		$ 2,953,689	

NOTE 3 – INTERFUND RECEIVABLES, PAYABLES, AND TRANSFERS (CONTINUED)

C. Interfund Transfers

	Transfers In						
Transfers Out	General Fund	Public Improvement Revolving Capital Project Fund	Equipment Revolving Capital Project Fund	Road Reconstruction/ Overlay Capital Project Fund	Public Facilities Construction Capital Project Fund	Nonmajor Governmental Funds	Total
General Fund	$ –	$ 135,737	$ 135,737	$ –	$ 45,245	$ –	$ 316,719
Tax Increment Special Revenue Fund	–	–	–	–	–	109,987	109,987
COR Land Special Revenue Fund	230,000	–	–	–	–	–	230,000
Public Improvement Revolving Capital Projects Fund	25,000	–	–	–	–	–	25,000
Equipment Revolving Capital Project Fund	256,426	–	–	–	–	–	256,426
Nonmajor Governmental Funds	256,427	20,981	–	–	–	–	480,218
Water Utility Proprietary Fund	39,000	–	–	155,233	–	–	194,233
Sewer Utility Proprietary Fund	33,000	–	–	118,033	–	–	151,033
Street Light Utility Proprietary Fund	18,000	–	–	–	–	–	18,000
Recycling Utility Proprietary Fund	10,500	–	–	–	–	–	10,500
Storm Water Utility Proprietary Fund	28,000	85,945	–	66,273	–	211,597	391,815
	$ 896,353	$ 242,663	$ 135,737	$ 339,539	$ 45,245	$ 524,394	$2,183,931

The interfund receivables, payables and transfers are used to move funds to finance various programs or projects that the City must account for in other funds in accordance with budgetary authorizations and to move revenues from the fund with collection authorization to funds where related expenditures are occurring.

NOTE 4 – CAPITAL ASSETS

A. Changes in Capital Assets Used in Governmental Activities

	Balance – Beginning of Year	Prior Year Adjustment	Additions	Completed Construction	Deletions	Balance – End of Year
Capital assets, not depreciated						
Land	$ 6,772,024	$ -	$ 75,998	$ -	$ -	$ 6,848,022
Construction in progress	7,429,397	-	2,054,217	(7,090,569)	(23,062)	2,369,983
Capital assets, depreciated						
Buildings and structures	26,636,674	-	-	4,049,168	-	30,685,842
Improvements other than buildings	11,385,776	-	-	-	-	11,385,776
Office equipment	657,196	-	-	-	-	657,196
Motor vehicles	3,879,691	-	243,940	-	(290,751)	3,832,880
Machinery and equipment	6,146,967	-	189,636	-	-	6,336,603
Infrastructure	28,922,328	1,045,874	1,274,790	2,490,265	-	33,733,257
Total capital assets	91,830,053	1,045,874	3,838,581	(551,136)	(313,813)	95,849,559
Less accumulated depreciation on						
Buildings and structures	(6,097,038)	-	(656,638)	-	-	(6,753,676)
Improvements other than buildings	(3,746,720)	(204,159)	(542,387)	-	-	(4,493,266)
Office equipment	(337,226)	-	(31,810)	-	-	(369,036)
Motor vehicles	(3,060,980)	-	(249,937)	-	290,751	(3,020,166)
Machinery and equipment	(2,952,041)	-	(370,502)	-	-	(3,322,543)
Infrastructure	(8,884,359)	204,159	(1,329,962)	-	-	(10,010,162)
Total accumulated depreciation	(25,078,364)	-	(3,181,236)	-	290,751	(27,968,849)
Net capital assets	$ 66,751,689	$ 1,045,874	$ 657,345	$ (551,136)	$ (23,062)	$ 67,880,710

B. Changes in Capital Assets Used in Business-Type Activities

	Balance – Beginning of Year	Prior Year Adjustment	Additions	Completed Construction	Deletions	Balance – End of Year
Capital assets, not depreciated						
Land	$ 868,513	$ -	$ -	$ -	$ -	$ 868,513
Construction in progress	1,199,547	-	258,240	(860,007)	-	597,780
Capital assets, depreciated						
Buildings and structures	6,058,847	-	-	-	-	6,058,847
Improvements other than buildings	13,214,332	478,247	349,806	370,168	-	14,412,553
Machinery and equipment	639,505	-	194,813	-	-	834,318
Water and sewer lines	45,346,485	1,165,546	1,084,874	1,040,975	-	48,637,880
Total capital assets	67,327,229	1,643,793	1,887,733	551,136	-	71,409,891
Less accumulated depreciation on						
Buildings and structures	(1,258,501)	-	(121,423)	-	-	(1,379,924)
Improvements other than buildings	(2,996,093)	-	(317,643)	-	-	(3,313,736)
Machinery and equipment	(312,767)	-	(51,011)	-	-	(363,778)
Water and sewer lines	(13,419,723)	-	(973,136)	-	-	(14,392,859)
Total accumulated depreciation	(17,987,084)	-	(1,463,213)	-	-	(19,450,297)
Net capital assets	$49,340,145	$ 1,643,793	$ 424,520	$ 551,136	$ -	$ 51,959,594

NOTE 4 – CAPITAL ASSETS (CONTINUED)

C. Depreciation Expense by Function

Governmental activities		
General government	$	900,772
Public safety		327,930
Highways and streets		1,537,734
Culture and recreation		414,800
Total depreciation expense – governmental activities	$	3,181,236
Business-type activities		
Water Utility	$	665,845
Sewer Utility		489,380
Street Light Utility		40,283
Storm Water Utility		267,705
Total depreciation expense – business-type activities	$	1,463,213

NOTE 5 – LONG-TERM DEBT

A. Components of Long-Term Debt

	Original Issue	Interest Rate	Issue Date	Final Maturity Date	Balance – End of Year
Governmental activities					
Bonds payable					
General Obligation Capital Improvement Capital Improvement Refunding Bonds, Series 2004A	$ 1,480,000	1.80–4.00%	11/1/2004	2/1/2017	$ 135,000
General Obligation Improvement Bonds					
Series 2009A	$ 1,340,000	0.85-4.50%	11/19/2009	10/1/2019	425,000
Series 2011A	$ 4,365,000	2.00-3.15%	9/7/2011	2/1/2026	3,235,000
Series 2011B	$ 3,090,000	2.00-2.70%	12/29/2011	12/15/2025	2,575,000
Series 2012A	$ 16,875,000	3.00-3.75%	6/7/2012	12/15/2031	14,125,000
Series 2015A	$ 3,880,000	2.00-3.50%	6/15/2015	12/1/2035	3,880,000
Series 2015B	$ 1,205,000	2.00-2.25%	6/15/2015	12/1/2025	1,095,000
Series 2016A	$ 1,650,000	2.00%	7/21/2016	12/15/2026	1,650,000
Total general obligation improvement bonds					26,985,000
Total bonds payable					27,120,000
Capital Equipment Certificates					
Series 2013A	$ 635,000	0.50-3.00%	9/5/2013	9/1/2023	455,000
Series 2014A	$ 875,000	0.60-2.35%	12/3/2014	12/15/2024	710,000
Total capital equipment certificates					1,165,000
Compensated absences payable					774,743
Net pension liability					11,832,779
OPEB					515,011
Total governmental activities					41,407,533
Business-type activites					
Net pension liability					639,331
Total government and business-type activities					$ 42,046,864

B. Descriptions of Long-Term Debt

- **Capital Improvement Refunding Bonds Series 2004A –** These bonds were issued to finance Fire Station #1 and will be repaid via ad valorem levies.

NOTE 5 – LONG-TERM DEBT (CONTINUED)

- **General Obligation Improvement Bonds –**

  The 2009A Series bonds will be repaid with annual allotments of Municipal State Aid and interest will be subsidized up to 35% through the Build America bond program.

  The Series 2011A bonds will be repaid with annual allotments of Municipal State Aid and an annual assessment per the assessment agreement between the city of Ramsey and Hageman Holdings for the improvements that were necessary for the future Legacy School.

  The Series 2011B were Improvement Crossover Refunding bonds that were issued to refund the 2005B Series bonds that were called on December 15, 2014.

  The Series 2012A bonds were issued to refund Public Facility Lease Revenue Bonds Series 2005A, dated June 1, 2005, issued by the Economic Development Authority (EDA) of the city of Ramsey.

  The Series 2015A bonds were issued to finance the construction of Fire Station #2 in the City.

  The Series 2015B were issued to fund the road improvements related to the reconstruction of Garnet and 168th Avenue and some overlay projects.

  The Series 2016A were issued to fund the road improvements related to the reconstruction of Andrie Street and 164th Lane and some overlay projects.

- **Capital Equipment Certificates –**

  Series 2013A certificates were issued to finance various capital equipment purchases and will be repaid via ad valorem levies.

  Series 2014A certificates were issued to finance various capital equipment purchases and will be repaid via ad valorem levies.

- **Compensated Absences** – The liability represents vested benefits earned by Governmental Fund employees through the end of the year which will be paid or used in future periods. The General Fund is the primary fund used to liquidate this liability.

- **Net Pension Liability (NPL)** – The liability represents the City's proportionate share of PERA's collective net pension liability. The General, Water Utility, Sewer Utility and Storm Water Utility funds will be used to liquidate this liability.

- **Other Post-Employment Benefits (OPEB) Liability** – The liability represents non-pension benefits provided after the termination of employment. Governmental entities have traditionally accounted for OPEB on a pay-as-you-go basis. OPEB liability is accrued as service is provided by employees. The General Fund is the primary fund used to liquidate this liability.

NOTE 5 – LONG-TERM DEBT (CONTINUED)

C. Changes in Long-Term Debt

	Balance - Beginning of Year	Additions	Deletions	Balance – End of Year	Due Within One Year
Governmental activities					
G.O. Capital Improvement Bonds	$ 265,000	$ –	$ 130,000	$ 135,000	$ 135,000
G.O. Improvement Bonds	26,795,000	1,650,000	1,460,000	26,985,000	1,805,000
Capital Equipment Certificates	1,310,000	–	145,000	1,165,000	145,000
Compensated absences payable	777,297	539,167	541,721	774,743	503,583
Net pension liability	4,599,377	8,847,136	1,613,734	11,832,779	–
OPEB	459,572	55,439	–	515,011	–
Total governmental activities	34,206,246	11,091,742	3,890,455	41,407,533	2,588,583
Business type Activities					
Net pension liability	408,072	318,910	87,651	639,331	-
Total governmental and business type activities	$ 34,614,318	$ 11,410,652	$ 3,978,106	$ 42,046,864	$ 2,588,583

D. Minimum Debt Payments

Minimum annual principal and interest payments required to retire bonds and capital equipment certificates are as follows:

	Governmental Activities	
	Bonded and Capital Equipment Certificate Debt	
Year Ending December 31,	Principal	Interest
2017	$ 2,085,000	$ 823,695
2018	2,020,000	754,233
2019	2,100,000	697,507
2020	2,025,000	640,426
2021	2,095,000	582,793
2022-2026	9,510,000	2,085,061
2027-2031	7,335,000	1,022,393
2032-2035	1,115,000	88,650
	$ 28,285,000	$ 6,694,758

NOTE 6 – FUND BALANCE POLICY AND CLASSIFICATION

A. Classifications

City of Ramsey had the following classifications of fund balances in its Governmental Funds:

		Special Revenue Funds		Debt Service Fund	Capital Project Funds							
	General	Tax Increment	COR Land	2012A G.O. Improvement Bond Refund	Public Improvement Revolving	Landfill	Equipment Revolving	Road Reconstruction/ Overlay	Public Facilities Construction	Fire Station #2	Nonmajor	Total
Fund balances												
Nonspendable												
Prepaids	$ 15,431	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 450	$ 15,881
Restricted for												
Public safety (fire) building	-	-	-	-	-	-	-	-	-	200,355	-	200,355
Road improvements	-	-	-	-	-	-	-	-	-	-	1,286,641	1,286,641
Debt service	-	-	-	729,521	-	-	-	-	-	-	1,083,053	1,812,574
Economic development	-	-	-	-	-	-	-	-	-	-	1,313,893	1,313,893
Housing and redevelopment	-	-	8,537,701	-	-	-	-	-	-	-	-	8,537,701
Recreation/community programs	-	-	-	-	-	-	-	-	-	-	140,583	140,583
Law enforcement programs	-	-	-	-	-	-	-	-	-	-	89,033	89,033
Tax increment financing	-	4,997,213	-	-	-	-	-	-	-	-	-	4,997,213
	-	4,997,213	8,537,701	729,521	-	-	-	-	-	200,355	3,913,203	18,377,993
Committed												
Stormwater development projects	-	-	-	-	-	-	-	-	-	-	625,293	625,293
Community/business programs	-	-	-	-	-	-	-	-	-	-	416,639	416,639
	-	-	-	-	-	-	-	-	-	-	1,041,932	1,041,932
Assigned												
Road improvements	-	-	-	-	4,231,713	-	-	648,566	-	-	470,448	5,350,727
Public facilities construction	-	-	-	-	-	-	-	-	986,170	-	-	986,170
Capital equipment replacement	-	-	-	-	-	-	1,945,183	-	-	-	263,302	2,208,485
Cemetery improvements	-	-	-	-	-	-	-	-	-	-	53,001	53,001
Development of projects	-	-	-	-	-	2,061,539	-	-	-	-	-	2,061,539
Park improvements	-	-	-	-	-	-	-	-	-	-	2,442,103	2,442,103
Right-of-way acquisitions	-	-	-	-	-	-	-	-	-	-	183,021	183,021
Parking ramp maintenance	-	-	-	-	-	-	-	-	-	-	46,104	46,104
	-	-	-	-	4,231,713	2,061,539	1,945,183	648,566	986,170	-	3,457,979	13,331,150
Unassigned	7,501,962	-	-	-	-	-	-	-	-	-	(87,659)	7,414,303
Total fund balances	$ 7,517,393	$ 4,997,213	$ 8,537,701	$ 729,521	$ 4,231,713	$ 2,061,539	$ 1,945,183	$ 648,566	$ 986,170	$ 200,355	$ 8,325,905	$ 40,181,259

NOTE 6 – FUND BALANCE POLICY AND CLASSIFICATION (CONTINUED)

B. Fund Balance Policy

When actual revenues exceed actual expenditures in a given year, the excess shall be allocated as follows:

a) Any excess shall be first allocated to "unassigned" fund balance to bring that portion of fund balance to an amount equal to fifty percent (50%) of the next years adopted operating budget plus prior-year encumbrances (if any) plus compensated absences.

b) Any excess after complying with fund balance requirements in step “a” shall be allocated to equipment replacement, park trust, public facilities construction, and public improvement revolving funds in the following manner:

Thirty percent (30%) to Fund #234 - Equipment Revolving Fund
Thirty percent (30%) to Fund #810 – Capital Maintenance Fund (reported in General Fund)
Ten percent (10%) to Fund #412 – Public Facilities Construction Fund
Thirty percent (30%) to Fund #400 - Public Improvement Revolving Fund

When actual expenditures exceed actual revenues in a given year, the deficit shall be treated as follows:

a) "Unassigned" fund balance shall first be adjusted to an amount equal to fifty percent (50%) of the next years adopted operating budget plus prior year encumbrances (if any) plus compensated absences.

b) If shortage after complying with fund balance requirement in step “a” shall draw funds in the following manner:

Thirty percent (30%) to Fund #234 - Equipment Revolving Fund
Thirty percent (30%) to Fund #810 – Capital Maintenance Fund (reported in General Fund)
Ten percent (10%) to Fund #412 – Public Facilities Construction Fund
Thirty percent (30%) to Fund #400 - Public Improvement Revolving Fund

At December 31, 2016, the city fund has met its general fund balance policy.

NOTE 7 – INDIVIDUAL FUND DISCLOSURES

Fund Deficits

The 2012 Riverdale Drive, Non Major Capital Project Fund was the only fund that had a fund balance deficit at December 31, 2016 of $(87,659).

The City intends to fund this deficit through future tax levies, special assessment levies, tax increments, transfers from other funds, grants, utility revenues, and various other sources.

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE

A. Plan Descriptions

The City participates in the following cost-sharing multiple-employer defined benefit pension plans administered by PERA. PERA's defined benefit pension plans are established and administered in accordance with Minnesota Statutes, Chapters 353 and 356. PERA's defined benefit pension plans are tax qualified plans under Section 401 (a) of the Internal Revenue Code.

1. General Employees Retirement Fund (GERF)

All full-time and certain part-time employees of the City are covered by the General Employees Retirement Fund (GERF). GERF members belong to either the Coordinated Plan or the Basic Plan. Coordinated Plan members are covered by Social Security and Basic Plan members are not. The Basic Plan was closed to new members in 1967. All new members must participate in the Coordinated Plan.

2. Public Employees Police and Fire Fund (PEPFF)

The PEPFF, originally established for police officers and firefighters not covered by a local relief association, now covers all police officers and firefighters hired since 1980. Effective July 1, 1999, the PEPFF also covers police officers and firefighters belonging to local relief associations that elected to merge with and transfer assets and administration to PERA.

Benefits Provided

PERA provides retirement, disability, and death benefits. Benefit provisions are established by state statute and can only be modified by the state legislature.

Benefit increases are provided to benefit recipients each January. Increases are related to the funding ratio of the plan. Members in plans that are at least 90% funded for two consecutive years are given 2.5% increases. Members in plans that have not exceeded 90% funded, or have fallen below 80%, are given 1% increases.

The benefit provisions stated in the following paragraphs of this section are current provisions and apply to active plan participants. Vested, terminated employees who are entitled to benefits but are not receiving them yet are bound by the provisions in effect at the time they last terminated their public service.

1. GERF Benefits

Benefits are based on a member's highest average salary for any five successive years of allowable service, age, and years of credit at termination of service. Two methods are used to compute benefits for PERA's Coordinated and Basic Plan members. The retiring member receives the higher of a step-rate benefit accrual formula (Method 1) or a level accrual formula (Method 2). Under Method 1, the annuity accrual rate for a Basic Plan member is 2.2% of average salary for each of the first ten years of service and 2.7% for each remaining year. The annuity accrual rate for a Coordinated Plan member is 1.2% of average salary for each of the first ten years and 1.7% for each remaining year. Under Method 2, the annuity accrual rate is 2.7% of average salary for Basic Plan members and 1.7% for Coordinated Plan members for each year of service. For members hired prior to July 1, 1989, a full annuity is available when age plus years of service equal 90 and normal retirement age is 65. For members hired on or after July 1, 1989, normal retirement age is the age for unreduced Social Security benefits capped at 66.

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE (CONTINUED)

2. PEPFF Benefits

Benefits for the PEPFF members first hired after June 30, 2010, but before July 1, 2014, vest on a prorated basis from 50% after five years up to 100% after ten years of credited service. Benefits for PEPFF members first hired after June 30, 2014, vest on a prorated basis from 50% after ten years up to 100% after twenty years of credited service. The annuity accrual rate is 3% of average salary for each year of service. For PEPFF who were first hired prior to July 1, 1989, a full annuity is available when age plus years of service equal at least 90.

B. Contributions

Minnesota Statutes Chapter 353 sets the rates for employer and employee contributions. Contribution rates can only be modified by the state legislature.

1. GERF Contributions

Coordinated Plan members were required to contribute 6.50% of their annual covered salary in calendar year 2016. The City was required to contribute 7.50% for Coordinated Plan members in calendar year 2016. The City's contributions to the GERF for the year ended December 31, 2016, were $247,279. The City's contributions were equal to the required contributions as set by state statute.

2. PEPFF Contributions

Plan members were required to contribute 10.8% of their annual covered salary in calendar year 2016. The City was required to contribute 16.20% of pay for PEPFF members in calendar year 2016. The City's regular contributions to the PEPFF for the year ended December 31, 2016, were $339,699. The City's contributions were equal to the required contributions as set by state statute.

C. Pension Costs

1. GERF Pension Costs

At December 31, 2016, the City reported a liability of $4,124,708 for its proportionate share of the GERF's net pension liability. The City's net pension liability reflected a reduction due to the State of Minnesota's contribution of six million to the fund in 2016. The State of Minnesota is considered a non-employer contributing entity and the state's contribution meets the definition of a special funding situation. The State of Minnesota's proportionate share of the net pension liability associated with the City totaled $53,908. The net pension liability was measured as of June 30, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The City's proportion of the net pension liability was based on the City's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2015, through June 30, 2016, relative to the total employer contributions received from all of PERA's participating employers. At June 30, 2016, the City's proportion share was 0.0508% which was the same proportion measured as of June 30, 2015.

For the year ended December 31, 2016, the City recognized pension expense of $575,668 for its proportionate share of the GERF's pension expense. In addition, the City recognized an additional $16,074 as pension expense (and grant revenue) for its proportionate share of the State of Minnesota's contribution of six million to GERF

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE (CONTINUED)

At December 31, 2016, the City reported its proportionate share of the GERF's deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual economic experience	$ -	$335,071
Changes in actuarial assumptions	807,621	-
Difference between projected and actual investment earnings	782,888	-
Changes in proportion	-	28,185
Contributions paid to PERA subsequent to the measurement date	135,603	-
Total	$1,726,112	$363,256

$135,603 reported as deferred outflows of resources related to pensions resulting from City contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2017. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:	Pension Expense Amount
2017	$ 339,975
2018	339,975
2019	398,312
2020	148,991

2. PEPFF Pension Costs

At December 31, 2016, the City reported a liability of $8,347,402 for its proportionate share of the PEPFF's net pension liability. The net pension liability was measured as of June 30, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The City's proportion of the net pension liability was based on the City's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2015, through June 30, 2016, relative to the total employer contributions received from all of PERA's participating employers. At June 30, 2016, the City of Ramsey's proportion was 0.208 % which was a decrease of 0.001 % from its proportion measured as of June 30, 2015.

For the year ended December 31, 2016, the City recognized pension expense of $1,452,913 for its proportionate share of the PEPFF's pension expense. The City also recognized $18,720 for the year ended December 31, 2016, as revenue for its proportionate share of the State of Minnesota's on-behalf contributions to the PEPFF. Legislation passed in 2013 required the State of Minnesota to begin contributing $9 million to the PEPFF each year, starting in fiscal year 2014.

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE (CONTINUED)

At December 31, 2016, the City reported its proportionate share of the PEPFF's deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual economic experience	$ -	$959,079
Changes in actuarial assumptions	4,593,940	-
Difference between projected and actual investment earnings	1,275,357	-
Changes in proportion	36,001	9,469
Contributions paid to PERA subsequent to the measurement date	189,776	-
Total	$6,095,074	$968,548

$189,776 reported as deferred outflows of resources related to pensions resulting from the City's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2017. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:	Pension Expense Amount
2017	$ 1,063,374
2018	1,063,374
2019	1,063,374
2020	959,934
2021	786,694

D. Actuarial Assumptions

The total pension liability in the June 30, 2016, actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.50% per year
Active Member Payroll Growth	3.25% per year
Investment Rate of Return	7.50%

Salary increases were based on a service-related table. Mortality rates for active members, retirees, survivors and disabilitants were based on RP-2014 tables for GERF and RP-2000 tables for PEPFF for males or females, as appropriate, with slight adjustments. Cost of living benefit increases for retirees are assumed to be: one percent per year for all future years for GERF and PEPFF.

Actuarial assumptions used in the June 30, 2016, valuation were based on the results of actuarial experience studies. The most recent four-year experience study in the GERF was completed in 2015. The experience study for PEPFF was for the period July 1, 2004, through June 30, 2009.

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE (CONTINUED)

The following changes in actuarial assumptions occurred in 2016:

GERF:

- The assumed post-retirement benefit increase rate was changed from 1% per year through 2035 and 2.5% per year thereafter to 1.0% per year for all future years.
- The assumed investment return was changed from 7.9% to 7.5%. The single discount rate was changed from 7.9% to 7.5%.
- Other assumptions were changed pursuant to the experience study dated June 30, 2015. The assumed future salary increases, payroll growth, and inflation were decreased by 0.25% to 3.25% for payroll growth and 2.50% for inflation.

PEPFF:

- The assumed post-retirement benefit increase rate was changed from 1% per year through 2037 and 2.5% per year thereafter to 1.0% per year for all future years.
- The assumed investment return was changed from 7.9% to 7.5%. The single discount rate was changed from 7.9% to 5.6%.
- The assumed future salary increases, payroll growth, and inflation were decreased by 0.25% to 3.25% for payroll growth and 2.50% for inflation.

The State Board of Investment, which manages the investments of PERA, prepares an analysis of the reasonableness of the long-term expected rate of return on a regular basis using a building-block method in which best-estimate ranges of expected future rates of return are developed for each major asset class. These ranges are combined to produce an expected long-term rate of return by weighting the expected future rates of return by the target asset allocation percentages. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic Stocks	45%	5.50%
International Stocks	15%	6.00%
Bonds	18%	1.45%
Alternative Assets	20%	6.40%
Cash	2%	0.50%
Total	100%	

E. Discount Rate

The discount rate used to measure the total pension liability in 2016 was 7.5%, a reduction from the 7.9% used in 2015. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, the fiduciary net position of GERF was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

NOTE 8 – DEFINED BENEFIT PENSION PLANS – STATE-WIDE (CONTINUED)

In the PEPFF, the fiduciary net position was projected to be available to make all projected future benefit payments of current plan members through June 30, 2056. Beginning in fiscal year ended June 30, 2057, for PEPFF, when projected benefit payments exceed the funds' projected fiduciary net position, benefit payments were discounted at the municipal bond rate of 2.85% based on an index of 20-year general obligation bonds with an average AA credit rating at the measurement date. An equivalent single discount rate of 5.60% for PEPFF was determined that produced approximately the same present value of projected benefits when applied to all years of projected benefits as the present value of projected benefits using 7.50% applied to all years of projected benefits through the point of asset depletion and 2.85% after.

F. Pension Liability Sensitivity

The following presents the City's proportionate share of the net pension liability for all plans it participates in, calculated using the discount rate disclosed in the preceding paragraph, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate 1 percentage point lower or 1 percentage point higher than the current discount rate:

	1% Decrease in Discount Rate (6.5%)	Discount Rate (7.5%)	1% Increase in Discount Rate (8.5%)
The City's Proportionate Share of the GERF Net Pension Liability:	$5,858,308	$4,124,708	$2,696,694

	1% Decrease in Discount Rate (4.6%)	Discount Rate (5.6%)	1% Increase in Discount Rate (6.6%)
The City's Proportionate Share of the PEPFF Net Pension Liability:	$11,685,255	$8,347,402	$5,620,123

G. Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in a separately-issued PERA financial report that includes financial statements and required supplementary information. That report may be obtained on the PERA website at www.mnpera.org .

NOTE 9 – DEFINED CONTRIBUTION PLAN – STATE-WIDE

All City Council members of the City are covered by the Public Employees Defined Contribution Plan (PEDCP), a multiple-employer deferred compensation plan administered by PERA. The PEDCP is a tax qualified plan under Section 401(a) of the Internal Revenue Code and all contributions by or on behalf of employees are tax deferred until time of withdrawal.

Plan benefits depend solely on amounts contributed to the plan plus investment earnings, less administrative expenses. Minnesota Statutes, Chapter 353D.03, specifies plan provisions, including the employee and employer contribution rates for those qualified personnel who elect to participate. An eligible elected official who decides to participate contributes 5% of salary which is matched by the elected official's employer. For ambulance service personnel, employer contributions are determined by the employer, and for salaried employees must be a fixed percentage of salary. Employer contributions for volunteer personnel may be a unit value for each call or period of alert duty. Employees who are paid for their services may elect to make member contributions in an amount not to exceed the employer share. Employer and employee contributions are combined and used to purchase shares in one or more of the seven accounts of the Minnesota Supplemental Investment Fund. For administering the plan, PERA receives 2% of employer contributions and twenty-five hundredths of 1% (.0025) of the assets in each member's account annually.

Total contributions made by the City of Ramsey for the last three fiscal years were:

	Contribution Amount		Percentage of Covered Payroll		Required Rate for Employees and
For the Year Ended:	Employee	Employer	Employee	Employer	Employers
December 31, 2016	$600	$600	5%	5%	5%
December 31, 2015	$600	$600	5%	5%	5%
December 31, 2014	$900	$900	5%	5%	5%

NOTE 10 – DEFINED CONTRIBUTION PENSION PLAN – FIRE RELIEF ASSOCIATION

A. Plan Description

Volunteer firefighters of the City are members of the Ramsey Firefighter's Relief Association (the Association). The Association is a single-employer defined contribution pension plan that operates under the provisions of Minnesota Statutes § 69 and 424, as amended. It is governed by a Board of six officers and trustees elected by the members of the Association for three year terms. The chief of the Ramsey Volunteer Fire Department, the Mayor, and the Finance Director of the City are ex-officio members of the Board of Trustees. The City's payroll for members of the Association for the year ended December 31, 2016 was $191,019, compared to a total city payroll of $6,452,923.

For financial reporting purposes, the Association's financial statements are not included in the City's financial statements because it is not a component unit of the City. The Association issues a publicly available financial report. A copy of the report may be obtained at Ramsey Municipal Center, 7550 Sunwood Drive Northwest, Ramsey, Minnesota 55303.

NOTE 10 – DEFINED CONTRIBUTION PENSION PLAN – FIRE RELIEF ASSOCIATION (CONTINUED)

B. Pension Benefits

Minnesota Statutes Chapters 424 and 424A authorize pension benefits for volunteer fire relief associations. In order to be entitled to a pension benefit, a firefighter must have completed a minimum of 10 years of service with the fire department, 10 years membership in the Association, and attain the age of 50 years.

The firefighter will then be 60% vested with every year after that at 4% per year until the 20th year when 100% vesting will occur. Because this plan is a defined contribution plan, the amount of the retirement benefit is not predetermined, but rather is based on the individual member's allocable portion of contributions made during the participation period.

Firefighters also have the availability of other pensions such as deferred pension, disability pension, death benefits, and supplemental death benefits. Each of these other pensions are determined based on age and years of service.

C. Contributions Required and Contributions Made

Contributions to the plan include State Fire Aid pursuant to Minnesota Statutes Chapter 69. In addition, the City is allowed to make voluntary contributions of other public funds pursuant to Minnesota Statutes Chapter 69. The City's contribution to the Association in 2016, including both city and state fire aid passed through the City totaled $177,210. This contribution represents nearly 93% of the current 2016 covered payroll of $191,019.

There were no current year changes in plan provisions.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS PLAN

A. Plan Description

The City provides post-employment healthcare benefits as required by Minnesota Statute 471.61 subdivision 2b. Active employees, who retire from the City when eligible to receive a retirement benefit from the Public Employees Retirement Association (PERA) of Minnesota and do not participate in any other health benefits program providing coverage similar to that herein described, will be eligible to continue coverage with respect to both themselves and their eligible dependent(s) under the City health benefits program. Retirees are required to pay 100% of the total group rate. Since the premium is a blended rate determined on the entire active and retiree population, the retirees, whose costs are statistically higher than the group average, are receiving an implicit rate "subsidy".

The City has used the alternative valuation method set forth in GASB Statement No. 45 to determine the materiality of Other Post-Employment Benefits, OPEB. The plan does not issue a publicly available financial report.

B. Funding Policy

The required contribution is based on projected pay-as-you-go financing requirements. The City Council may change the funding policy at any time.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS PLAN (CONTINUED)

C. Annual OPEB Cost and Net OPEB Obligation

The City's annual OPEB cost (expense) is calculated based on annual required contributions (ARC) of the City, an amount determined on an actuarially determined basis in accordance with the parameters of GASB Statement Nos. 43 and 45. The ARC represents a level funding that, if paid on an ongoing basis, is projected to cover normal costs each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years. The following table shows the components of the City's annual OPEB cost for the year, the amount actually contributed to the plan, and the changes in the City's net OPEB obligation to the plan:

Annual required contribution	$	52,071
Interest on net OPEB obligation		20,681
Adjustment to annual required contribution		(17,313)
Annual OPEB cost (expense)		55,439
Contributions made		-
Increase in net OPEB obligation		55,439
Net OPEB obligation - beginning of year		459,572
Net OPEB obligation - end of year	$	515,011

The City's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for the past three years are as follows:

Fiscal Year Ended	Annual OPEB Cost	Plan Sponsor Contribution	Annual OPEB Cost Contributed	Net OPEB Obligation
December 31, 2014	$ 62,922	$ 5,374	9%	$ 404,555
December 31, 2015	$ 65,577	$ 10,560	16%	$ 459,572
December 31, 2016	$ 55,439	$ -	0%	$ 515,011

D. Funded Status and Funding Progress

As of January 1, 2016, the most recent actuarial valuation date, the actuarial accrued liability for benefits and the unfunded actuarial accrued liability (UAAL) was $368,949 as the plan is unfunded. The covered payroll (annual payroll of active employees covered by the plan) was $5,019,000, and the ratio of the UAAL to the covered payroll was 7%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and ARC's of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The Schedule of Funding Progress immediately following the notes to basic financial statements presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

NOTE 11 – OTHER POST-EMPLOYMENT BENEFITS PLAN (CONTINUED)

E. Actuarial Methods

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

F. Actuarial Assumptions

OPEB benefits were calculated using the percentage of projected payroll method, a 4.50% discount rate, Pay-As-You-Go funding, Projected Unit Credit actuarial cost method, 30-year open amortization of the UAAL increasing at 3.50% per year (the payroll growth rate). OPEB benefits were attributed linearly to each assumed decrement age based on the ratio of a participant's accrued service on the valuation date to their projected service at each decrement age. The actuarial assumptions included a 4.5 percent investment rate of return (net of administrative expenses) based on the City's own investments, a 3.0% general inflation rate, and an annual healthcare trend rate of 9.0% initially, reduced by decrements to an ultimate rate of 5.0 percent after 12 years. Both rates include a 3.50% payroll growth rate assumption.

NOTE 12 – FLEXIBLE BENEFIT PLAN

The City has a flexible benefit plan which is classified as a "cafeteria plan" (the Plan) under § 125 of the Internal Revenue Code. All full-time and part-time regular employees of the City are eligible. Eligible employees can elect to participate by contributing pre-tax dollars withheld from payroll checks to the Plan for health and dental care, dependent care, life insurance premiums, and disability insurance benefits. Payments are made from the Plan to participating employees upon submitting a request for reimbursement of eligible expenses actually incurred by the participant.

Before the beginning of the plan year, which is from January 1 to December 31, each participant designates a total amount of pre-tax dollars to be contributed to the Plan during the year. At December 31, the City is contingently liable for claims against the total amount of participants' annual contributions to the health and dental care portion of the Plan, whether or not such contributions have been made.

The City serves as trustee and utilized the service of Americas Veba Solutions - Genesis to handle all plan record keeping. The Plan is included within the General Fund in the financial statements.

All property of the Plan and income attributable to that property is solely the property of the City subject to the claims of the City's general creditors. Participants' rights under the Plan are equal to those of general creditors of the City in an amount equal to the eligible healthcare and dependent care expenses incurred by the participants. The City believes that it is unlikely that it will use the assets to satisfy the claims of general creditors in the future.

NOTE 13 – TAX ABATEMENT AGREEMENTS

The City, in order to spur economic development, housing and redevelopment will enter into private development and redevelopment agreements to encourage a developer to construct, expand, or improve new or existing properties and buildings or clean-up and redevelop blighted properties. The City has three private development agreements: two redevelopment and one housing that would be considered a tax abatement under GASB Statement 77 as of December 31, 2016.

The City issued these three agreements through the economic development vehicle known as tax increment financing whereby tax increment revenue is generated on the incremental increase in value above a base established on the date that the tax increment district is created. Per these agreements, the developer shall initially pay for the development property and any site improvements with the City reimbursing these expenses through the issuance of a tax increment revenue note payable solely from the tax increments generated from the project.

The City is authorized to create a tax increment financing plan under Minnesota Statute 469.175. Under this statute, the following criteria must be met:

- Proposed development or redevelopment would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future;

- The increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the district permitted by the plan. The requirements of this item do not apply if the district is a housing district;

- The tax increment financing plan conforms to the general plan for the development or redevelopment of the municipality as a whole;

- The tax increment financing plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the development or redevelopment of the project by private enterprise.

For the fiscal year ended December 31, 2016, the City abated property taxes totaling $58,220 related to the following:

- Housing Development: $20,700 abated towards a $711,000 Tax Increment Revenue Note issued in 2004 for the construction of a 31 unit townhome project. Final note payment date is February 2025 or sooner if the revenue note is retired.

- Redevelopment: $15,899 abated for a $238,491 Tax Increment Revenue note issued in 2007 for the construction of an office and warehouse building. Final note payment date is December 2028.

- Redevelopment: $21,621 abated towards a $3,000,000 Tax Increment Revenue note issued in 2015 for the construction of a 230 unit apartment building. Final note payment date is February 2038.

NOTE 13 – TAX ABATEMENT AGREEMENTS (CONTINUED)

The outstanding principal balance as of December 31, 2016 for all of these agreements was $3,207,707. This amount is not included in long-term debt because of the nature of these notes in that repayment is required only if sufficient tax increments are received. The City's position is that these are obligations to assign future and uncertain revenue sources and these obligations are not actual debt in substance.

NOTE 14 – DEPOSITS PAYABLE

Platting and performance deposits are accounted for in the City's Agency Fund. A summary of the 2016 changes in deposits is as follows:

Total deposits payable at January 1, 2016	$ 1,734,077
Add deposits received	2,093,979
Less payments from deposit account	(1,736,296)
Total deposits payable at December 31, 2016	$ 2,091,760

NOTE 15 – INDUSTRIAL AND LEASE REVENUE BONDS

From time to time, the City has issued Industrial Revenue Bonds and Lease Revenue Bonds to provide financial assistance to private sector entities for the acquisition and construction of industrial and commercial facilities deemed to be in the public interest. The bonds are secured by the property financed and are payable solely from payments received on the underlying mortgage loans. Upon repayment of the bonds, ownership of the acquired facilities transfers to the private sector entity served by the bond issuance. Neither the City, the state of Minnesota, nor any political subdivision thereof is obligated in any manner for repayment of the bonds. Accordingly, the bonds are not reported as liabilities in the accompanying financial statements. As of December 31, 2016, there was one series of Industrial Revenue Bonds and one Lease Revenue Bond outstanding with aggregate principal amounts payable of $2,090,000 and $10,080,000 respectively.

NOTE 16 – COMMITMENTS AND CONTINGENCIES

A. Commitments for Construction

At December 31, 2016, the City is committed to various construction contracts for the improvement of city property. The City's remaining commitment under these contracts is $109,858. The City has resources available to cover these commitments.

B. Federal and State Revenue

Amounts received or receivable from federal and state agencies are subject to agency audit and adjustment. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of claims which may be disallowed by the grantor agencies cannot be determined at this time, although the City expects such amounts, if any, to be immaterial.

NOTE 16 – COMMITMENTS AND CONTINGENCIES (CONTINUED)

C. Legal Claims

The City has the usual and customary type of miscellaneous legal claims pending at year-end. Although the outcome of these lawsuits is not presently determinable, the City's management believes that the City will not incur any material monetary loss resulting from these claims. No loss has been recorded on the City's financial statements relating to these claims.

D. Tax Increment Districts

The City's tax increment districts are subject to review by the state of Minnesota Office of the State Auditor (OSA). Any disallowed claims or misuse of tax increments could become a liability of the applicable fund. Management has indicated that they are not aware of any instances of noncompliance which would have a material effect on the financial statements.

NOTE 17 – OPERATING LEASE

The City is the lessor of an operating lease. In February 2010, the City of Ramsey entered into a five-year agreement to lease approximately 2200 square feet of office space on the ground floor of the Ramsey Municipal Center to Anoka County for the operation of a license center. As part of the original lease, the tenant may extend the contract for three (3) five (5) year terms. Anoka County authorized a five (5) year extension in March 2015. The cost of the leased spaced is included in the total municipal center building cost of $12,856,588, of which $2,571,599 has been depreciated to date. These amounts are recorded in the City's capital assets. The City of Ramsey collected $46,582 in lease revenue for the fiscal year ended December 31, 2016. The following is an estimate of the future lease payments:

Year Ending December 31,		Lease Payments
2017	$	47,514
2018		48,464
2019		49,433
January 1 -June 30, 2020		25,211
Total	$	170,622

Lease payments may increase each year based on the increase in the Consumer Price Index – U.S. City Averages for ALL Urban Consumers as published by the Bureau of Labor Statistics of the United States Department of Labor for Urban Wage Earners and Clerical Workers for All Items (CPI-W).

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF RAMSEY

PERA – General Employees Retirement Fund
Schedule of City's and Non-Employer Proportionate Share of Net Pension Liability

City Fiscal Year-End Date	PERA Fiscal Year-End Date (Measurement Date)	City's Proportion of the Net Pension Liability	City's Proportionate Share of the Net Pension Liability	City's Proportionate Share of the State of Minnesota's Proportionate Share of the Net Pension Liability	Proportionate Share of the Net Pension Liability and the City's Share of the State of Minnesota's Share of the Net Pension Liability	City's Covered Payroll	City's Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
12/31/2015	06/30/2015	0.0508%	$ 2,632,720	$ –	$ 2,632,720	$ 2,984,866	88.20%	78.20%
12/31/2016	06/30/2016	0.0508%	$ 4,124,708	$ 53,908	$ 4,178,616	$ 3,154,867	130.74%	68.90%

PERA – General Employees Retirement Fund
Schedule of City Contributions

City Fiscal Year-End Date	Statutorily Required Contributions	Contributions in Relation to the Statutorily Required Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
12/31/2015	$ 238,004	$ 238,004	$ –	$ 3,173,387	7.50%
12/31/2016	$ 247,279	$ 247,279	$ –	$ 3,297,053	7.50%

Note 1: **Changes in Plan Provisions**. On January 1, 2015, the Minneapolis Employees Retirement Fund was merged into the GERF, which increased the total pension liability by $1.1 billion and increased the fiduciary plan net position by $892 million. Upon consolidation, state and employer contributions were revised.

Note 2: **Changes in Actuarial Assumptions**. (1) 2015 Changes – The assumed post-retirement benefit increase rate was changed from 1.00 percent per year through 2030 and 2.50 percent per year thereafter to 1.00 percent per year through 2035 and 2.50 percent per year thereafter. (2) 2016 Changes – The assumed post-retirement benefit increase rate was changed from 1.00 percent per year through 2035 and 2.50 percent per year thereafter to 1.00 percent per year for all future years. The assumed investment return was changed from 7.90 percent to 7.50 percent. The single discount rate was changed from 7.90 percent to 7.50 percent. Other assumptions were changed pursuant to the experience study dated June 30, 2015. The assumed future salary increases, payroll growth, and inflation were decreased by 0.25 percent to 3.25 percent for payroll growth and 2.50 percent for inflation.

Note 3: The City implemented GASB Statement No. 68 in fiscal 2015 (using a June 30, 2015 measurement date). This information is not available for previous fiscal years. Additional years' information will be displayed as it becomes available.

CITY OF RAMSEY

PERA – Public Employees Police and Fire Fund
Schedule of City's Proportionate Share of Net Pension Liability

City Fiscal Year-End Date	PERA Fiscal Year-End Date (Measurement Date)	City's Proportion of the Net Pension Liability	City's Proportionate Share of the Net Pension Liability	City's Covered Payroll	City's Proportionate Share of the Net Pension Liability as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
12/31/2015	06/30/2015	0.2090%	$ 2,374,729	$ 1,917,443	123.85%	86.60%
12/31/2016	06/30/2016	0.2080%	$ 8,347,402	$ 2,000,574	417.25%	63.90%

PERA – Public Employees Police and Fire Fund
Schedule of City Contributions

City Fiscal Year-End Date	Statutorily Required Contributions	Contributions in Relation to the Statutorily Required Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
12/31/2015	$ 326,419	$ 326,419	$ –	$ 2,014,315	16.20%
12/31/2016	$ 339,699	$ 339,699	$ –	$ 2,096,907	16.20%

Note 1: **Changes in Plan Provisions**. The post-retirement benefit increase to be paid after attainment of the 90.0 percent funding threshold was changed, from inflation up to 2.5 percent, to a fixed rate of 2.5 percent.

Note 2: **Changes in Actuarial Assumptions**. (1) 2015 Changes – The assumed post-retirement benefit increase rate was changed from 1.00 percent per year through 2030 and 2.50 percent per year thereafter to 1.00 percent per year through 2037 and 2.50 percent per year thereafter. (2) 2016 Changes – The assumed post-retirement benefit increase rate was changed from 1.00 percent per year through 2037 and 2.50 percent thereafter to 1.00 percent per year for all future years. The assumed investment return was changed from 7.90 percent to 7.50 percent. The single discount rate was changed from 7.90 percent to 5.60 percent. The assumed future salary increases, payroll growth, and inflation were decreased by 0.25 percent to 3.25 percent for payroll growth and 2.50 percent for inflation.

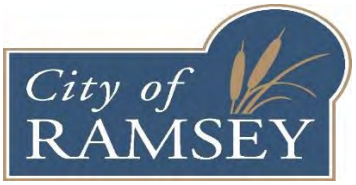
Note 3: The City implemented GASB Statement No. 68 in fiscal 2015 (using a June 30, 2015 measurement date). This information is not available for previous fiscal years. Additional years' information will be displayed as it becomes available.

CITY OF RAMSEY

OTHER POST-EMPLOYMENT BENEFITS PLAN
SCHEDULE OF FUNDING PROGRESS

Actuarial Valuation Date	Actuarial Accrued Liability	Actuarial Value of Plan Assets	Unfunded Actuarial Accrued Liability	Funded Ratio	Covered Payroll	Unfunded Liability as a Percentage of Payroll
January 1, 2012	$ 539,281	$ -	$ 539,281	0.00%	$ 4,555,326	11.84%
January 1, 2014	$ 463,871	$ -	$ 463,871	0.00%	$ 4,344,941	10.68%
January 1, 2016	$ 368,949	$ -	$ 368,949	0.00%	$ 5,019,000	7.35%

COMBINING AND INDIVIDUAL FUND STATEMENTS AND SCHEDULES

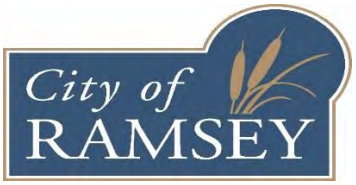


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CITY OF RAMSEY

Nonmajor Governmental Funds
Combining Balance Sheet
December 31, 2016

	Special Revenue	Debt Service	Capital Project	Totals
Assets				
Cash and temporary investments	$ 2,097,540	$ 1,076,613	$ 4,136,519	$ 7,310,672
Receivables				
Unremitted taxes	881	6,440	–	7,321
Delinquent taxes	1,662	6,730	–	8,392
Accounts	5,220	–	2,495	7,715
Notes	16,821	–	–	16,821
Due from other funds	19,872	–	86,056	105,928
Due from other governmental units	–	–	116,609	116,609
Prepaids	450	–	–	450
Land held for resale	470,448	–	470,448	940,896
Total assets	$ 2,612,894	$ 1,089,783	$ 4,812,127	$ 8,514,804
Liabilities				
Accounts and contracts payable	$ 8,520	$ –	$ 69,110	$ 77,630
Due to other funds	–	–	86,056	86,056
Total liabilities	8,520	–	155,166	163,686
Deferred inflows of resources				
Unavailable revenue - property taxes	1,662	6,730	–	8,392
Unavailable revenue - notes receivable	16,821	–	–	16,821
Total deferred inflows of resources	18,483	6,730	–	25,213
Fund balances (deficits)				
Nonspendable	450	–	–	450
Restricted	1,543,509	1,083,053	1,286,641	3,913,203
Committed	1,041,932	–	–	1,041,932
Assigned	–	–	3,457,979	3,457,979
Unassigned	–	–	(87,659)	(87,659)
Total fund balance (deficits)	2,585,891	1,083,053	4,656,961	8,325,905
Total liabilities, deferred inflows of resources, and fund balances	$ 2,612,894	$ 1,089,783	$ 4,812,127	$ 8,514,804

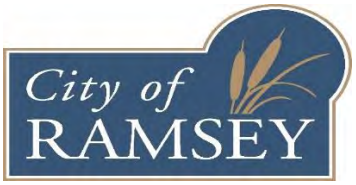


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CITY OF RAMSEY

Nonmajor Governmental Funds
Combining Statement of Revenue, Expenditures, and Changes in Fund Balances
Year Ended December 31, 2016

	Special Revenue	Debt Service	Capital Project	Totals
Revenue				
Property taxes	$ 73,937	$ 535,885	$ –	$ 609,822
Special assessments	–	234,070	–	234,070
Intergovernmental revenues	31,665	804,125	477,955	1,313,745
Charges for services	–	–	618,862	618,862
Other revenue				
Investment earnings	18,096	7,850	46,470	72,416
Miscellaneous	424,005	–	153,016	577,021
Total revenue	547,703	1,581,930	1,296,303	3,425,936
Expenditures				
Current				
General government	171,596	–	95,705	267,301
Highways and streets	–	–	106,100	106,100
Culture and recreation	–	–	450,823	450,823
Capital outlay	–	–	158,531	158,531
Debt service				
Principal retirement	–	1,155,000	–	1,155,000
Interest and fiscal charges	–	340,244	–	340,244
Total expenditures	171,596	1,495,244	811,159	2,477,999
Excess (deficiency) of revenue over expenditures	376,107	86,686	485,144	947,937
Other financing sources (uses)				
Transfers in	–	–	524,394	524,394
Transfers (out)	(139,890)	–	(340,328)	(480,218)
Total other financing sources (uses)	(139,890)	–	184,066	44,176
Net change in fund balances	236,217	86,686	669,210	992,113
Fund balances				
Beginning of year	2,349,674	996,367	3,987,751	7,333,792
End of year	$ 2,585,891	$ 1,083,053	$ 4,656,961	$ 8,325,905



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NONMAJOR SPECIAL REVENUE FUNDS

Nonmajor Special Revenue Funds are used to account for revenue derived from specific revenue sources that are legally restricted or committed to expenditures for specific purposes.

Revolving Loan Fund – used to account for loans authorized by the City to prospective private businesses in accordance with Chapter 469 of the Minnesota Statutes.

Future Sealcoating Fund – used to account for contributions from developers/owners for sealcoating. The city is no longer collecting contributions from developers/owners as per a change in city policy.

Lawful Gambling Fund – used to account for lawful gambling revenues received by the City as authorized by Minnesota State Statutes Chapter 349.

Peace Officers Fund – used to account for post-board reimbursement and other restricted revenues which must be used exclusively for in-service training and other expenditures as specified.

Developer's Fees Fund – used to account for demand fees that will be used for storm water management.

General Govt Special Projects Fund – used to account for resources accumulated and expenditures related to special General Government projects.

Economic Development Authority Fund – used to account for revenues and expenditures associated with economic development activities within the City.

CITY OF RAMSEY

Nonmajor Special Revenue Funds
Combining Balance Sheet
December 31, 2016

	Revolving Loan	Future Sealcoating	Lawful Gambling
Assets			
Cash and temporary investments	$ 306,245	$ 95,402	$ 135,363
Receivables			
Unremitted taxes	–	–	–
Delinquent taxes	–	–	–
Accounts	–	–	5,220
Notes	16,821	–	–
Due from other funds	–	–	–
Prepaids	–	–	–
Land held for resale	–	–	–
Total assets	$ 323,066	$ 95,402	$ 140,583
Liabilities			
Accounts and contracts payable	$ –	$ –	$ –
Deferred inflows of resources			
Unavailable revenue - property taxes	–	–	–
Unavailable revenue - notes receivable	16,821	–	–
Total deferred inflows of resources	16,821	–	–
Fund balances			
Nonspendable	–	–	–
Restricted	–	–	140,583
Committed	306,245	95,402	–
Total fund balances	306,245	95,402	140,583
Total liabilities, deferred inflows of resources, and fund balances	$ 323,066	$ 95,402	$ 140,583

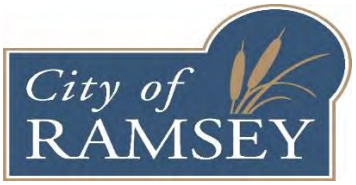
Peace Officers	Developer's Fees	General Govt Special Projects	Economic Development Authority	Totals
$ 90,704	$ 529,891	$ 110,394	$ 829,541	$ 2,097,540
–	–	–	881	881
–	–	–	1,662	1,662
–	–	–	–	5,220
–	–	–	–	16,821
–	–	–	19,872	19,872
–	–	–	450	450
–	–	–	470,448	470,448
$ 90,704	$ 529,891	$ 110,394	$ 1,322,854	$ 2,612,894
$ 1,671	$ –	$ –	$ 6,849	$ 8,520
–	–	–	1,662	1,662
–	–	–	–	16,821
–	–	–	1,662	18,483
–	–	–	450	450
89,033	–	–	1,313,893	1,543,509
–	529,891	110,394	–	1,041,932
89,033	529,891	110,394	1,314,343	2,585,891
$ 90,704	$ 529,891	$ 110,394	$ 1,322,854	$ 2,612,894

CITY OF RAMSEY

Nonmajor Special Revenue Funds
Combining Statement of Revenue, Expenditures, and Changes in Fund Balances
Year Ended December 31, 2016

	Revolving Loan	Future Sealcoating	Lawful Gambling
Revenue			
Property taxes	$ –	$ –	$ –
Intergovernmental revenue	–	–	–
Other revenue			
Investment earnings	2,895	–	1,064
Miscellaneous	5,597	–	64,015
Total revenue	8,492	–	65,079
Expenditures			
Current			
General government	–	–	20,000
Excess (deficiency) of revenue over expenditures	8,492	–	45,079
Other financing sources (uses)			
Transfers (out)	–	–	–
Net change in fund balances	8,492	–	45,079
Fund balances			
Beginning of year	297,753	95,402	95,504
End of year	$ 306,245	$ 95,402	$ 140,583

Peace Officers	Developer's Fees	General Govt Special Projects	Economic Development Authority	Totals
$ –	$ –	$ –	$ 73,937	$ 73,937
31,665	–	–	–	31,665
847	4,618	1,111	7,561	18,096
9,785	276,620	39,488	28,500	424,005
42,297	281,238	40,599	109,998	547,703
33,533	–	39,110	78,953	171,596
8,764	281,238	1,489	31,045	376,107
–	(139,890)	–	–	(139,890)
8,764	141,348	1,489	31,045	236,217
80,269	388,543	108,905	1,283,298	2,349,674
$ 89,033	$ 529,891	$ 110,394	$ 1,314,343	$ 2,585,891

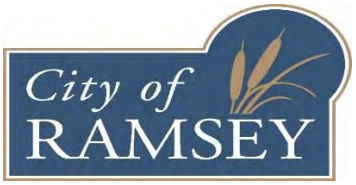


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CITY OF RAMSEY

Schedule of Revenue, Expenditures, and Changes in Fund Balances
Economic Development Authority – Budget and Actual
Year Ended December 31, 2016

	Budgeted Amounts			Over (Under)
	Original	Final	Actual	Final Budget
Revenue				
Property taxes	$ 73,618	$ 73,618	$ 73,937	$ 319
Other revenue				
Investment earnings	10,000	10,000	7,561	(2,439)
Miscellaneous	–	–	28,500	28,500
Total revenue	83,618	83,618	109,998	26,380
Expenditures				
Current				
General government	83,618	83,618	78,953	(4,665)
Net change in fund balances	$ –	$ –	31,045	$ 31,045
Fund balances				
Beginning of year			1,283,298	
End of year			$ 1,314,343	



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NONMAJOR DEBT SERVICE FUNDS

Nonmajor Debt Service Funds are used to account for the accumulation of resources used for the payment of principal and interest on long term debt.

2004A Capital Improvement Refunding Bonds – The $1,480,000 General Obligation Capital Improvement Refunding Bond was to refund the Public Facility Lease Revenue Bond of 1999A.

2011B Refund GO Improvement Bonds – In 2011, $3,090,000 Series 2011B Improvement Crossover Refunding bonds were issued to refund the 2005B Series AUAR roadway bonds that were called on December 15, 2014.

2009A State Aid Road Bond – The $1,340,000 General Obligation Tax State Aid Road Bond is to finance the construction of Sunfish Lake Boulevard.

2011A Armstrong/Bunker Bond – The $4,365,000 Series 2011A bonds will be repaid with annual allotments of Municipal State Aid and an annual assessment per the assessment agreement between the city of Ramsey and Hageman Holdings for the improvements that were necessary for the future Legacy School.

2013A Capital Equipment Certificates – The Series 2013A $635,000 General Obligation Capital Equipment Certificate of Indebtedness is to finance the acquisition of capital equipment.

2014A Capital Equipment Certificates – The Series 2014A $875,000 General Obligation Capital Equipment Certificate of Indebtedness is to finance the acquisition of capital equipment.

2015A GO Capital Improvement Bond – The $3,880,000 General Obligation Capital Improvement Bond is to finance the construction of the city's Fire Station #2.

2015B GO Street Reconstruction Bond – The $1,205,000 General Obligation Street Reconstruction Bonds is to finance the reconstruction of Garnet Street and 168th Avenue.

2016A GO Street Reconstruction Bond – The $1,650,000 General Obligation Street Reconstruction Bonds is to finance the reconstruction of Andrie Street and 164th Lane.

CITY OF RAMSEY

Nonmajor Debt Service Funds
Combining Balance Sheet
December 31, 2016

	2004A Capital Improvement Refunding Bond	2011B Refund G.O. Improvement Bonds	2009A State Aid Road Bond	2011A Armstrong/Bunker Bond
Assets				
Cash and temporary investments	$ 223,491	$ 117,707	$ 79,921	$ 394,666
Receivables				
Unremitted taxes	1,766	–	–	–
Delinquent taxes	1,846	–	–	–
Total assets	$ 227,103	$ 117,707	$ 79,921	$ 394,666
Deferred inflows of resources				
Unavailable revenue - property taxes	$ 1,846	$ –	$ –	$ –
Fund balances				
Restricted	225,257	117,707	79,921	394,666
Total deferred inflows of resources and fund balances	$ 227,103	$ 117,707	$ 79,921	$ 394,666

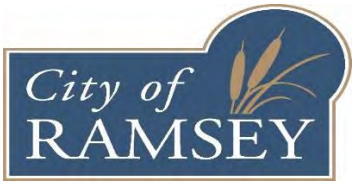
2013A Capital Equipment Certificates	2014A Capital Equipment Certificates	2015A GO Capital Improvement Bond	2015B GO Street Reconstruction Bond	2016A GO Street Reconstruction Bond	Totals
$ 24,471	$ 7,477	$ 2,914	$ 138,743	$ 87,223	$ 1,076,613
893	1,238	1,307	1,236	–	6,440
933	1,294	1,366	1,291	–	6,730
$ 26,297	$ 10,009	$ 5,587	$ 141,270	$ 87,223	$ 1,089,783
$ 933	$ 1,294	$ 1,366	$ 1,291	$ –	$ 6,730
25,364	8,715	4,221	139,979	87,223	1,083,053
$ 26,297	$ 10,009	$ 5,587	$ 141,270	$ 87,223	$ 1,089,783

CITY OF RAMSEY

Nonmajor Debt Service Funds
Combining Statement of Revenue, Expenditures, and Changes in Fund Balances
Year Ended December 31, 2016

	2004A Capital Improvement Refunding Bonds	2011B Refund G.O. Improvement Bonds	2009A State Aid Road Bond	2011A Armstrong/Bunker Bond
Revenue				
Property taxes	$ 146,967	$ –	$ –	$ –
Special assessments	–	–	–	128,615
Intergovernmental revenue	–	338,511	162,744	302,870
Other revenue				
Investment earnings (charges)	1,248	3,337	738	768
Total revenue	148,215	341,848	163,482	432,253
Expenditures				
Debt service				
Principal retirement	130,000	260,000	135,000	375,000
Interest and fiscal charges	8,875	63,613	21,795	90,615
Total expenditures	138,875	323,613	156,795	465,615
Net change in fund balances	9,340	18,235	6,687	(33,362)
Fund balances				
Beginning of year	215,917	99,472	73,234	428,028
End of year	$ 225,257	$ 117,707	$ 79,921	$ 394,666

2013A Capital Equiptment Certificates	2014A Capital Equipment Certificates	2015A GO Capital Improvement Bond	2015B GO Street Reconstruction Bond	2016A GO Street Reconstruction Bond	Totals
$ 74,286	$ 103,005	$ 108,782	$ 102,845	$ –	$ 535,885
–	–	–	18,232	87,223	234,070
–	–	–	–	–	804,125
123	207	(98)	1,527	–	7,850
74,409	103,212	108,684	122,604	87,223	1,581,930
60,000	85,000	–	110,000	–	1,155,000
11,338	14,345	104,463	25,200	–	340,244
71,338	99,345	104,463	135,200	–	1,495,244
3,071	3,867	4,221	(12,596)	87,223	86,686
22,293	4,848	–	152,575	–	996,367
$ 25,364	$ 8,715	$ 4,221	$ 139,979	$ 87,223	$ 1,083,053



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NONMAJOR CAPITAL PROJECTS FUNDS

Nonmajor Capital Projects Funds are used to account for financial resources to be used for the acquisition or construction of major capital facilities.

State‐Aid Construction Fund – used to account for state‐aid allotments used by the City for improvement projects to thoroughfare roads within the City.

Revolving Acquisition Loan Fund (RALF) Funded Project Fund – This fund is used to account for resources and expenditures related to the purchase of property for future state road development.

Trott Brook Cemetery Perpetual Care Fund – used to account for perpetual care fees collected on the sale of cemetery plots in Trott Brook Cemetery.

Park Improvement Fund – used to account for all park dedication fees to be used for land acquisition and park development.

Parking Ramp Maintenance Fund – used to account for all expenditures that the City incurs to operate, maintain, and repair the parking ramp with costs to be allocated to the affected users.

2012 Riverdale Drive Fund – used to account for all costs that are associated with reconstructing Riverdale Drive.

Public Improvement Revolving The COR Fund – used to account for all costs associated with the construction of public improvements related to The COR project.

Sunwood Drive Realignment Fund – used to account for all costs that are associated within the realignment of Sunwood Drive within The COR.

Center Street Fund – used to account for all costs that are associated with construction of Center Street.

2014 Capital Equipment Fund – used to account for resources and expenditures related to the 2014 purchases of capital equipment.

CITY OF RAMSEY

Nonmajor Capital Project Funds
Combining Balance Sheet
December 31, 2016

	State-Aid Construction	RALF Funded Projects	Trott Brook Cemetery Perpetual Care	Park Improvement
Assets				
Cash and temporary investments	$ 1,200,585	$ 186,763	$ 53,001	$ 2,384,259
Receivables				
Accounts	–	2,495	–	–
Due from other funds	86,056	–	–	–
Due from other governmental units	–	–	–	116,609
Land held for resale	–	–	–	–
Total assets	$ 1,286,641	$ 189,258	$ 53,001	$ 2,500,868
Liabilities				
Accounts and contracts payable	$ –	$ 6,237	$ –	$ 58,765
Due to other funds	–	–	–	–
Total liabilities	–	6,237	–	58,765
Fund balances (deficits)				
Restricted	1,286,641	–	–	–
Assigned	–	183,021	53,001	2,442,103
Unassigned	–	–	–	–
Total fund balances (deficits)	1,286,641	183,021	53,001	2,442,103
Total liabilities and fund balance	$ 1,286,641	$ 189,258	$ 53,001	$ 2,500,868

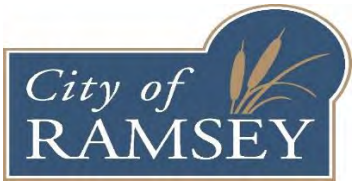
Parking Ramp Maintenance	2012 Riverdale Drive	Public Improvement Revolving The COR	Sunwood Drive Realignment	Center Street	2014 Capital Equipment	Totals
$ 48,609	$ –	$ –	$ –	$ –	$ 263,302	$ 4,136,519
–	–	–	–	–	–	2,495
–	–	–	–	–	–	86,056
–	–	–	–	–	–	116,609
–	–	–	470,448	–	–	470,448
$ 48,609	$ –	$ –	$ 470,448	$ –	$ 263,302	$ 4,812,127
$ 2,505	$ 1,603	$ –	$ –	$ –	$ –	$ 69,110
–	86,056	–	–	–	–	86,056
2,505	87,659	–	–	–	–	155,166
–	–	–	–	–	–	1,286,641
46,104	–	–	470,448	–	263,302	3,457,979
–	(87,659)	–	–	–	–	(87,659)
46,104	(87,659)	–	470,448	–	263,302	4,656,961
$ 48,609	$ –	$ –	$ 470,448	$ –	$ 263,302	$ 4,812,127

CITY OF RAMSEY

Nonmajor Capital Project Funds
Combining Statement of Revenue, Expenditures, and Changes in Fund Balances
Year Ended December 31, 2016

	State-Aid Construction	RALF Funded Projects	Trott Brook Cemetery Perpetual Care	Park Improvement
Revenue				
Intergovernmental revenue	$ 240,030	$ –	$ –	$ 237,925
Charges for services	–	142,393	–	476,469
Other revenue				
Investment earnings (charges)	12,064	–	459	33,966
Miscellaneous	–	–	8,100	–
Total revenue	252,094	142,393	8,559	748,360
Expenditures				
Current				
General government	–	–	–	–
Highways and streets	40,129	65,637	–	–
Culture and recreation	–	–	–	450,823
Capital outlay	–	–	–	82,751
Total expenditures	40,129	65,637	–	533,574
Excess (deficiency) of revenue over expenditures	211,965	76,756	8,559	214,786
Other financing sources (uses)				
Transfers in	–	–	–	–
Transfers (out)	(62,920)	–	–	–
Total other financing sources (uses)	(62,920)	–	–	–
Net change in fund balances	149,045	76,756	8,559	214,786
Fund balances (deficits)				
Beginning of year	1,137,596	106,265	44,442	2,227,317
End of year	$ 1,286,641	$ 183,021	$ 53,001	$ 2,442,103

Parking Ramp Maintenance	2012 Riverdale Drive	Public Improvement Revolving The COR	Sunwood Drive Realignment	Center Street	2014 Capital Equipment	Totals
$ –	$ –	$ –	$ –	$ –	$ –	$ 477,955
–	–	–	–	–	–	618,862
12	(4,085)	–	–	–	4,054	46,470
99,649	–	23,647	–	21,616	4	153,016
99,661	(4,085)	23,647	–	21,616	4,058	1,296,303
95,705	–	–	–	–	–	95,705
–	334	–	–	–	–	106,100
–	–	–	–	–	–	450,823
–	75,780	–	–	–	–	158,531
95,705	76,114	–	–	–	–	811,159
3,956	(80,199)	23,647	–	21,616	4,058	485,144
–	524,394	–	–	–	–	524,394
–	–	–	–	(20,982)	(256,426)	(340,328)
–	524,394	–	–	(20,982)	(256,426)	184,066
3,956	444,195	23,647	–	634	(252,368)	669,210
42,148	(531,854)	(23,647)	470,448	(634)	515,670	3,987,751
$ 46,104	$ (87,659)	$ –	$ 470,448	$ –	$ 263,302	$ 4,656,961

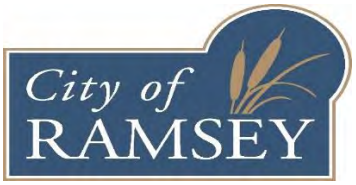


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AGENCY FUND

The Agency Fund is used to account for assets held by the City in the capacity of agent.

Agency Fund – This fund is used to account for deposits held for developers as security for various services. In addition it accounts for property purchased on behalf of the state and the related liability for future state highway improvements.

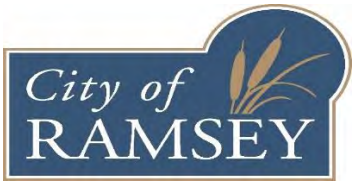


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CITY OF RAMSEY

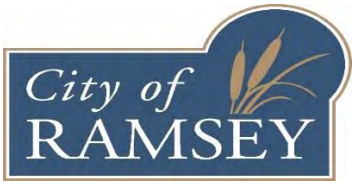
Agency Fund
Statement of Changes in Assets and Liabilities
Year Ended December 31, 2016

	Beginning Balance	Additions	Deletions	Ending Balance
Assets				
Cash and temporary investments	$ 1,715,558	$ 1,068,934	$ 697,612	$ 2,086,880
Receivables				
Accounts	26,316	8,891	17,782	17,425
Assets held for resale	12,734,868	–	–	12,734,868
Total assets	$ 14,476,742	$ 1,077,825	$ 715,394	$ 14,839,173
Liabilities				
Accounts payable	$ 7,797	$ 578,743	$ 573,995	$ 12,545
Deposits payable	1,734,077	2,093,979	1,736,296	2,091,760
Loans Payable to Met Council	12,734,868	–	–	12,734,868
Total liabilities	$ 14,476,742	$ 2,672,722	$ 2,310,291	$ 14,839,173



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STATISTICAL SECTION (UNAUDITED)



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STATISTICAL SECTION

This part of the City of Ramsey's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the government's overall financial health.

Contents	Page
Financial Trends These schedules contain trend information to help the reader understand how the government's financial performance and well-being have changed over time.	130-135
Revenue Capacity These schedules contain information to help the reader assess the government's most significant local revenue source, the property tax.	136-139
Debt Capacity These schedules present information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future.	140-143
Demographic and Economic Information These schedules offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place.	144-145
Operating Information These schedules contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs.	146-148

Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

City of Ramsey
Net Position by Component
Last Ten Fiscal Years
(accrual basis of accounting)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Governmental activities										
Net investment in capital assets	$ 27,548,267	$ 31,255,476	$ 34,736,969	$ 38,466,812	$ 39,794,321	$ 41,998,822	$ 40,374,256	$ 41,657,601	$ 41,216,689	$ 42,170,710
Restricted	16,626,010	20,919,497	21,780,289	21,604,295	22,103,948	14,632,006	16,128,452	15,273,582	18,430,141	18,323,930
Unrestricted	17,500,206	18,403,564	16,902,526	14,450,911	14,433,838	7,298,825	8,107,485	8,120,953	13,292,971	13,832,461
Total governmental activities net position	$ 61,674,483	$ 70,578,537	$ 73,419,784	$ 74,522,018	$ 76,332,107	$ 63,929,653	$ 64,610,193	$ 65,052,136	$ 72,939,801	$ 74,327,101
Business-type activities										
Net investment in capital assets	$ 49,173,058	$ 49,355,232	$ 51,823,362	$ 52,500,049	$ 51,748,092	$ 50,843,868	$ 50,494,576	$ 50,427,367	$ 49,340,145	$ 51,959,594
Unrestricted	20,926,874	22,525,196	21,633,010	22,845,759	23,764,060	27,486,732	28,969,730	30,915,832	34,206,676	35,953,541
Total business-type activities net position	$ 70,099,932	$ 71,880,428	$ 73,456,372	$ 75,345,808	$ 75,512,152	$ 78,330,600	$ 79,464,306	$ 81,343,199	$ 83,546,821	$ 87,913,135
Total government										
Net investment in capital assets	$ 76,721,325	$ 80,610,708	$ 86,560,331	$ 90,966,861	$ 91,542,413	$ 92,842,690	$ 90,868,832	$ 92,084,968	$ 90,556,834	$ 94,130,304
Restricted	16,626,010	20,919,497	21,780,289	21,604,295	22,103,948	14,632,006	16,128,452	15,273,582	18,430,141	18,323,930
Unrestricted	38,427,080	40,928,760	38,535,536	37,296,670	38,197,898	34,785,557	37,077,215	39,036,785	47,499,647	49,786,002
Total government net position	$ 131,774,415	$ 142,458,965	$ 146,876,156	$ 149,867,826	$ 151,844,259	$ 142,260,253	$ 144,074,499	$ 146,395,335	$ 156,486,622	$ 162,240,236

Note 1: The City implemented GASB Statement No. 68 in fiscal 2015, recording a change in accounting principle that decreased unrestricted net position. Prior year balances are not restated.

Note 2: The City reported a prior period adjustment in fiscal 2016 that increased the net investment in capital assets. Prior year balances are not restated.

City of Ramsey
Changes in Net Position
Last Ten Fiscal Years
(accrual basis of accounting)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Expenses										
Governmental activities:										
General government	$ 3,878,438	$ 4,862,284	$ 4,690,824	$ 4,998,807	$ 5,559,732	$ 18,976,842	$ 3,735,657	$ 4,087,755	$ 4,075,505	$ 4,528,920
Public safety	3,809,016	4,313,520	4,438,324	4,153,361	4,307,045	4,218,066	4,074,688	4,079,362	4,349,763	5,875,567
Highways and streets	2,689,259	3,756,861	4,795,460	5,791,896	6,129,272	5,659,428	5,215,260	4,263,552	3,197,571	3,826,143
Culture and recreation	977,766	1,064,587	1,067,125	1,048,690	1,267,292	1,216,583	1,415,736	1,422,810	1,867,274	1,931,537
Interest and fiscal charges	1,415,874	1,342,305	1,330,224	1,316,893	1,302,228	2,555,567	1,220,471	1,168,513	983,379	890,305
Total governmental activities expenses	12,770,353	15,339,557	16,321,957	17,309,647	18,565,569	32,626,486	15,661,812	15,021,992	14,473,492	17,052,472
Business-type activities:										
Water utility	912,094	1,247,248	1,291,952	1,295,721	1,358,050	1,228,012	1,293,201	1,221,211	1,278,204	1,489,070
Sewer utility	838,452	883,214	1,076,451	1,101,554	1,149,318	1,152,760	1,190,551	1,282,302	1,291,509	1,438,141
Street light utility	110,837	123,839	148,140	158,369	163,758	165,651	176,736	161,733	178,666	176,732
Recycling utility	283,746	300,755	298,631	307,662	302,947	302,936	308,629	321,321	320,901	359,418
Storm water utility	440,697	300,444	358,522	350,521	410,666	496,309	491,370	509,709	557,267	742,043
Total business-type activities	2,585,826	2,855,500	3,173,696	3,213,827	3,384,739	3,345,668	3,460,487	3,496,276	3,626,547	4,205,404
Total government expenses	$ 15,356,179	$ 18,195,057	$ 19,495,653	$ 20,523,474	$ 21,950,308	$ 35,972,154	$ 19,122,299	$ 18,518,268	$ 18,100,039	$ 21,257,876
Program Revenues										
Governmental activities:										
Charges for services:										
General government	$ 395,697	$ 347,633	$ 303,122	$ 344,922	$ 313,195	$ 416,152	$ 479,970	$ 461,538	$ 529,820	$ 457,901
Public safety	654,796	1,048,086	802,196	979,828	918,296	1,177,840	901,570	626,844	946,887	698,310
Highways and streets	537,660	494,996	284,026	487,507	738,136	81,159	239,234	266,447	347,984	261,658
Culture and recreation	668,521	6,905	19,763	27,016	9,910	628,571	158,376	173,310	815,511	483,727
Operating grants and contributions	3,025,480	2,201,372	614,816	326,986	298,077	2,008,709	1,180,725	385,574	9,999,527	508,694
Capital grants and contributions	522,815	5,122,028	2,700,471	2,828,240	4,187,265	3,866,331	3,208,950	3,023,145	3,124,565	3,809,965
Total governmental activities program revenues	5,804,969	9,221,020	4,724,394	4,994,499	6,464,879	8,178,762	6,168,825	4,936,858	15,764,294	6,220,255
Business-type activities:										
Charges for services:										
Water utility	1,440,658	1,539,665	1,693,581	1,633,461	1,821,386	2,131,460	1,997,302	1,860,380	2,045,225	1,953,478
Sewer utility	1,100,948	1,208,843	1,214,953	1,261,609	1,236,771	1,324,342	1,341,674	1,393,157	1,392,101	1,458,250
Street light utility	173,541	183,560	172,897	179,272	178,850	179,124	177,158	188,185	190,872	196,253
Recycling utility	291,152	332,682	284,515	294,617	297,226	296,358	298,034	309,160	307,128	308,052
Storm water utility	503,553	566,506	578,666	617,598	617,579	647,169	677,936	706,135	770,812	1,034,552
Operating grants and contributions	-	-	59,963	49,873	50,279	57,239	79,358	65,817	39,423	67,100
Capital grants and contributions	2,242,294	373,612	102,512	310,040	88,349	1,315,030	488,687	101,107	1,185,135	1,799,057
Total business-type activities program revenues	5,752,146	4,204,868	4,107,087	4,346,470	4,290,440	5,950,722	5,060,149	4,623,941	5,930,696	6,816,742
Total government program revenues	$ 11,557,115	$ 13,425,888	$ 8,831,481	$ 9,340,969	$ 10,755,319	$ 14,129,484	$ 11,228,974	$ 9,560,799	$ 21,694,990	$ 13,036,997
Net (expense)/revenue										
Governmental activities	$ (6,965,384)	$ (6,118,537)	$ (11,597,563)	$ (12,315,148)	$ (12,100,690)	$ (24,447,724)	$ (9,492,987)	$ (10,085,134)	$ 1,290,802	$ (10,832,217)
Business-type activities	3,166,320	1,349,368	933,391	1,132,643	905,701	2,605,054	1,599,662	1,127,665	2,304,149	2,611,338
Total government net expense	$ (3,799,064)	$ (4,769,169)	$ (10,664,172)	$ (11,182,505)	$ (11,194,989)	$ (21,842,670)	$ (7,893,325)	$ (8,957,469)	$ 3,594,951	$ (8,220,879)
General Revenues and Other Changes in Net Position										
Governmental activities:										
Property taxes	$ 11,562,407	$ 12,345,279	$ 13,019,854	$ 12,144,908	$ 11,671,760	$ 11,454,519	$ 10,421,456	$ 9,423,457	$ 10,064,621	$ 10,674,696
General grants and contributions	508,664	310,111	204,752	114,692	120,932	9,175	38,577	3,198	4,204	3,905
Investment earnings (charges)	1,648,318	1,736,468	1,116,588	1,283,533	903,786	474,076	(411,446)	980,922	422,405	280,597
Gan on sale of capital assets	24,795	57,975	5,816	-	14,716	-	12,940	-	8,914	-
Transfers	(818,207)	572,758	91,800	(125,751)	1,199,585	107,500	112,000	119,500	124,000	214,445
Total governmental activities	12,925,977	15,022,591	14,438,810	13,417,382	13,910,779	12,045,270	10,173,527	10,527,077	10,624,144	11,173,643
Business-type activities:										
Investment earnings (charges)	1,041,621	1,003,886	734,353	631,042	460,228	320,894	(353,956)	870,728	385,490	325,628
Transfers	818,207	(572,758)	(91,800)	125,751	(1,199,585)	(107,500)	(112,000)	(119,500)	(124,000)	(214,445)
Total business-type activities	1,859,828	431,128	642,553	756,793	(739,357)	213,394	(465,956)	751,228	261,490	111,183
Total government	$ 14,785,805	$ 15,453,719	$ 15,081,363	$ 14,174,175	$ 13,171,422	$ 12,258,664	$ 9,707,571	$ 11,278,305	$ 10,885,634	$ 11,284,826
Change in Net Position										
Governmental activities	$ 5,960,593	$ 8,904,054	$ 2,841,247	$ 1,102,234	$ 1,810,089	$ (12,402,454)	$ 680,540	$ 441,943	$ 11,914,946	$ 341,426
Business-type activities	5,026,148	1,780,496	1,575,944	1,889,436	166,344	2,818,448	1,133,706	1,878,893	2,565,639	2,722,521
Total government	$ 10,986,741	$ 10,684,550	$ 4,417,191	$ 2,991,670	$ 1,976,433	$ (9,584,006)	$ 1,814,246	$ 2,320,836	$ 14,480,585	$ 3,063,947

City of Ramsey
Governmental Activities Tax Revenues By Source
Last Ten Fiscal Years
(accrual basis of accounting)

Fiscal Year	Property Tax	Tax Increment	Total
2007	$ 8,501,628	$ 3,060,779	$ 11,562,407
2008	9,032,267	3,313,012	12,345,279
2009	9,494,094	3,525,760	13,019,854
2010	8,531,043	3,613,865	12,144,908
2011	8,048,173	3,623,587	11,671,760
2012	8,750,754	2,703,765	11,454,519
2013	8,186,852	2,234,604	10,421,456
2014	8,755,276	668,181	9,423,457
2015	9,393,365	671,256	10,064,621
2016	9,974,695	700,001	10,674,696

City of Ramsey
Fund Balances of Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
General fund										
Reserved	$ 109,775	$ 5,351	$ 6,794	$ 14,115	$ -	$ -	$ -	$ -	$ -	$ -
Unreserved	6,902,495	6,973,197	7,010,159	6,045,644	-	-	-	-	-	-
Nonspendable	-	-	-	-	9,929	4,042	50,561	4,805	1,613	15,431
Assigned	-	-	-	-	125,015	142,419	175,008	-	-	-
Unassigned	-	-	-	-	6,253,688	6,578,822	6,545,825	6,977,764	7,271,432	7,501,962
Total general fund	$ 7,012,270	$ 6,978,548	$ 7,016,953	$ 6,059,759	$ 6,388,632	$ 6,725,283	$ 6,771,394	$ 6,982,569	$ 7,273,045	$ 7,517,393
All other governmental funds										
Reserved	$ 1,028,346	$ 2,864,874	$ 12,898,120	$ 12,906,280	$ -	$ -	$ -	$ -	$ -	$ -
Unreserved, reported in:										
Special revenue funds	6,994,395	9,131,758	5,973,123	6,632,439	-	-	-	-	-	-
Debt service funds	2,001,431	2,393,118	2,344,463	2,524,951	-	-	-	-	-	-
Capital projects funds	13,721,728	13,190,165	12,777,036	10,291,562	-	-	-	-	-	-
Nonspendable	-	-	-	-	304	-	590	-	-	450
Restricted	-	-	-	-	25,032,219	17,606,291	19,148,705	15,295,400	18,484,179	18,377,993
Committed	-	-	-	-	819,839	946,312	927,557	743,944	890,603	1,041,932
Assigned	-	-	-	-	10,552,354	9,962,381	10,719,398	10,651,554	12,645,683	13,331,150
Unassigned	-	-	-	-	(853,086)	(456,692)	(282,159)	(110,979)	(556,135)	(87,659)
Total all other governmental funds	$ 23,745,900	$ 27,579,915	$ 33,992,742	$ 32,355,232	$ 35,551,630	$ 28,058,292	$ 30,514,091	$ 26,579,919	$ 31,464,330	$ 32,663,866

Note: The City implemented GASB Statement No. 54 in fiscal year 2011. Redefined fund balance for categories nonspendable, restricted, committed, assigned, and unassigned is not available for previous fiscal years.

City of Ramsey
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Revenues										
Property taxes	$ 11,359,235	$ 12,101,523	$ 13,238,885	$ 12,151,317	$ 11,709,649	$ 11,545,803	$ 10,490,825	$ 9,544,771	$ 10,175,399	$ 10,684,896
Special assessments	597,562	503,718	446,452	492,870	545,764	436,854	370,791	326,465	468,844	444,235
Licenses and permits	680,717	855,914	373,462	412,071	368,153	534,910	718,875	458,532	784,954	526,008
Intergovernmental revenue	1,763,110	2,622,219	1,733,329	2,029,558	3,140,747	3,736,095	2,919,701	2,615,851	2,052,791	1,795,988
Charges for services	1,401,329	609,223	947,307	1,319,586	1,517,320	1,681,400	877,849	966,951	1,779,697	1,298,085
Fines and forfeits	130,325	126,559	113,661	100,199	105,833	75,562	73,110	72,216	60,236	66,410
Investment earnings (charges)	1,623,146	1,715,220	1,102,245	1,269,263	895,184	468,032	(403,836)	965,382	416,508	276,142
Other	1,910,172	4,041,273	1,422,878	838,148	746,505	1,909,229	1,402,508	596,208	10,679,794	773,836
Total Revenues	19,465,596	22,575,649	19,378,219	18,613,012	19,029,155	20,387,885	16,449,823	15,546,376	26,418,223	15,865,600
Expenditures										
General government	3,955,708	4,227,391	3,933,652	4,280,825	4,847,669	18,291,512	2,837,610	3,175,959	3,119,273	3,537,925
Public safety	3,822,983	3,941,648	3,945,154	3,779,318	3,886,613	3,860,697	3,740,132	3,809,209	4,011,871	4,234,482
Highways and streets	1,904,031	2,868,137	2,282,505	2,753,505	4,944,097	4,391,415	3,883,519	2,930,144	1,815,409	2,199,615
Culture and recreation	820,780	901,042	861,406	817,538	857,927	836,452	1,013,089	1,004,750	1,428,116	1,478,090
Capital outlay	4,165,759	4,484,807	4,429,123	6,353,954	6,589,201	3,370,128	705,383	3,688,952	6,314,573	2,756,193
Debt service										
Principal	1,702,000	2,010,000	3,430,000	2,235,000	1,810,000	1,485,000	1,315,000	1,580,000	8,780,000	1,735,000
Interest	1,412,972	1,352,656	1,331,563	1,322,871	1,220,906	2,681,176	1,213,120	1,179,859	1,103,614	965,474
Total Expenditures	17,784,233	19,785,681	20,213,403	21,543,011	24,156,413	34,916,380	14,707,853	17,368,873	26,572,856	16,906,779
Excess of revenues over (under) expenditures	1,681,363	2,789,968	(835,184)	(2,929,999)	(5,127,258)	(14,528,495)	1,741,970	(1,822,497)	(154,633)	(1,041,179)
Other financing sources (uses)										
Bonds issued	1,735,000	-	1,340,000	-	4,365,000	7,320,000	635,000	875,000	5,085,000	1,650,000
Refunding bonds issued	-	-	-	-	3,090,000	16,875,000	-	-	-	-
Premium/(Discount) on debt issues	-	-	(25,125)	-	(22,036)	284,907	-	-	111,606	69,482
Payments on refunded bonds	(920,000)	-	-	-	-	(17,227,352)	-	(2,895,000)	-	-
Proceeds on sale of capital assets	24,795	57,975	28,545	8,361	19,980	11,753	12,940	-	8,914	-
Transfers in	4,169,062	4,364,931	5,620,998	7,782,837	3,864,855	6,237,727	2,606,637	2,329,539	3,642,196	2,183,931
Transfers (out)	(4,461,897)	(3,412,581)	(5,529,198)	(7,455,903)	(2,665,270)	(6,130,227)	(2,494,637)	(2,210,039)	(3,518,196)	(1,418,350)
Total other financing sources (uses)	546,960	1,010,325	1,435,220	335,295	8,652,529	7,371,808	759,940	(1,900,500)	5,329,520	2,485,063
Special item	-	-	5,851,196	-	-	-	-	-	-	-
Net change in fund balances	$ 2,228,323	$ 3,800,293	$ 6,451,232	$ (2,594,704)	$ 3,525,271	$ (7,156,687)	$ 2,501,910	$ (3,722,997)	$ 5,174,887	$ 1,443,884
Debt service as a percentage of noncapital expenditures	22.87%	21.98%	30.17%	23.42%	17.25%	13.21%	18.05%	20.17%	48.79%	19.08%

City of Ramsey
General Governmental Tax Revenues By Source
Last Ten Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	Property Tax	Tax Increment	Total
2007	$ 8,298,456	$ 3,060,779	$ 11,359,235
2008	8,788,511	3,313,012	12,101,523
2009	9,713,125	3,525,760	13,238,885
2010	8,537,452	3,613,865	12,151,317
2011	8,086,062	3,623,587	11,709,649
2012	8,842,038	2,703,765	11,545,803
2013	8,256,221	2,234,604	10,490,825
2014	8,876,590	668,181	9,544,771
2015	9,504,143	671,256	10,175,399
2016	9,984,895	700,001	10,684,896

City of Ramsey
Taxable Market Value and Estimated Actual Value of Taxable Property
Last Ten Fiscal Years

Fiscal Year Ended Dec 31	Real Property		Personal Property	Total Taxable Market Value	Tax Capacity Value	Total Direct Tax Rate	Estimated Actual Taxable Value	Taxable Market Value as a Percentage of Actual Value
	Residential Property	Commercial Property	Other					
2007	$ 1,880,483,000	$ 269,566,300	$ 15,262,600	$ 2,165,311,900	$ 22,640,697	39.222%	$ 2,210,610,800	97.95%
2008	1,966,005,400	306,596,800	15,820,200	2,288,422,400	23,857,278	39.282%	2,336,127,900	97.96%
2009	2,005,067,600	347,622,600	16,932,200	2,369,622,400	25,040,188	39.263%	2,408,464,200	98.39%
2010	1,845,420,600	327,882,200	17,277,000	2,190,579,800	23,787,900	37.811%	2,232,018,600	98.14%
2011	1,659,908,100	301,333,900	18,253,100	1,979,495,100	20,609,005	39.801%	2,015,100,000	98.23%
2012	1,606,421,000	282,627,300	17,640,900	1,906,689,200	19,881,220	44.174%	1,939,707,200	98.30%
2013	1,498,299,700	257,979,400	18,811,000	1,775,090,100	18,068,054	44.290%	1,806,808,800	98.24%
2014	1,500,637,400	245,491,800	17,567,700	1,763,696,900	19,356,717	44.237%	1,795,975,400	98.20%
2015	1,720,911,700	251,254,300	16,579,800	1,988,745,800	21,196,036	42.259%	2,025,977,100	98.16%
2016	1,797,814,500	259,553,800	20,929,000	2,078,297,300	22,262,546	43.316%	2,116,664,200	98.19%

Note: The tax capacity value of property is calculated by applying a statutory formula to the estimated market value of the property.
Source: Anoka County records were the source of taxable market value and estimated actual values.

City of Ramsey
Property Tax Rates (1)
Direct and Overlapping (2) Governments
Last Ten Fiscal Years

	City of Ramsey			County	School District		Other	Total	
Fiscal Year	General Operating Levy	Debt Service Levy	Total City Levy	Anoka County	ISD No 11	ISD No 728	Special Taxing Districts (3)	Direct & Overlapping Rates-ISD No 11	Direct & Overlapping Rates-ISD No 728
Tax rates per $100 of tax capacity									
2007	33.234	5.988	39.222	32.391	19.353	33.208	4.016	94.982	108.837
2008	35.093	4.189	39.282	33.888	16.983	32.344	3.967	94.120	109.481
2009	34.685	4.578	39.263	33.563	18.247	36.088	3.803	94.876	112.717
2010	33.080	4.731	37.811	36.855	19.939	39.967	4.961	99.566	119.594
2011	35.840	3.961	39.801	41.708	23.999	43.489	4.905	110.413	129.903
2012	37.186	6.988	44.174	43.298	23.325	45.548	4.124	114.921	137.144
2013	41.500	2.790	44.290	45.453	26.751	51.290	4.146	120.640	145.179
2014	37.073	7.164	44.237	44.495	28.265	51.286	6.031	123.028	146.049
2015	36.208	6.051	42.259	38.443	22.482	42.483	5.226	108.410	128.411
2016	36.185	7.131	43.316	39.398	20.885	39.266	5.448	109.047	127.428

Source: Anoka County records

(1) Information reflects total tax rates levied by each entity. Tax rates are expressed as a percent of "net tax capacity." A property's tax capacity is determined by multiplying its taxable market value by a state-determined class rate. Class rates vary by property type and change periodically based on state legislation.

(2) Overlapping rates are those of local and county governments that apply to property owners within the City of Ramsey. Not all overlapping rates apply to all City of Ramsey property owners (e.g., the rates for special districts may apply only to the proportion of the government's property owners whose property is located within the geographic boundaries of the special district.)

(3) Other taxing districts include the Metropolitan Council, Regional Transit Area, Mosquito Control, and the Anoka County Regional Railroad Authority.

City of Ramsey
Principal Property Taxpayers
Current Year And Nine Years Ago

	2016			2007		
Taxpayer	Taxable Market Value	Rank	Percentage of Total Taxable Market Value	Taxable Market Value	Rank	Percentage of Total Taxable Market Value
Residence at the COR Apartments	$ 27,019,400	1	1.30%	$ -	-	NA
Connexus Energy/Anoka Electric Co-op	15,020,600	2	0.72%	19,109,800	1	0.88%
PSD LLC	10,553,600	3	0.51%		-	NA
S & A Partners, LLC	9,371,200	4	0.45%	14,046,700	3	0.65%
Sophia-Ramsey LLC	8,373,900	5	0.40%	8,534,100	5	0.39%
Brunswick Corporation	7,966,700	6	0.38%	9,262,200	4	0.43%
Northstar Marketplace Station	7,415,900	7	0.36%		-	NA
Centerpoint/Minnegasco	6,531,300	8	0.31%	4,922,300	8	0.23%
Vision Ease/Insight Equity	5,724,900	9	0.28%	6,587,200	6	0.30%
Zero Zone Refrigeration, LLC	4,385,100	10	0.21%	5,097,400	7	0.24%
Ramsey Professional Center	-	-	NA	14,720,000	2	0.68%
Olcastle Precast Inc	-	-	NA	4,496,500	9	0.21%
Knoll Properties	-	-	NA	4,368,400	10	0.20%

Source: County Board of Equalization and Assessment

City of Ramsey
Property Tax Levies and Collections (1)
Last Ten Fiscal Years

Fiscal Year Ended December 31	Total Tax Levy for Fiscal Year	Collected within the Fiscal Year of the Levy (2)		Collections in Subsequent Years	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2007	$ 8,880,134	$ 8,677,815	97.72%	$ 201,814	$ 8,879,629	99.99%
2008	9,371,616	8,917,124	95.15%	453,894	9,371,018	99.99%
2009	9,831,529	9,374,414	95.35%	454,367	9,828,781	99.97%
2010	8,994,443	8,432,354	93.75%	554,882	8,987,236	99.92%
2011	8,497,158	7,975,431	93.86%	514,177	8,489,608	99.91%
2012	8,782,330	8,616,750	98.11%	159,565	8,776,315	99.93%
2013	8,185,481	7,961,650	97.27%	215,684	8,177,334	99.90%
2014	8,772,143	8,649,053	98.60%	112,139	8,761,192	99.88%
2015	9,407,821	9,330,900	99.18%	59,827	9,390,727	99.82%
2016	9,971,075	9,890,058	99.19%	-	9,890,058	99.19%

Source: Anoka County records

(1) Includes general, debt service and HRA levy.

(2) Includes property tax credit collections shown in intergovernmental revenue.

City of Ramsey
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years

Fiscal Year	Governmental Activities: General Obligation Bonded Debt	Governmental Activities: Capital Equipment Certificates	Total Primary Government	Percentage of Personal Income(1)	Per Capita(1)
2007	$ 29,675,000	$ 1,690,000	$ 31,365,000	3.46%	$ 1,301
2008	28,235,000	1,120,000	29,355,000	3.14%	1,218
2009	26,570,000	695,000	27,265,000	2.80%	1,122
2010	24,695,000	335,000	25,030,000	2.64%	1,058
2011	30,505,000	170,000	30,675,000	3.34%	1,294
2012	36,345,000	-	36,345,000	5.02%	1,525
2013	35,030,000	635,000	35,665,000	4.69%	1,467
2014	30,615,000	1,450,000	32,065,000	4.04%	1,286
2015	27,060,000	1,310,000	28,370,000	3.40%	1,108
2016	27,120,000	1,165,000	28,285,000	3.28%	1,093

Note: Details regarding the city's outstanding debt can be found in the notes to the basic financial statements.

(1) See the Schedule of Demographic and Economic Statistics for personal income and population data.

City of Ramsey
Ratios of General Bonded Debt Outstanding
Last Ten Fiscal Years

Fiscal Year	General Obligation Bonds	Less: Amounts Available in Debt Service Fund (3)	Total	Percentage of Estimated Actual Taxable Value of Property(1)	Per Capita(2)
2007	$ 29,675,000	$ 2,001,431	$ 27,673,569	1.25%	$ 1,148
2008	28,235,000	2,393,118	25,841,882	1.11%	1,072
2009	26,570,000	2,344,463	24,225,537	1.01%	997
2010	24,695,000	2,524,951	22,170,049	0.99%	937
2011	30,505,000	5,753,130	24,751,870	1.23%	1,044
2012	36,345,000	5,618,631	30,726,369	1.58%	1,289
2013	35,030,000	4,963,143	30,066,857	1.66%	1,237
2014	30,615,000	1,914,472	28,700,528	1.60%	1,151
2015	27,060,000	1,721,796	25,338,204	1.25%	990
2016	27,120,000	1,778,495	25,341,505	1.20%	980

Note: Details regarding the city's outstanding debt can be found in the notes to the basic financial statements.

(1) See the Schedule of Assessed Value and Estimated Actual Value of Taxable Property for property value data.

(2) Population data can be found in the Schedule of Demographic and Economic Statistics.

(3) The City is using governmental fund net position restricted for debt service. We believe this to be the best amount available to present a consistent net amount when refunding bonds are held for payment, which are not restricted on entity-wide statements due to conversion for full accrual accounting.

City of Ramsey
Direct and Overlapping Governmental Activities Debt
As of December 31, 2016

Governmental Unit	Debt Outstanding	Estimated Percentage Applicable(1)	Estimated Share of Overlapping Debt
Debt repaid with property taxes:			
Anoka County	$ 104,955,000	7.30%	$ 7,661,820
ISD No. 11, Anoka-Hennepin	49,795,000	9.83%	4,893,404
ISD No. 728, Elk River	229,915,000	3.49%	8,016,216
Metropolitan Council	1,877,450	0.66%	12,481
Subtotal, overlapping debt			20,583,922
City of Ramsey direct debt	28,285,000	100.00%	28,285,000
Total direct and overlapping debt			$ 48,868,922

Sources: Assessed value data used to estimate applicable percentages provided by the County Board of Equalization and Assessment. Debt outstanding data provided by the county.

Note: Overlapping governments are those that coincide, at least in part, with the geographic boundaries of the city. This schedule estimates the portion of the outstanding debt of those overlapping governments that is borne by the residents and businesses of the City of Ramsey. This process recognizes that, when considering the government's ability to issue and repay long-term debt, the entire debt burden borne by the residents and businesses should be taken into account. However, this does not imply that every taxpayer is a resident, and therefore responsible for repaying the debt, of each overlapping government.

(1) The percentage of overlapping debt applicable is estimated using taxable assessed property values. Applicable percentages were estimated by determining the portion of the county's taxable assessed value that is within the city's boundaries and dividing it by the county's total taxable assessed value.

City of Ramsey
Legal Debt Margin Information
Last Ten Fiscal Years

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Debt Limit*	$ 43,306,238	$ 68,652,672	$ 71,088,672	$ 65,717,394	$ 59,384,853	$ 57,200,676	$ 53,252,703	$ 52,910,907	$ 59,662,374	$ 62,348,919
Total net debt applicable to limit	20,073,569	19,046,615	17,825,537	16,465,049	12,206,870	15,675,147	15,993,070	16,141,727	19,191,513	18,316,143
Legal debt margin	$ 23,232,669	$ 49,606,057	$ 53,263,135	$ 49,252,345	$ 47,177,983	$ 41,525,529	$ 37,259,633	$ 36,769,180	$ 40,470,861	$ 44,032,776
Total net debt applicable to limit as a percentage of debt limit	46.35%	27.74%	25.08%	25.05%	20.56%	27.40%	30.03%	30.51%	32.17%	29.38%

Legal Debt Margin Calculation for Fiscal Year 2016

Taxable Market value		$ 2,078,297,300
Debt limit (3%* of market value)		62,348,919
Debt applicable to limit:		
Total bonded debt	$ 28,285,000	
Less:		
Obligations issued with special assessments	(8,980,000)	
Amounts available in respective Debt Service Funds	(988,857)	
Total deductions	(9,968,857)	
		18,316,143
Legal debt margin		$ 44,032,776

Note: Under state finance law, the City of Ramsey's outstanding general obligation debt should not exceed 3 percent of total taxable market value. By law, the general obligation debt subject to the limitation may be offset by amounts set aside for repaying general obligation bonds.
* The statutory limit on debt of Minnesota municipalities increased June 30, 2008 from 2 to 3 percent.

City of Ramsey
Demographic and Economic Statistics
Last Ten Fiscal Years

Fiscal Year	Population (1)	Personal Income (2)	Per Capita Personal Income (3)		School Enrollment (4)	Unemployment Rate (5)
2007	24,100	$ 905,557,500	$ 37,575		3,769	4.2%
2008	24,100	933,730,400	38,744		3,757	6.7%
2009	24,300	974,430,972	40,100	*	3,818	7.8%
2010	23,668	949,086,800	40,100	**	5,503	7.3%
2011	23,702	917,504,420	38,710		3,757	6.7%
2012	23,835	724,488,660	30,396		3,714	5.2%
2013	24,306	760,381,280	31,754		4,979	5.0%
2014	24,935	793,032,740	31,804		5,012	5.3%
2015	25,598	834,034,036	32,582		5,126	3.8%
2016	25,868	863,189,292	33,369		5,217	3.7%

(1) Years 2007-2009 population based on combination of Metropolitan Council estimates and City of Ramsey estimates generated from building permit data. In 2010, the United States Census Bureau completed its decennial census showing continued growth; however, the 2010 census revealed a lower persons per household than used in population estimates based on building permit data by the city. 2011-current year data based off of 2010 census and City of Ramsey estimates.

(2) Calculated based on Per Capita Personal Income (Anoka County average) times Ramsey population.

(3) U.S. Department of Commerce, Bureau of Economic Analysis - Anoka County Average.

(4) Anoka-Hennepin School District #11 and Elk River School District #728.

(5) Minnesota Department of Employment and Economic Development

* Estimated based on state annual increase
** Used prior year as best estimated

City of Ramsey
Principal Employers
Current Year And Nine Years Ago

	2016			2007		
Employer	Employees (1)	Rank	Percentage of Total City Employment	Employees (1)	Rank	Percentage of Total City Employment
Life Fitness/Parabody Inc.	460	1	7.48%	780	1 & 3	15.32%
BMC Vision Ease Lens	300	2	4.88%	400	2	7.86%
Showdown Displays/Sign Zone	252	3	4.10%	120	7	2.36%
Connexus Energy/Anoka Electric	250	4	4.07%	230	4	4.52%
Anderson & Dahlen (Knoll Properties)	150	5	2.44%	165	5	3.24%
Coborns	130	6	2.11%	-	-	0.00%
ISD No. 11 (Anoka-Hennepin)	126	7	2.05%	116	8	2.28%
Ham Lake Haulers	104	8	1.69%	-	-	0.00%
RJM Distributing	100	9	1.63%	103	9	2.02%
City of Ramsey	86	10	1.40%	-	-	0.00%
Altron Inc.	-	-	0.00%	140	6	2.75%
Ace Solid Waste	-	-	0.00%	83	10	1.63%

Source: State Department of Employment and Economic Development

(1) Full-time equivalent

City of Ramsey
Full-time Equivalent City Government Employees by Function
Last Ten Fiscal Years

Function	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
General government	23.02	23.02	21.22	20.22	19.10	18.60	16.00	20.00	19.13	17.36
Public safety										
Police										
Officers	24.00	25.00	23.00	23.00	23.00	23.00	22.00	22.00	24.00	24.00
Civilians	4.00	4.00	5.00	5.00	5.00	5.00	5.00	5.50	4.00	4.00
Fire										
Firefighters and officers	9.58	9.58	9.58	9.58	9.58	9.58	9.58	9.58	9.58	9.58
Civilians	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	0.50	1.00
Protective Inspections	7.00	7.00	3.00	2.00	1.00	1.00	2.00	3.25	3.75	3.75
Highways and streets										
Engineering	8.48	8.48	7.48	6.48	6.60	6.60	6.30	6.30	7.00	7.00
Streets	8.00	8.00	7.00	7.00	7.00	7.00	7.00	7.00	7.50	8.50
Maintenance	7.00	7.00	6.00	6.00	5.00	5.00	5.00	5.00	5.00	5.00
Culture and recreation	4.22	4.22	2.47	2.47	3.47	3.47	5.47	3.97	3.97	3.97
Water	1.00	1.00	2.00	2.00	2.00	2.00	4.00	3.00	4.00	4.00
Total	97.30	98.30	87.75	84.75	82.75	81.75	82.85	86.10	88.43	88.16

Source: City Budget documents

City of Ramsey
Operating Indicators by Function
Last Ten Fiscal Years

Function	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Police										
Number of arrests	642	574	437	352	463	416	465	377	358	273
Motor Vehicle Accidents	383	451	545	465	631	471	493	279	238	289
Traffic violations	2,156	2,913	2,875	4,008	3,488	3,292	4,453	4,182	5,378	4,855
Fire										
Number of calls answered	489	491	453	481	483	459	443	486	460	498
Inspections	527	163	194	177	260	303	205	177	196	134
Highways and streets										
Street resurfacing (miles)	20.70	17.90	15.65	16.59	14.86	22.00	14.50	14.25	15.74	19.84
Culture and recreation										
Park Acreage maintained	565	565	565	565	565	565	571	571	571	571
Trails/sidewalks maintained (miles)	30	30	30	40	45	45	46	50	50	50
Water										
Number of connections	3,709	3,850	3,914	3,962	4,013	4,087	4,228	4,308	4,406	4,510
Water main breaks	-	-	-	-	2	-	-	-	-	1
Average daily consumption (gallons)	1,917,808	1,717,808	1,754,130	1,753,425	1,616,376	1,890,290	1,697,771	1,610,006	1,811,752	1,645,027

Source: Various City departments

City of Ramsey
Capital Asset Statistics by Function
Last Ten Fiscal Years

Function	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Public Safety										
Police:										
Stations	1	1	1	1	1	1	1	1	1	1
Patrol units	6	6	6	6	6	6	6	6	6	10
Fire stations	2	2	2	2	2	2	2	2	2	2
Highways and streets										
Streets (miles)	167.80	168.00	168.00	168.00	168.00	172.88	172.88	172.88	180.40	183.27
Streetlights	603	603	626	626	631	659	659	1,060	1,166	1,179
Culture and recreation										
Parks acreage	565	565	565	565	565	565	565	565	565	585
Parks *	35	35	35	35	35	35	38	38	38	38
Tennis courts	16	16	16	12	12	10	10	10	10	10
Water										
Water mains (miles)	87	87	87	87	89	90	90	91	91	91
Fire hydrants	1,000	1,000	1,000	1,000	1,020	1,030	1,030	1,045	1,047	1,047
Maximum daily capacity **	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000	5,256,000	5,256,000	5,256,000	5,256,000	5,256,000
Sewer										
Sanitary sewers (miles)	48	48	48	48	63	63	63	64	65	65
Storm sewers (miles)	15	17	19	21	25	28	34	36	39	43

Source: Various City departments

* The city has 38 total parks with 32 receiving some form of maintenance
** Maximum water city is able to produce in 12 hour period

Management Report

for

City of Ramsey
Anoka County, Minnesota

December 31, 2016

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MMKR
CERTIFIED PUBLIC ACCOUNTANTS

PRINCIPALS
Thomas A. Karnowski, CPA
Paul A. Radosevich, CPA
William J. Lauer, CPA
James H. Eichten, CPA
Aaron J. Nielsen, CPA
Victoria L. Holinka, CPA/CMA

To the City Council and Management
City of Ramsey, Minnesota

We have prepared this management report in conjunction with our audit of the City of Ramsey, Minnesota's (the City) financial statements for the year ended December 31, 2016. We have organized this report into the following sections:

- Audit Summary
- Governmental Funds Overview
- Enterprise Funds Overview
- Government-Wide Financial Statements
- Legislative Updates
- Accounting and Auditing Updates

We would be pleased to further discuss any of the information contained in this report or any other concerns that you would like us to address. We would also like to express our thanks for the courtesy and assistance extended to us during the course of our audit.

The purpose of this report is solely to provide those charged with governance of the City, management, and those who have responsibility for oversight of the financial reporting process comments resulting from our audit process and information relevant to city finances in Minnesota. Accordingly, this report is not suitable for any other purpose.

Malloy, Montague, Karnowski, Radosevich & Co., P.A.

Minneapolis, Minnesota
June 5, 2017

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AUDIT SUMMARY

The following is a summary of our audit work, key conclusions, and other information that we consider important or that is required to be communicated to the City Council, administration, or those charged with governance of the City.

OUR RESPONSIBILITY UNDER AUDITING STANDARDS GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA AND *GOVERNMENT AUDITING STANDARDS*

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City as of and for the year ended December 31, 2016, and the related notes to the financial statements. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information to you verbally and in our audit engagement letter. Professional standards also require that we communicate the following information related to our audit.

PLANNED SCOPE AND TIMING OF THE AUDIT

We performed the audit according to the planned scope and timing previously discussed and coordinated in order to obtain sufficient audit evidence and complete an effective audit.

AUDIT OPINION AND FINDINGS

Based on our audit of the City's financial statements for the year ended December 31, 2016:

- We have issued an unmodified opinion on the City's basic financial statements.
- We reported one deficiency involving the City's internal control over financial reporting that we consider to be a material weakness:
    - The City recorded a prior period adjustment to correct a material error in the previous year's financial statements.
- The results of our testing disclosed no instances of noncompliance that are required to be reported under *Government Auditing Standards*.
- We reported no findings based on our testing of the City's compliance with Minnesota laws and regulations.

AUDIT COMMENTS

Land Held for Resale – The City currently holds a material amount of land for resale, which management reports at the lower of cost or fair value. City staff has also prepared a schedule comparing the current carrying value of these properties to estimated market values provided by Anoka County to support these values. We recognize the City is working on an ongoing basis to utilize these assets in the best interest of the City. We recommend that the City continue to review these property values and related internal loans on an ongoing basis to ensure a proper reporting of city assets and financial activity between funds is accurately presented.

FOLLOW-UP ON PRIOR YEAR FINDINGS AND RECOMMENDATIONS

As a part of our audit of the City's financial statements for the year ended December 31, 2016, we performed procedures to follow-up on the findings and recommendations that resulted from our prior year audit. We reported the following finding in the prior year that the City corrected in the current year:

- In the prior year audit, we reported a compliance finding with Minnesota laws and regulations that the responsible contractor documentation was not obtained as required by state statute. We are pleased to report this is not a finding in the current year.

SIGNIFICANT ACCOUNTING POLICIES

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the City are described in Note 1 of the notes to basic financial statements.

No new accounting policies were adopted and the application of existing policies was not changed during the year ended December 31, 2016. We noted no transactions entered into by the City during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

ACCOUNTING ESTIMATES AND MANAGEMENT JUDGMENTS

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- **Value of Land Held for Resale** – Management's estimates of these assets are based on net realizable value (lower of cost or fair value).

- **Depreciation** – Management's estimates of depreciation expense are based on the estimated useful lives of the assets.

- **Net Other Post-Employment Benefit (OPEB) and Pension Liabilities** – The City has recorded liabilities and activity for other post-employment benefits (OPEB) and pension benefits. These obligations are calculated using actuarial methodologies described in the Governmental Accounting Standards Board (GASB) Statement Nos. 45 and 68. These actuarial calculations include significant assumptions, including projected changes, healthcare insurance costs, investment returns, retirement ages, proportionate share, and employee turnover.

- **Compensated Absences** – Management's estimate is based on current rates of pay and unused compensated absence balances.

We evaluated the key factors and assumptions used by management to develop these estimates in determining that they are reasonable in relation to the basic financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

CORRECTED AND UNCORRECTED MISSTATEMENTS

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Where applicable, management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management, when applicable, were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

DIFFICULTIES ENCOUNTERED IN PERFORMING THE AUDIT

We encountered no significant difficulties in dealing with management in performing and completing our audit.

DISAGREEMENTS WITH MANAGEMENT

For purposes of this report, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

MANAGEMENT REPRESENTATIONS

We have requested certain representations from management that are included in the management representation letter dated June 5, 2017.

MANAGEMENT CONSULTATIONS WITH OTHER INDEPENDENT ACCOUNTANTS

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the City's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

OTHER AUDIT FINDINGS OR ISSUES

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

OTHER MATTERS

We applied certain limited procedures to management's discussion and analysis and the remaining required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the combining and individual fund statements and schedules, reported as supplemental information accompanying the financial statements which are not RSI. With respect to this supplemental information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplemental information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the introductory and statistical sections, which accompany the financial statements, but are not RSI. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

GOVERNMENTAL FUNDS OVERVIEW

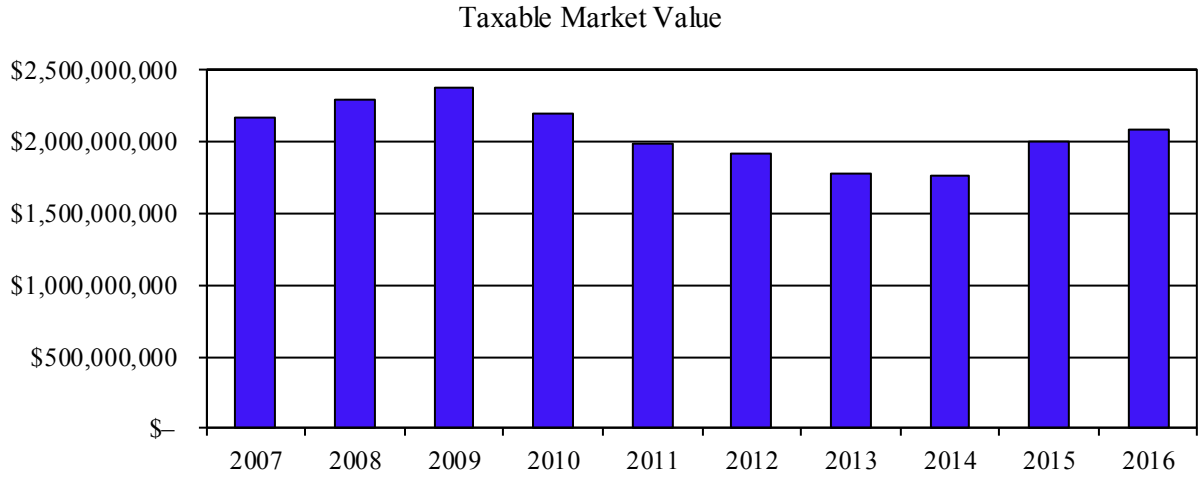
This section of the report provides you with an overview of the financial trends and activities of the City's governmental funds, which includes the General, special revenue, debt service, and capital project funds. These funds are used to account for the basic services the City provides to all of its citizens, which are financed primarily with property taxes. The governmental fund information in the City's financial statements focuses on budgetary compliance and the sufficiency of each governmental fund's current assets to finance its current liabilities.

PROPERTY TAXES

Minnesota cities rely heavily on local property tax levies to support their governmental fund activities. For the 2015 fiscal year, local ad valorem property tax levies provided 39.8 percent of the total governmental fund revenues for cities over 2,500 in population, and 35.6 percent for cities under 2,500 in population. Property tax levies certified by Minnesota cities for 2016 increased about 4.8 percent over 2015, compared to an increase of 4.0 percent the prior year.

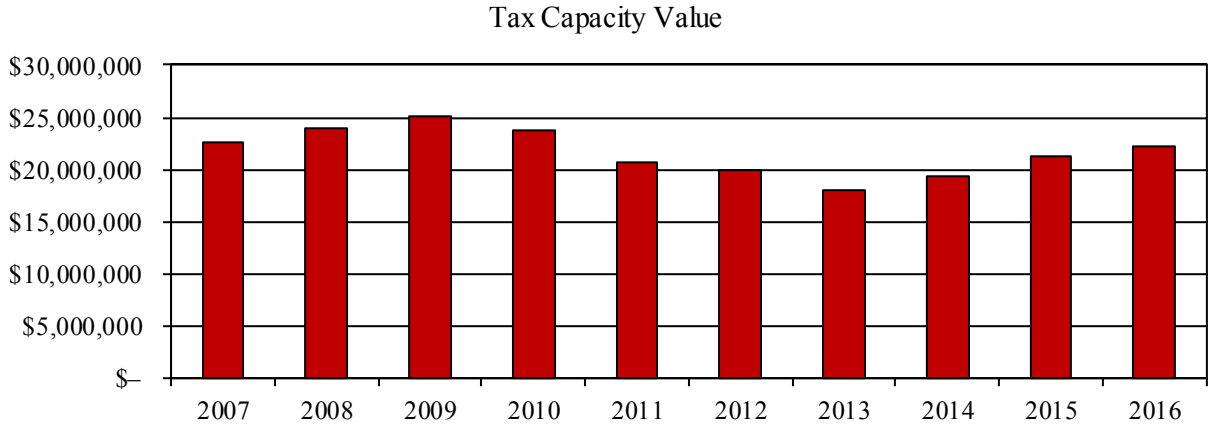
The total market value of property in Minnesota cities increased about 5.7 percent for the 2016 levy year. While the percentage of market value growth was less than the 8.5 percent increase for levy year 2015, it was considerably larger than the 1.1 percent growth experienced in levy year 2014. Market values increased across all property categories for 2016, with gains in the market values of nonhomestead residential properties (9.1 percent) and other properties (7.3 percent) outpacing the market value gain of residential homestead properties (5.0 percent), commercial/industrial properties (4.9 percent), and farms (0.1 percent). The market values used for levying property taxes are based on the previous fiscal year (e.g., market values for taxes levied in 2016 were based on assessed values as of January 1, 2015), so the trend of change in these market values lags somewhat behind the housing market and economy in general.

The City's taxable market value increased 12.8 percent for 2015 and increased 4.5 percent for taxes payable in 2016. The following graph shows the City's changes in taxable market value over the past 10 years:



Tax capacity is considered the actual base available for taxation. It is calculated by applying the state's property classification system to each property's market value. Each property classification, such as commercial or residential, has a different calculation and uses different rates. Consequently, a city's total tax capacity will change at a different rate than its total market value, as tax capacity is affected by the proportion of the City's tax base that is in each property classification from year-to-year, as well as legislative changes to tax rates. The City's tax capacity increased 9.5 percent for 2015 and 5.0 percent for taxes payable in 2016.

The following graph shows the City's change in tax capacities over the past 10 years:



The city portion of the average state-wide and metro area tax rates for 2016 both showed small decreases from the prior year, as levy increases were offset by improvements in property tax capacities. The following table presents the average tax rates applied to city residents for each of the last two levy years, along with comparative state-wide and metro area rates:

Rates expressed as a percentage of net tax capacity

	All Cities State-Wide		Seven-County Metro Area		City of Ramsey	
	2015	2016	2015	2016	2015	2016
Average tax rate						
City	46.9	46.5	43.4	43.0	42.3	43.3
County	44.7	44.1	42.9	42.3	38.4	39.4
School	27.1	27.5	28.3	28.6	24.6	22.8
Special taxing	6.9	6.9	8.8	8.7	5.2	5.5
Total	125.6	125.0	123.4	122.6	110.5	111.0

The school tax rate for the City represents an average of Independent School District (ISD) No. 11, Anoka-Hennepin and ISD No. 728, Elk River Area Schools.

As presented in the table above, the average tax rates for the City and other taxing authorities are similar to the state-wide and metro area averages. In total, the City is below both averages for both the current year and prior year presented.

GOVERNMENTAL FUND BALANCES

The following table summarizes the changes in the fund balances of the City's governmental funds during the year ended December 31, 2016, presented both by fund balance classification and by fund:

Governmental Fund Changes in Fund Balance

	Fund Balance as of December 31,		Increase (Decrease)
	2016	2015	
Fund balances of governmental funds			
Total by classification			
Nonspendable	$ 15,881	$ 1,613	$ 14,268
Restricted	18,377,993	18,484,179	(106,186)
Committed	1,041,932	890,603	151,329
Assigned	13,331,150	12,645,683	685,467
Unassigned	7,414,303	6,715,297	699,006
Total – governmental funds	$ 40,181,259	$ 38,737,375	$ 1,443,884
Total by fund			
Major funds			
General	$ 7,517,393	$ 7,273,045	$ 244,348
Special revenue funds			
Tax Increment	4,997,213	4,823,393	173,820
COR Land	8,537,701	8,767,239	(229,538)
Debt Service Fund			
2012A G.O. Improvement Bond Refund	729,521	725,429	4,092
Capital Project Fund			
Public Improvement Revolving	4,231,713	4,013,134	218,579
Landfill	2,061,539	2,041,869	19,670
Equipment Revolving	1,945,183	1,935,371	9,812
Road Reconstruction and Overlay	648,566	300,021	348,545
Public Facilities Construction	986,170	948,998	37,172
Fire Station #2	200,355	575,084	(374,729)
Nonmajor funds	8,325,905	7,333,792	992,113
Total – governmental funds	$ 40,181,259	$ 38,737,375	$ 1,443,884

As reflected in the table above, total governmental fund balance increased by $1,443,884. The increase is due in part to continued development in the City and favorable operating results in the current year.

GOVERNMENTAL FUNDS REVENUE

The following table presents the per capita revenue of the City's governmental funds for the past three years, along with state-wide averages.

We have included the most recent comparative state-wide averages available from the Office of the State Auditor to provide a benchmark for interpreting the City's data. The amounts received from the typical major sources of governmental fund revenue will naturally vary between cities based on factors such as a city's stage of development, location, size and density of its population, property values, services it provides, and other attributes. It will also differ from year-to-year due to the effect of inflation and changes in its operation. Also, certain data in these tables may be classified differently than how it appears in the City's financial statements in order to be more comparable to the state-wide information, particularly in separating capital expenditures from current expenditures.

We have designed this section of our management report using per capita data in order to better identify unique or unusual trends and activities of the City. We intend for this type of comparative and trend information to complement, rather than duplicate, information in the management's discussion and analysis. An inherent difficulty in presenting per capita information is the accuracy of the population count, which for most years is based on estimates.

Governmental Funds Revenue per Capita
With State-Wide Averages by Population Class

	State-Wide		City of Ramsey		
Year	2014	2015	2014	2015	2016
Population	20,000–100,000	20,000–100,000	24,935	25,598	25,868
Property taxes	$ 427	$ 443	$ 356	$ 371	$ 386
Tax increments	46	37	27	26	27
Franchise and other taxes	37	39	–	–	–
Special assessments	64	59	13	18	17
Licenses and permits	41	43	18	31	20
Intergovernmental revenues	166	156	105	80	69
Charges for services	90	94	39	70	50
Other	65	58	66	436	43
Total revenue	$ 936	$ 929	$ 624	$ 1,032	$ 612

A city's stage of development, along with the way a city finances various capital projects, will impact the mix of revenue sources it receives.

The City's governmental fund revenues for 2016 were $15,865,600, a decrease of $10,552,623 from the prior year. On a per capita basis, the City received $612 in governmental fund revenue for 2016, a decrease of $420 from the prior year.

The City has generally generated less revenue per capita than the average City. The largest change in the table above occurred in the "other" category of revenues, which decreased $393 per capita from the prior year. This decrease was caused by significant developer reimbursements and gains on the sale of land held for resale related to the Center of Ramsey in the prior year. The City also had more development activity in the prior year that increased licenses and permits and charges for services last year.

GOVERNMENTAL FUND EXPENDITURES

The expenditures of governmental funds will also vary from state-wide averages and from year-to-year, based on the City's circumstances. Expenditures are classified into three types as follows:

- **Current** – These are typically the general operating type expenditures occurring on an annual basis, and are primarily funded by general sources such as taxes and intergovernmental revenues.

- **Capital Outlay and Construction** – These expenditures do not occur on a consistent basis, more typically fluctuating significantly from year-to-year. Many of these expenditures are project-oriented, and are often funded by specific sources that have benefited from the expenditure, such as special assessment improvement projects.

- **Debt Service** – Although the expenditures for debt service may be relatively consistent over the term of the respective debt, the funding source is the important factor. Some debt may be repaid through specific sources such as special assessments or redevelopment funding, while other debt may be repaid with general property taxes.

The City's expenditures per capita of its governmental funds for the past three years, together with state-wide averages, are presented in the following table:

Governmental Funds Expenditures per Capita
With State-Wide Averages by Population Class

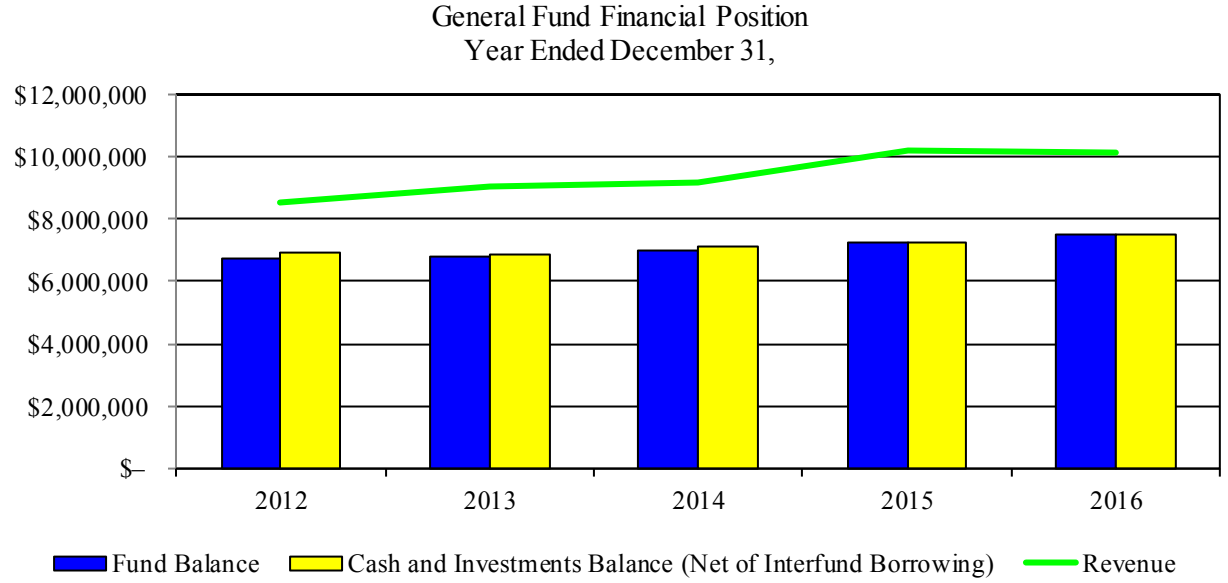
	State-Wide		City of Ramsey		
Year	2014	2015	2014	2015	2016
Population	20,000–100,000	20,000–100,000	24,935	25,598	25,868
Current					
General government	$ 87	$ 89	$ 127	$ 122	$ 137
Public safety	254	261	153	157	164
Public works	114	99	118	71	85
Recreation	92	94	40	56	57
All other	98	89	–	–	–
	645	632	438	406	443
Capital outlay and construction	276	286	148	247	107
Debt service					
Principal	115	117	63	343	67
Interest and fiscal	34	33	47	43	37
	149	150	110	386	104
Total expenditures	$ 1,070	$ 1,068	$ 696	$ 1,039	$ 654

The City has historically and consistently used limited expenditure functions for financial statement reporting purposes. As the City has grown and increased spending for community development and other areas, we encourage the City to review the format and level of functional detail presented in future comprehensive annual financial reports. We believe this will enhance comparisons to state-wide averages and improve financial statement transparency, identifying changes from year-to-year.

Total expenditures in the City's governmental funds for 2016 were $16,906,779, a decrease of $9,666,077 from the prior year. On a per capita basis, the City expended a total of $654 in 2016. Current expenditures increased $37 per capita over the prior year, which was primarily in general government and public works expenditures. Capital outlay expenditures were $140 less per capita than the prior year, due to more street construction and Fire Station #2 expenditures in the prior year. The decrease of $282 per capita in debt service activity was due to scheduled debt repayment plans and the prepayment of bonds from the developer reimbursement proceeds that occurred in the prior year.

GENERAL FUND

The City's General Fund accounts for the financial activity of the basic services provided to the community. The primary services included within this fund are the administration of the municipal operation, police and fire protection, building inspection, streets and highway maintenance, and parks and recreation. The graph below illustrates the change in the General Fund financial position over the last five years. We have also included a line representing annual revenues to reflect the change in the size of the General Fund operation over the same period.



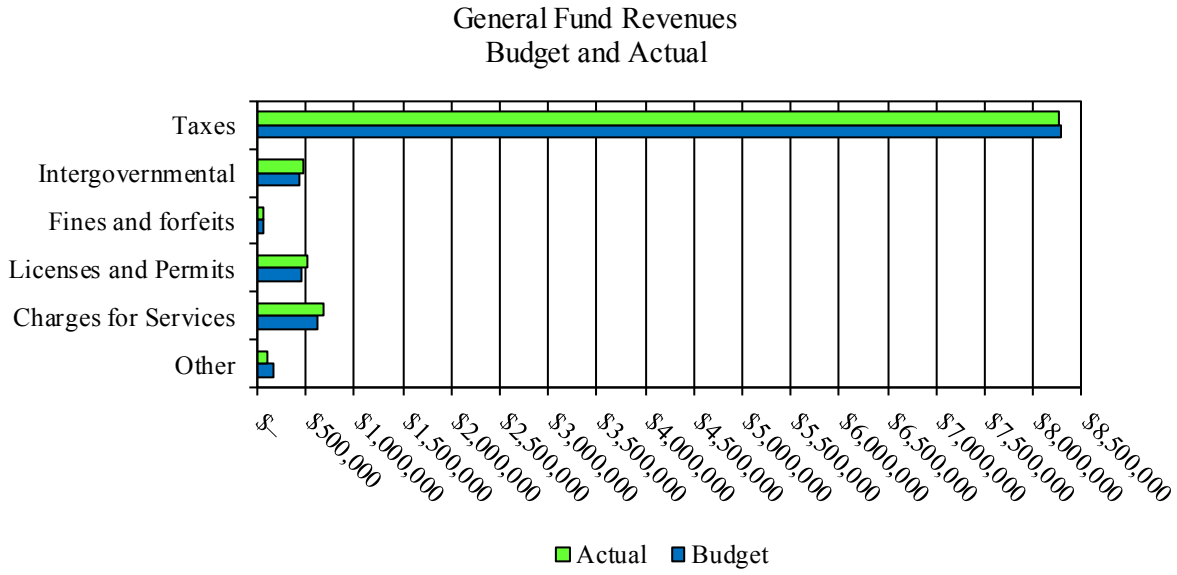
The City's General Fund cash and investments balance (net of interfund borrowing) at December 31, 2016 was $7,524,681, an increase of $244,374 from the previous year. Total fund balance at year-end was $7,517,393, an increase of $244,348 from the prior year.

The stability of the General Fund's financial position is greatly attributed to the City's "Fund Balance and Excess Revenue Policy" as well as the general budgeting policies. These policies have allowed the City to provide funding for equipment replacement and recurring capital maintenance programs without disrupting the General Fund's financial position. This is an important factor because a government, like any organization, requires a certain amount of equity to operate. The amount of required equity increases as the size of the operation increases. Increase in the size of the operation is natural, caused by such things as inflation, population growth, desired increases in services, and—something which has impacted cities significantly in recent years—mandated increases in services and administrative requirements.

Generally, a healthy financial position allows the City to avoid volatility in tax rates; helps minimize the impact of state funding changes; allows for the adequate and consistent funding of services, repairs, and unexpected costs; and can be a factor in determining the City's bond rating and resulting interest costs.

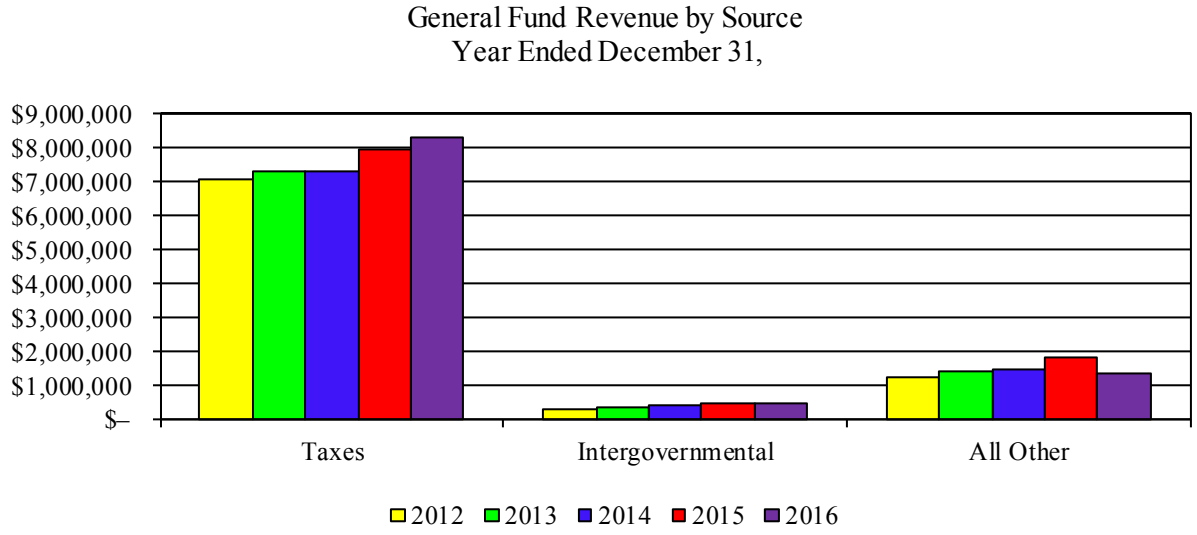
A trend that is typical to Minnesota local governments, especially the General Fund of cities, is the unusual cash flow experienced throughout the year. The City's General Fund cash disbursements are made fairly evenly during the year other than the impact of seasonal services such as snowplowing, street maintenance, and park activities. Cash receipts of the General Fund are quite a different story. Property taxes comprise 81.7 percent of the fund's total annual revenue. Approximately half of these revenues are received by the City in July and the rest in December. Consequently, the City needs to have adequate cash reserves to finance its everyday operations between these payments.

The following graph reflects the City's General Fund revenues, budget and actual, for 2016:



Total General Fund revenues for 2016 were $10,110,798, a decrease of $112,597 (1.1 percent) from the previous year and $77,927 (0.8 percent) more than budget. The change from prior year and favorable variance was primarily in licenses and permits and charges for services which fluctuate with development levels in the City. Conservative budgeting for these categories contributed to revenues surpassing budget even with the decrease in the volume of activity in the current year.

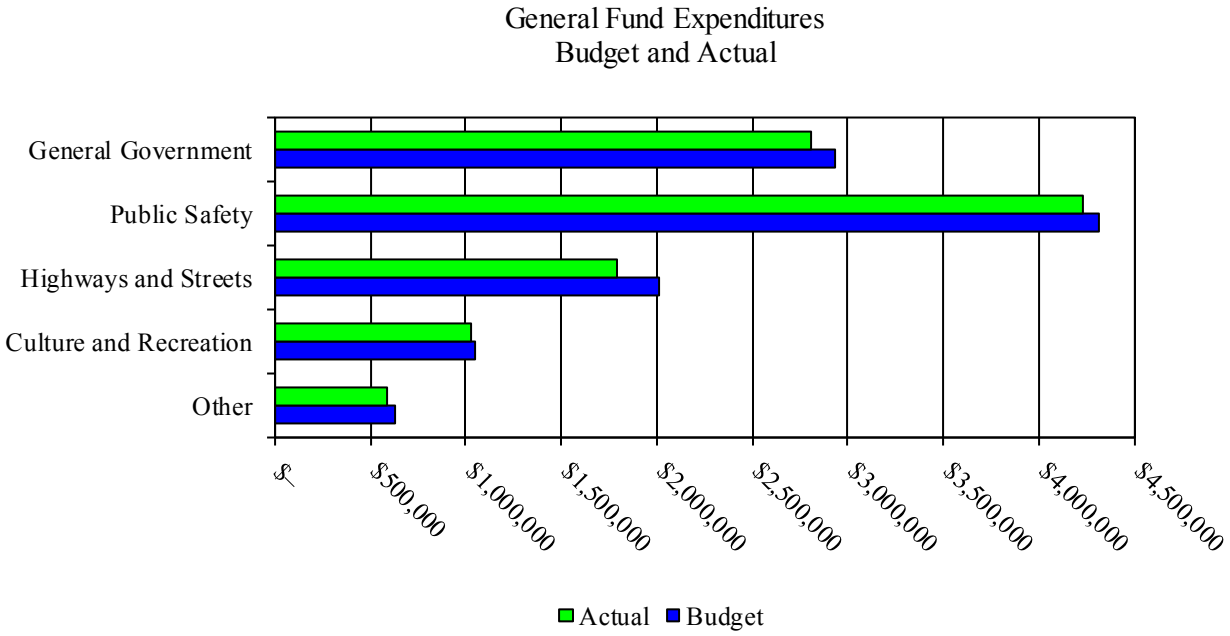
The following graph presents the City's General Fund revenues by source for the last five years:



The trend of increased reliance on tax revenue and decreasing intergovernmental (primarily state revenue) is typical to Minnesota cities. As presented in the graph above, property taxes account for 81.7 percent of General Fund revenues.

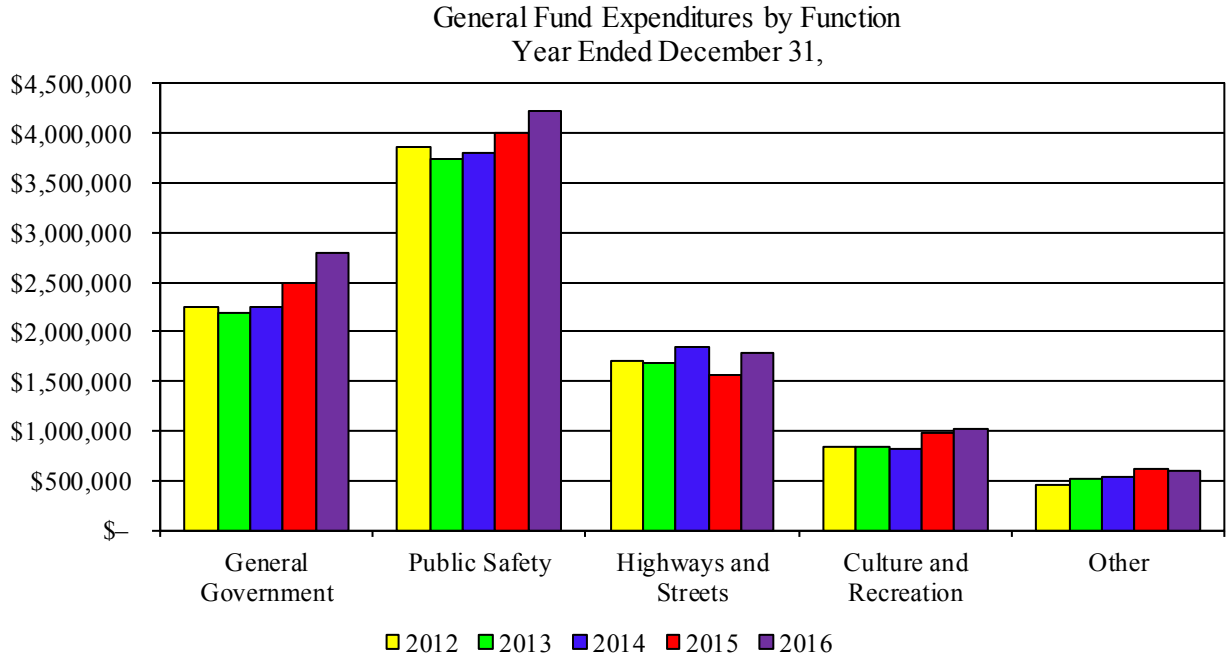
During 2016, tax sources reflect an increase of $299,658 due to an increase in the approved General Fund levy. The City received $11,530 more intergovernmental revenue in 2016. The 2016 decrease in the category for "all other" ($423,785) above includes licenses, permits, and charges for services related to less development in the City in the current year.

The following graph reflects the City's General Fund expenditures, budget and actual, for 2016:



General Fund expenditures totaled $10,446,084 in 2016, a decrease of $796,623 (or 8.3 percent) from the prior year, and were $479,043 (or 4.4 percent) under the final budget. The variance to budget was mostly related to personnel savings from retirements and a mild winter resulting in reduced costs of salt and plowing-related expenditures.

The following graph shows General Fund expenditures for the last five years:



As the graph displays, expenditures increased in all categories presented above, with the exception of the "other" category, which decreased slightly. Natural inflationary increases and the continued growth in development in the City contributed to the overall increase in expenditures.

ENTERPRISE FUNDS OVERVIEW

The City maintains several enterprise funds to account for services the City provides that are financed primarily through fees charged to those utilizing the service. This section of the report provides you with an overview of the financial trends and activities of the City's enterprise funds, which includes the Water, Sewer, Street Light, Recycling, and Storm Water Utility Funds.

The utility funds comprise a considerable portion of the City's activities. These funds help to defray overhead and administrative costs and provide additional support to general government operations by way of annual transfers. We understand that the City is proactive in reviewing these activities on an ongoing basis and we want to reiterate the importance of continually monitoring these operations. Over the years, we have emphasized to our city clients the importance of these utility operations being self-sustaining, preventing additional burdens on general governmental funds. This would include the accumulation of net position for future capital improvements and to provide a cushion in the event of a negative trend in operations.

ENTERPRISE FUNDS FINANCIAL POSITION

The following table summarizes the changes in the financial position of the City's enterprise funds during the year ended December 31, 2016, presented both by classification and by fund:

Enterprise Funds Change in Financial Position

	Net Position as of December 31,		Increase (Decrease)
	2016	2015	
Net position of enterprise funds			
Total by classification			
Net investment in capital assets	$ 51,959,594	$ 49,340,145	$ 2,619,449
Unrestricted	35,953,541	34,206,676	1,746,865
Total – enterprise funds	$ 87,913,135	$ 83,546,821	$ 4,366,314
Total by fund			
Water Utility	$ 44,910,172	$ 42,754,778	$ 2,155,394
Sewer Utility	28,803,181	27,542,246	1,260,935
Street Light Utility	1,760,306	1,744,350	15,956
Recycling Utility	408,086	400,034	8,052
Storm Water Utility	12,031,390	11,105,413	925,977
Total – enterprise funds	$ 87,913,135	$ 83,546,821	$ 4,366,314

In total, the net position of the City's enterprise funds increased by $4,366,314 as presented in the table above. Current year operations increased equity by $2,722,521, with the remaining increase of $1,643,793, due to the prior period adjustment recorded in the current year to record developer contributions of capital assets received in the prior year. Capital contribution receipts and positive operating results contributed to the total overall increase in enterprise funds.

The following table presents five years of comparative operating results for each of the City's utility enterprise funds:

	2012	2013	2014	2015	2016
Utility enterprise funds					
Water					
Operating revenue	$ 2,131,460	$ 1,997,302	$ 1,860,380	$ 2,045,225	$ 1,953,478
Operating expenses	1,228,012	1,293,201	1,221,211	1,278,204	1,489,070
Operating income	$ 903,448	$ 704,101	$ 639,169	$ 767,021	$ 464,408
Operating income as a % of operating revenue	42.4 %	35.3 %	34.4 %	37.5 %	23.8 %
Sewer					
Operating revenue	$ 1,324,342	$ 1,341,674	$ 1,393,157	$ 1,392,101	$ 1,458,250
Operating expenses	1,152,760	1,190,551	1,282,302	1,291,509	1,438,141
Operating income	$ 171,582	$ 151,123	$ 110,855	$ 100,592	$ 20,109
Operating income as a % of operating revenue	13.0 %	11.3 %	8.0 %	7.2 %	1.4 %
Street Light					
Operating revenue	$ 179,124	$ 177,158	$ 188,185	$ 190,872	$ 196,253
Operating expenses	165,651	176,736	161,733	178,666	176,732
Operating income	$ 13,473	$ 422	$ 26,452	$ 12,206	$ 19,521
Operating income as a % of operating revenue	7.5 %	0.2 %	14.1 %	6.4 %	9.9 %
Recycling					
Operating revenue	$ 296,358	$ 298,034	$ 309,160	$ 307,128	$ 308,052
Operating expenses	302,936	308,629	321,321	320,901	359,418
Operating income (loss)	$ (6,578)	$ (10,595)	$ (12,161)	$ (13,773)	$ (51,366)
Operating income (loss) as a % of operating revenue	(2.2) %	(3.6) %	(3.9) %	(4.5) %	(16.7) %
Storm Water					
Operating revenue	$ 647,169	$ 677,936	$ 706,135	$ 770,812	$ 1,034,552
Operating expenses	496,309	491,370	509,709	557,267	742,043
Operating income	$ 150,860	$ 186,566	$ 196,426	$ 213,545	$ 292,509
Operating income as a % of operating revenue	23.3 %	27.5 %	27.8 %	27.7 %	28.3 %

As displayed in the table above, each of the individual enterprise funds was able to report positive operating results for the year ended December 31, 2016, with the exception of the Recycling Fund. This loss was covered by the County Recycling Grant which typically subsidizes these operations.

Overall operating revenues totaled $4,950,585 in 2016 compared to $4,706,138 in the prior year. Increases for rate adjustments and new customers contributed to the 5.2 percent overall growth compared to the prior year. Operating expenses also increased over the prior year, with $4,205,404 in 2016 compared to $3,626,547 of spending incurred in 2015, or an overall increase of 16.0 percent. Expense increases were spread across personal services, supplies, depreciation, and services changes. Additional service changes included an increase of $107,347, or 17.6 percent, in disposal charges in the Sewer Utility Fund.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

In addition to fund-based information, the current reporting model for governmental entities also requires the inclusion of two government-wide financial statements designed to present a clear picture of the City as a single, unified entity. These government-wide financial statements provide information on the total cost of delivering services, including capital assets and long-term liabilities.

STATEMENT OF NET POSITION

The Statement of Net Position essentially tells you what the City owns and owes at a given point in time, the last day of the fiscal year. Theoretically, net position represents the resources the City has leftover to use for providing services after its debts are settled. However, those resources are not always in spendable form, or there may be restrictions on how some of those resources can be used. Therefore, net position is divided into three components: net investment in capital assets, restricted, and unrestricted.

- **Net Investment in Capital Assets** – The portion of net position reflecting equity in capital assets (i.e., capital assets minus related debt).

- **Restricted Net Position** – The portion of net position equal to resources whose use is legally restricted minus any noncapital-related liabilities payable from those same resources.

- **Unrestricted Net Position** – The residual balance of net position after the elimination of *net investment in capital assets* and *restricted net position*.

The following table presents the components of the City's net position as of December 31, 2016 and 2015, for governmental activities and business-type activities:

	As of December 31,		Increase
	2016	2015	(Decrease)
Net position			
Governmental activities			
Net investment in capital assets	$ 42,170,710	$ 41,216,689	$ 954,021
Restricted	18,323,930	18,430,141	(106,211)
Unrestricted	13,832,461	13,292,971	539,490
Total governmental activities	74,327,101	72,939,801	1,387,300
Business-type activities			
Net investment in capital assets	51,959,594	49,340,145	2,619,449
Unrestricted	35,953,541	34,206,676	1,746,865
Total business-type activities	87,913,135	83,546,821	4,366,314
Total net position	$ 162,240,236	$ 156,486,622	$ 5,753,614

Net position for governmental activities increased by $5,753,614 in the current year as presented above, which reflects an increase of $3,063,947 from current year operating results, while the prior period adjustment mentioned earlier increased net position by $2,689,667. At the end of the current fiscal year, the City is able to present positive balances in all three categories of net position, both for the government as a whole, as well as for its separate governmental and business-type activities. The same situation held true for the prior fiscal year.

STATEMENT OF ACTIVITIES

The Statement of Activities tracks the City's yearly revenues and expenses, as well as any other transactions that increase or reduce total net position. These amounts represent the full cost of providing services. The Statement of Activities provides a more comprehensive measure than just the amount of cash that changed hands, as reflected in the fund-based financial statements. This statement includes the cost of supplies used, depreciation of long-lived capital assets, and other accrual-based expenses.

The following table presents the change in the net position (excluding the prior period adjustment) of the City for the years ended December 31, 2016 and 2015:

	2016			2015
	Expenses	Program Revenues	Net Change	Net Change
Net (expense) revenue				
Governmental activities				
General government	$ 4,528,920	$ 1,590,112	$ (2,938,808)	$ 6,956,186
Public safety	5,875,567	1,044,090	(4,831,477)	(2,557,535)
Highways and streets	3,826,143	2,800,386	(1,025,757)	(1,222,145)
Culture and recreation	1,931,537	785,667	(1,145,870)	(902,325)
Interest and fiscal charges	890,305	–	(890,305)	(983,379)
Business-type activities				
Water utility	1,489,070	2,959,270	1,470,200	1,477,854
Sewer utility	1,438,141	1,995,035	556,894	379,294
Street light utility	176,732	200,153	23,421	27,806
Recycling utility	359,418	375,152	15,734	25,650
Storm water utility	742,043	1,287,132	545,089	393,545
Total net (expense) revenue	$ 21,257,876	$ 13,036,997	(8,220,879)	3,594,951
General revenues				
Property taxes			10,674,696	10,064,621
General grants and contributions			3,905	4,204
Investment earnings			606,225	807,895
Gain on sale of capital assets			–	8,914
Total general revenues			11,284,826	10,885,634
Change in net position			$ 3,063,947	$ 14,480,585

One of the goals of this statement is to provide a side-by-side comparison to illustrate the difference in the way the City's governmental and business-type operations are financed. The table clearly illustrates the dependence of the City's governmental operations on general revenues, such as property taxes and unrestricted grants. It also shows that the City's business-type activities are generating sufficient program revenues (service charges and program-specific grants) to cover expenses. This is critical given the current downward pressures on the general revenue sources.

The change in general government reflects the recognition of developer reimbursements in the prior year as previously mentioned. The swing in public safety was primarily due to increases in pension obligations allocated to this function in the current year.

LEGISLATIVE UPDATES

The 2016 legislative session, falling in the second half of the state's fiscal biennium, was scheduled to be a short session lasting only 11 weeks. Since biennial budgets are adopted in odd-year legislative sessions, less time is usually needed for the even-year sessions. However, because the 2015 Legislature adjourned without passing funding bills in several significant areas, it was anticipated that the 2016 legislative session would be considerably more active than the typical short session. In spite of this, only a few funding bills were brought forth to the Governor by the end of the 2016 regular legislative session, including a supplemental budget bill and an omnibus tax bill. The Governor chose not to sign the tax bill due to a drafting error that would have resulted in an unintended reduction of state revenues. When the framework for a special session could not be agreed upon, the fiscal year ended without the adoption of a new tax bill, capital bonding bill, or transportation funding package.

The following is a summary of recent legislation affecting Minnesota cities:

Border-to-Border Broadband Grants – The 2016 supplemental budget act appropriated $35 million in fiscal 2017 for a Border-to-Border Broadband Grant Program. The grants, available through the Office of Broadband Development in the Department of Employment and Economic Development (DEED), provide funding to help communities meet state goals for the development of state-wide high-speed broadband access, focusing on areas currently considered to be underserved or with a high concentration of low-income households.

Equity-Related Programs and Grants – The 2016 supplemental budget act also appropriated $35 million in fiscal 2017 for the financing of equity-related programs through DEED, the majority of which was allocated for programs and grants for communities of color, people with disabilities, seniors, and youth.

Sales Tax Exemption – Effective January 1, 2017, the sales tax exemption on the purchase of goods or services enacted for cities in 2014 is expanded to include all special districts; city, county, or township instrumentalities; economic development authorities; housing and redevelopment authorities; and all joint power boards or organizations.

Taxes Covered Under Debt Management Services – Amendments were made to the statutes governing debt management and debt settlement services to clarify the status of delinquent taxes owed to Minnesota local governments and political subdivisions as debt with regard to those services, and include those entities as creditors for the purpose of debt management services.

Elections – An omnibus elections law was passed making several changes to elections administration requirements. In addition to establishing a presidential primary to take the place of the current caucus system beginning in 2020, the law modified election procedures in a number of areas, including: absentee balloting, voting station dimensions, election canvassing, candidate filing, the extension of polling hours to accommodate voters in line at closing, and emergency election plans.

Police-Worn Body Cameras – A number of new laws were enacted related to portable recording systems (police-worn body cameras) and the data derived from their use, addressing: data retention and destruction, permitted uses of the systems, audits of the data, and vendor practices. Among the changes are a requirement for gathering public input before purchasing or implementing the use of portable recording systems, and requirements for the adoption and dissemination of written policies over the use of portable recording systems.

Veteran Preference Act – New language was added to state statutes clarifying that Minnesota cities and towns may require a veteran to complete an initial probationary period when hired.

Charitable Gambling – Cities that require charitable gambling organizations to contribute 10 percent of their net profits to the city for charitable purposes are now required to acknowledge the source of the funds, either in communications about the receipt or distribution of the funds.

Donation of Surplus Equipment – Local governments are now permitted to donate surplus public works equipment, cell phones, or emergency medical and firefighting equipment to nonprofit organizations. The donation of surplus equipment was added to the list of exceptions to municipal tort liability. Prior to making any such donations, a city must adopt a policy on how it will determine what equipment is considered surplus and eligible for donation and how it will determine which nonprofit organizations will receive such donations. The policy must address the city's obligation to disclose that the donated equipment may be defective and cannot be relied upon for safety.

Temporary Family Health Care Housing Permits – A new special land use permit system was established for a specific type of mobile health care-related mobile housing, intended to provide transitional housing for seniors. Cities will be required to implement the new permit system unless they officially act to opt out of the program. The program sets forth requirements for structure and placement, the permit process and duration, applicants, inspections, and the process for opting out.

Partition Fence Viewing Exemption – Cities now have the authority to pass a resolution to exempt adjoining owners or occupants from the partition fence law when their land is considered to be less than 20 acres combined, thereby relieving the city of the responsibility of participating in a potentially costly "fence-viewing" process to mediate disputes between adjoining landowners required to share the costs of constructing fences.

ACCOUNTING AND AUDITING UPDATES

GASB STATEMENT NO. 73, *ACCOUNTING AND FINANCIAL REPORTING FOR PENSIONS AND RELATED ASSETS THAT ARE NOT WITHIN THE SCOPE OF GASB STATEMENT 68, AND AMENDMENTS TO CERTAIN PROVISIONS OF GASB STATEMENTS 67 AND 68*

This statement extends the approach to accounting and financial reporting established in GASB Statement No. 68 to all pensions, including those not administered through a trust. Governmental employers participating in such plans will be required to report the total of any unfunded pension liability related to the plan in their accrual basis financial statements, rather than the net pension liability. The requirements of this statement that address accounting and financial reporting by employers and governmental nonemployer contributing entities for pensions not within the scope of GASB Statement No. 68, are effective for financial statements for fiscal years beginning after June 15, 2016.

This statement also clarified the application of certain provisions of GASB Statement Nos. 67 and 68 regarding 10-year schedules of required supplementary information (RSI) and other recognition issues pertaining to employers and nonemployer contributing entities effective for financial statements for fiscal years beginning after June 15, 2015.

GASB STATEMENT NO. 74, *FINANCIAL REPORTING FOR POSTEMPLOYMENT BENEFIT PLANS OTHER THAN PENSION PLANS*

This statement establishes new accounting and financial reporting requirements for other post-employment benefits (OPEB) plans, replacing GASB Statement Nos. 43 and 57. It also includes requirements for defined contribution OPEB plans that replace the requirements for those OPEB plans in GASB Statement Nos. 25, 43, and 50.

This statement will improve financial reporting primarily through enhanced note disclosures and schedules of RSI that will be presented by OPEB plans administered through trusts meeting the specified criteria. The new information will enhance the decision-usefulness of the financial reports of those OPEB plans, their value for assessing accountability, and their transparency by providing information about measures of net OPEB liabilities and explanations of how and why those liabilities changed from year-to-year. The net OPEB liability information, including ratios, will offer an up-to-date indication of the extent to which the total OPEB liability is covered by the fiduciary net position of the OPEB plan. The comparability of the reported information for similar types of OPEB plans will be improved by the changes related to the attribution method used to determine the total OPEB liability. The contribution schedule will provide measures to evaluate decisions related to the assessment of contribution rates in comparison with actuarially determined rates, if such rates are determined. In addition, new information about rates of return on OPEB plan investments will inform financial report users about the effects of market conditions on the OPEB plan's assets over time and provide information for users to assess the relative success of the OPEB plan's investment strategy and the relative contribution that investment earnings provide to the OPEB plan's ability to pay benefits to plan members when they come due.

This statement is effective for financial statements for fiscal years beginning after June 15, 2016. Earlier application is encouraged.

GASB STATEMENT NO. 75, *ACCOUNTING AND FINANCIAL REPORTING FOR POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS*

GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, establishes new accounting and financial reporting requirements for governments whose employees are provided with OPEB, as well as for certain nonemployer governments that have a legal obligation to provide financial support for OPEB provided to the employees of other entities. This statement replaces the requirements of GASB Statement Nos. 45 and 57.

This statement establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expense/expenditures. Similar to changes implemented for pensions, this statement requires the liability of employers and nonemployer contributing entities to employees for defined benefit OPEB (net OPEB liability) to be measured as the portion of the present value of projected benefit payments to be provided to current active and inactive employees that is attributed to those employees' past periods of service (total OPEB liability), less the amount of the OPEB plan's fiduciary net position. Note disclosure and RSI requirements about defined benefit OPEB also are addressed.

This statement is effective for fiscal years beginning after June 15, 2017. Earlier application is encouraged.

GASB STATEMENT NO. 80, *BLENDING REQUIREMENTS FOR CERTAIN COMPONENT UNITS—AN AMENDMENT OF GASB STATEMENT NO. 14*

The objective of this statement is to clarify the financial statement presentation requirements for certain component units. This statement amends the blending requirements for the financial statement presentation of component units of all state and local governments. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. The additional criterion does not apply to component units included in the financial reporting entity pursuant to the provisions of GASB Statement No. 39, *Determining Whether Certain Organizations Are Component Units—an amendment of GASB Statement No. 14*.

The requirements of this statement are effective for reporting periods beginning after June 15, 2016. Earlier application is encouraged.

GASB STATEMENT NO. 81, *IRREVOCABLE SPLIT-INTEREST AGREEMENTS*

This statement provides recognition and measurement guidance for the accounting and financial reporting of irrevocable split-interest agreements by governments that are the beneficiary of such an agreement. Split-interest agreements are a type of giving agreement used by donors to provide resources to two or more beneficiaries, including governments.

This statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement (1) recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement, (2) recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party if the government controls the present service capacity of the beneficial interests, and (3) recognize revenue when the resources become applicable to the reporting period.

The requirements of this statement are effective for financial statements for periods beginning after December 15, 2016, and should be applied retroactively. Earlier application is encouraged.

GASB STATEMENT NO. 82, *PENSION ISSUES—AN AMENDMENT OF GASB STATEMENTS NO. 67, NO. 68, AND NO. 73*

The intent of this statement is to address certain issues raised with respect to GASB Statement Nos. 67, 68, and 73.

This statement amends GASB Statement Nos. 67 and 68, changing the definition of "covered payroll" utilized in schedules of RSI from the payroll of employees that are provided with pensions through the pension plan, to the payroll on which contributions to a pension plan are based. It clarifies that a deviation, as the term is used in Actuarial Standards of Practice, is not considered to be in conformity with the requirements of GASB Statement Nos. 67, 68, or 73 for the selection of assumptions used in determining the total pension liability and related measures. It also clarifies that payments made by an employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements should be classified as plan member contributions for purposes of Statement No. 67 and as employee contributions for purposes of Statement No. 68, and requires that an employer's expense and expenditures for those amounts be recognized in the period for which the contribution is assessed and classified in the same manner as the employer classifies similar compensation other than pensions.

The requirements of this statement are effective for reporting periods beginning after June 15, 2016, except for the requirements of this statement for the selection of assumptions in a circumstance in which an employer's pension liability is measured as of a date other than the employer's most recent fiscal year-end. In that circumstance, the requirements for the selection of assumptions are effective for that employer in the first reporting period in which the measurement date of the pension liability is on or after June 15, 2017. Earlier application is encouraged.

GASB STATEMENT NO. 83, *CERTAIN ASSET RETIREMENT OBLIGATIONS*

This statement addresses accounting and financial reporting for certain asset retirement obligations (ARO), which are legally enforceable liabilities associated with the retirement of a tangible capital asset.

This statement establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for ARO. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability when it is both incurred and reasonably estimable. The measurement of an ARO is required to be based on the best estimate of the current value of outlays expected to be incurred, and a deferred outflow of resources associated with an ARO is required to be measured at the amount of the corresponding liability upon initial measurement.

This statement requires the current value of a government's AROs to be adjusted for the effects of general inflation or deflation at least annually, and a government to evaluate all relevant factors at least annually to determine whether the effects of one or more of the factors are expected to significantly change the estimated asset retirement outlays. A government should remeasure an ARO only when the result of the evaluation indicates there is a significant change in the estimated outlays. Deferred outflows of resources should be reduced and recognized as outflows of resources in a systematic and rational manner over the estimated useful life of the tangible capital asset.

If a government owns a minority interest in a jointly owned tangible asset where a nongovernmental entity is the majority owner or has operational responsibility for the jointly owned asset, the government's minority share of an ARO should be reported using the measurement produced by the nongovernmental majority owner or the nongovernmental minority owner that has operational responsibility, without adjustment to conform to the liability measurement and recognition requirements of this statement.

The statement also requires disclosures of any funding or financial assurance requirements a government has related to the performance of asset retirement activities, along with any assets restricted for the payment of the government's AROs. This statement also requires disclosure of information about the nature of a government's AROs, the methods and assumptions used for the estimates of the liabilities, and the estimated remaining useful life of the associated tangible capital assets. If an ARO (or portions thereof) has been incurred by a government but is not yet recognized because it is not reasonably estimable, the government is required to disclose that fact and the reasons therefor. This statement requires similar disclosures for a government's minority shares of AROs.

The requirements of this statement are effective for reporting periods beginning after June 15, 2018. Earlier application is encouraged.

GASB STATEMENT NO. 84, *FIDUCIARY ACTIVITIES*

This statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities.

An activity meeting the criteria should be reported in a fiduciary fund in the basic financial statements, which should present a statement of fiduciary net position and a statement of changes in fiduciary net position. This statement describes four fiduciary funds that should be reported, if applicable: (1) pension (and other employee benefit) trust funds, (2) investment trust funds, (3) private-purpose trust funds, and (4) custodial funds. Custodial funds generally should report fiduciary activities that are not held in a trust or equivalent arrangement that meets specific criteria.

A fiduciary component unit, when reported in the fiduciary fund financial statements of a primary government, should combine its information with its component units that are fiduciary component units and aggregate that combined information with the primary government's fiduciary funds.

This statement also provides for recognition of a liability to the beneficiaries in a fiduciary fund when an event has occurred that compels the government to disburse fiduciary resources, defined as when a demand for the resources has been made or when no further action, approval, or condition is required to be taken or met by the beneficiary to release the assets.

The requirements of this statement are effective for reporting periods beginning after December 15, 2018. Earlier application is encouraged.

CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

Special Purpose Audit Reports

Year Ended
December 31, 2016

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CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

Special Purpose Audit Reports
Year Ended December 31, 2016

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the City Council and Management
City of Ramsey, Minnesota

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Ramsey, Minnesota (the City) as of and for the year ended December 31, 2016, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated June 5, 2017.

INTERNAL CONTROL OVER FINANCIAL REPORTING

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. We did identify a deficiency in internal control, described in the accompanying Schedule of Findings and Responses as item 2016-001, that we consider to be a material weakness.

(continued)

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COMPLIANCE AND OTHER MATTERS

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

CITY'S RESPONSE TO FINDING

The City's response to the finding identified in our audit is described in the accompanying Schedule of Findings and Responses. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

PURPOSE OF THIS REPORT

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

Malloy, Montague, Karnowski, Radosevich & Co., P.A.

Minneapolis, Minnesota
June 5, 2017

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INDEPENDENT AUDITOR'S REPORT

ON MINNESOTA LEGAL COMPLIANCE

To the City Council and Management
City of Ramsey, Minnesota

We have audited, in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Ramsey, Minnesota (the City) as of and for the year ended December 31, 2016, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated June 5, 2017.

MINNESOTA LEGAL COMPLIANCE

The *Minnesota Legal Compliance Audit Guide for Cities*, promulgated by the State Auditor pursuant to Minnesota Statute § 6.65, contains seven categories of compliance to be tested: contracting and bidding, deposits and investments, conflicts of interest, public indebtedness, claims and disbursements, miscellaneous provisions, and tax increment financing. Our audit considered all of the listed categories.

In connection with our audit, nothing came to our attention that caused us to believe that the City failed to comply with the provisions of the *Minnesota Legal Compliance Audit Guide for Cities.* However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the City's noncompliance with the above referenced provisions.

PURPOSE OF THIS REPORT

The purpose of this report is solely to describe the scope of our testing of compliance and the results of that testing, and not to provide an opinion on compliance. Accordingly, this report is not suitable for any other purpose.

Malloy, Montague, Karnowski, Radosevich & Co., P.A.

Minneapolis, Minnesota
June 5, 2017

Malloy, Montague, Karnowski, Radosevich & Co., P.A.
5353 Wayzata Boulevard • Suite 410 • Minneapolis, MN 55416 • Phone: 952-545-0424 • Fax: 952-545-0569 • www.mmkr.com

FINDINGS – INTERNAL CONTROL OVER FINANCIAL REPORTING

2016-001 PRIOR PERIOD ADJUSTMENT

Criteria – Management is responsible for establishing and maintaining effective internal controls over the financial reporting process. These controls include the responsibility for the preparation of the City of Ramsey, Minnesota's (the City) annual financial statements in accordance with accounting principles generally accepted in the United States of America.

Condition – During our audit, we noted a material prior period adjustment, as detailed in the notes to basic financial statements, that was necessary to correct the recording of capital asset contributions by developers in the prior year. Auditing standards consider the necessity of recording a material prior period adjustment to be indicative of a material weakness in the related internal controls.

Context – Capital assets reported for the City's governmental activities and business-type activities for the year ended December 31, 2015 were understated by $1,045,874 and $1,643,793, respectively. Consequently, net position reported for the combined governmental activities and business-type activities as of December 31, 2015 was understated by $2,689,667. This is a current year finding.

Cause – This was an oversight by city staff.

Effect – The City's basic financial statements, as of and for the year ended December 31, 2015, contained a material misstatement.

Recommendation – We recommend that the City review its accounting procedures and internal controls for recording capital assets and capital asset contributions to assure transactions such as these are properly reported in the future.

Management Response – There is no disagreement with the audit finding. The error was discovered by city staff during their preparation for the current year audit. The nature and details of the misstatement have been reviewed with the individuals responsible, and appropriate guidance has been given to assure such transactions are reported correctly in the future. The finance director will monitor the implementation of these corrective actions.

CC Regular Session **4. 2.**

Meeting Date: 06/13/2017

By: Diana Lund, Finance

Information

Title

Receive Cash and Investments for Period Ending May 31, 2017

Purpose/Background:

Purpose: Receive reports of the City's cash and investments for the period ending May 31, 2017.

Cash and investment report shows the monthly cash flow - receipts and expenditures through May 31, 2017 with the current listing of the city's investment portfolio.

Action:

No action required. Informational only.

Attachments

Cash & Investments for Period Ending May 31, 2017

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:06 PM
Form Started By: Diana Lund		Started On: 05/31/2017 03:09 PM
Final Approval Date: 06/08/2017		

CITY OF RAMSEY
REPORT OF POOLED CASH FLOWS
Period Ended May 31, 2017

	May-17 CURRENT MONTH	2017 YEAR-TO-DATE
CASH AND TEMPORARY INVESTMENTS		
BEGINNING BALANCE	$ 61,842,912.34	$ 64,912,887.39
CASH INFLOWS:		
Daily Deposit	468,222.44	2,355,303.02
Tax Settlements	-	158,808.75
U/B Receipts	491,687.12	1,311,529.84
Credit Cards	470,106.44	871,149.65
Interest Earnings [Net of Interest Paid on Investments]	87,129.73	349,450.76
Bond Proceeds		
TOTAL CASH INFLOW	$ 1,517,145.73	$ 5,046,242.02
TOTAL CASH AVAILABLE	$ 63,360,058.07	$ 69,959,129.41
CASH OUTFLOWS:		
Prepaid Checks	651,022.35	2,837,714.64
Bills Lists	554,316.84	2,672,698.60
Pay Estimates	24,516.55	410,413.44
Credit Cards	1,870.38	15,773.93
Payroll - Net	310,449.45	1,511,459.33
Flex Reimbursement	7,202.61	25,928.01
Void Checks/Dormant Checks Paid	-	(1,413.62)
Debt Service	63,281.25	738,896.25
Miscellaneous [Bank Charges; etc.]	28.00	288.19
TOTAL CASH OUTFLOW	$ 1,612,687.43	$ 8,211,758.77
POOLED CASH AND TEMPORARY INVESTMENTS ENDING BALANCE	**$ 61,747,370.64**	**$ 61,747,370.64**
MEMO - NET 2017 CASH INFLOW (OUTFLOW)	**(95,541.70)**	**(3,165,516.75)**
INVESTMENT PORTFOLIO SUMMARY		
BEGINNING BALANCE	**$ 55,996,699.38**	**57,425,022.30**
Purchases	2,400,000.00	6,404,000.00
Maturities/Sales	(691,872.68)	(6,124,195.60)
ENDING BALANCE	**$ 57,704,826.70**	**$ 57,704,826.70**

Prepared by the City of Ramsey Finance Department
6/1/2017

2017 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
160623	6/23/2017	4M	Term Series 4M		2,000,000.00		0.00	2,000,000.00	2,000,000.00	0.70%
161208C	3/8/2017	4M	Term Series 4M		1,000,000.00		1,000,000.00	0.00	1,000,000.00	0.45%
170202	1/30/2018	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.85%
170517	5/17/2018	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	1.00%
170406A	10/5/2017	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.80%
170406B	4/13/2018	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.92%
160927B	3/28/2017	4M	Term Series 4M		1,000,000.00		1,000,000.00	0.00	1,000,000.00	0.43%
160722B	1/23/2017	4M	Term Series 4M		500,000.00		500,000.00	0.00	500,000.00	0.43%
160825A	8/25/2017	4M	Term Series 4M		752,400.00		0.00	752,400.00	752,400.00	0.60%
160825B	8/25/2017	4M	CD-CIT BANK/ONEWEST-	58978	247,600.00		0.00	247,600.00	247,600.00	0.95%
14M1205C	10/11/2017	4M	CD-SONABANK (BOND PI	57968	161,000.00		0.00	161,000.00	161,000	0.75%
								7,161,000.00		
150701A	2/1/2020	BAIRD	WINTHROP MN TAX	976367ND0	290,000.00		0.00	290,000.00	290,000	2.43%
160322A	3/22/2021	BAIRD	FNMA	3136H3BT1	250,000.00		0.00	250,000.00	250,000	1.00%
160420A	2/1/2017	BAIRD	MINNENOTONKA MN ISI	604204QS9	120,000.00		120,000.00	0.00	120,000	1.04%
160322B	1/1/2020	BAIRD	MINNENOTONKA MN ISI	604195D20	100,000.00		0.00	100,000.00	100,000	1.55%
160323	3/23/2021	BAIRD	FNMA	3136G3CJ2	300,000.00		0.00	300,000.00	300,000	1.00%
150701B	2/1/2021	BAIRD	WINTHROP MN TAX	976367NE8	305,000.00		0.00	305,000.00	305,000	2.68%
140904	9/1/2021	BAIRD	OKLAHOMA TAXABLE	678519RP6	535,000.00		0.00	535,000.00	535,000	2.45%
								1,780,000.00		
170125A	1/25/2019	ICD SEC	CD=WHITNESY BANK	966594AV5		249,000.00	0.00	249,000.00	249,000	1.00%
160826A	8/27/2018	ICD SEC	CD-ADMIRALS BANK	007220AM8	200,000.00		0.00	200,000.00	200,000	1.00%
141212A	6/12/2017	ICD SEC	CD-ALLY BANK	02006LMP5	100,000.00		0.00	100,000.00	100,000	1.20%
160330B	10/2/2017	ICD SEC	CD-ALLY BANK	02006LZH9	74,000.00		0.00	74,000.00	74,000	0.85%
160728B	7/30/2018	ICD SEC	CD-ALLY BANK	02006LH30	75,000.00		0.00	75,000.00	75,000	1.00%
150710B	7/10/2017	ICD SEC	CD-AMERICAN COMMER	02519TAC0	250,000.00		0.00	250,000.00	250,000.00	1.00%
160930C	4/6/2018	ICD SEC	CD-AMERICAN NATIONA	02771RAQ6	249,000.00		0.00	249,000.00	249,000.00	0.90%
160930A	4/2/2018	ICD SEC	CD-AMERICAN NATIONA	02771PNK9	157,000.00		0.00	157,000.00	157,000.00	0.85%
140725B	1/25/2017	ICD SEC	CD-AMERICAN WEST BA	03059OD59	200,000.00		200,000.00	0.00	200,000	0.80%
151230A	6/30/2017	ICD SEC	CD-APPLE BANK FOR SA'	03784JPH1	250,000.00		0.00	250,000.00	250,000.00	1.00%
150415	4/13/2017	ICD SEC	CD-BANK CASTILE	061077BC6	150,000.00		150,000.00	0.00	150,000	0.70%
160615	6/15/2018	ICD SEC	CD-BANK LEUMI USA	063248FQ6	250,000.00		0.00	250,000.00	250,000	1.05%
170413	4/13/2018	ICD SEC	CD-BANK OF BARODA	06062Q2P8		151,000.00	0.00	151,000.00	151,000	1.05%
170509	11/9/2017	ICD SEC	CD-BANK OF CHINA	06426WFAS		99,000.00	0.00	99,000.00	99,000	1.00%
160707	7/7/2017	ICD SEC	CD-BANK OF CHINA	06426TSQ3	149,000.00		0.00	149,000.00	149,000	0.70%
160210B	2/10/2017	ICD SEC	CD-BANK OF CHINA	06426TPK9	100,000.00		100,000.00	0.00	100,000	0.70%
160826B	8/27/2018	ICD SEC	CD-BANK OF HOPE	062683AB3	249,000.00		0.00	249,000.00	249,000	1.00%
161230B	12/29/2017	ICD SEC	CD-BANK OF INDIA	06279HUR2	249,000.00		0.00	249,000.00	249,000	1.00%
150630B	3/30/2017	ICD SEC	CD-BANK OF NORTH CAI	06414QVR7	250,000.00		250,000.00	0.00	250,000	0.85%
151130B	11/30/2017	ICD SEC	CD-BANK UNITED	066519BC2	250,000.00		0.00	250,000.00	250,000.00	1.10%
170125B	1/25/2019	ICD SEC	CD-BANKERS West BANK	06610YFQ5		109,000.00	0.00	109,000.00	200,000	1.00%
140716	7/16/2019	ICD SEC	CD-BARCLAYS BANK	0674OKHF7	250,000.00		0.00	250,000.00	250,000	2.05%
160706	6/7/2017	ICD SEC	CD-BEAL BANK	0737OWZX7	249,000.00		0.00	249,000.00	249,000	0.70%
151223	7/24/2017	ICD SEC	CD-BLC COMMUNITY BA	05549CGA2	250,000.00		0.00	250,000.00	250,000.00	1.05%
150923	9/22/2017	ICD SEC	CD-BMO HARRIS	05573J4P3	250,000.00		0.00	250,000.00	250,000.00	1.10%
161130	11/30/2018	ICD SEC	CD-BMW BANK OF NORT	05580AFN9	100,000.00		0.00	100,000.00	100,000	1.30%
150626B	6/26/2017	ICD SEC	CD-BMW BANK OF NORT	0558OABY9	150,000.00		0.00	150,000.00	150,000	1.05%
151231	6/30/2017	ICD SEC	CD-BRICKELL BANK	10801DAA9	250,000.00		0.00	250,000.00	250,000.00	1.00%
160729A	4/30/2018	ICD SEC	CD-BROOKLINE BANK	113730CE6	176,000.00		0.00	176,000.00	176,000	0.85%
170131	7/31/2019	ICD SEC	CD-CAPE COD	13934CAB3		249,000.00	0.00	249,000.00	200,000	1.00%
170111	1/11/2019	ICD SEC	CD-CAPITAL ONE BANK	140420S92		148,000.00	0.00	148,000.00	200,000	1.00%
150624	12/26/2017	ICD SEC	CD-CAPITAL ONE BANK	29266NK71	100,000.00		0.00	100,000.00	100,000	1.30%
150715A	7/16/2018	ICD SEC	CD-CAPITAL ONE BANK	14042E4R8	250,000.00		0.00	250,000.00	250,000.00	1.60%
150930B	3/30/2017	ICD SEC	CD-CARDINAL BANK	14147VFD3	250,000.00		250,000.00	0.00	250,000.00	0.80%
160330A	6/30/2017	ICD SEC	CD-CELTIC BANK UT	15118RKY2	250,000.00		0.00	250,000.00	250,000	0.70%
170330B	9/30/2019	ICD SEC	CD-CENTRAL FEDERAL S	15347EAE9		249,000.00	0.00	249,000.00	249,000	1.55%
170331	9/30/2019	ICD SEC	CD-CITIZENS STATE BAN	17668UAP5		103,000.00	0.00	103,000.00	103,000	1.50%
160826C	2/28/2019	ICD SEC	CD-COMENITY CAP BANI	20033ARR9	249,000.00		0.00	249,000.00	249,000	1.20%
170208	8/8/2018	ICD SEC	CD-COMMERCIAL BANK	20146AAC4		101,000.00	0.00	101,000.00	101,000	1.20%
151130A	11/30/2017	ICD SEC	CD-COMPASS BANK	20451PNZ5	250,000.00		0.00	250,000.00	250,000.00	1.15%
150715B	7/17/2017	ICD SEC	CD-CONESTOGA BANK	20701PBQ6	250,000.00		0.00	250,000.00	250,000.00	1.00%
150717	1/17/2017	ICD SEC	CD-CRESCOM BANK	225862CE9	250,000.00		250,000.00	0.00	250,000.00	0.65%
140723A	1/23/2018	ICD SEC	CD-CUSTOMERS BANK	23204HBR8	200,000.00		0.00	200,000.00	200,000	1.30%
150715C	7/17/2017	ICD SEC	CD-DISCOVER BANK	254672SC3	100,000.00		0.00	100,000.00	100,000.00	1.15%
150730	7/30/2018	ICD SEC	CD-DISCOVER BANK	254672TA6	149,000.00		0.00	149,000.00	149,000.00	1.70%
151218A	3/20/2017	ICD SEC	CD-DMB COMMUNITY B/	23322GKG1	250,000.00		250,000.00	0.00	250,000.00	0.70%
160720	7/20/2018	ICD SEC	CD-EAGLE BANK	27002YCX2	249,000.00		0.00	249,000.00	249,000	0.90%
151218C	6/15/2017	ICD SEC	CD-EAST BOSTON SAVIN	27113PAT8	250,000.00		0.00	250,000.00	250,000.00	1.00%

2017 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
150515	5/15/2017	ICD SEC	CD-ENERBANK	29266NK71	99,000.00		99,000.00	0.00	99,000	0.90%
170228	5/1/2019	ICD SEC	CD-ESSA BANK & TRUST	29667RPN7		249,000.00	0.00	249,000.00	249,000	1.40%
160129	1/29/2018	ICD SEC	CD-EVERBANK	29976DH94	248,000.00		0.00	248,000.00	250,000	1.10%
151125	11/27/2017	ICD SEC	CD-FIRST BANK PUERTO	33767ASC6	250,000.00		0.00	250,000.00	250,000.00	1.20%
151113	11/13/2017	ICD SEC	CD-FIRST MERIT BANK	320844PU1	250,000.00		0.00	250,000.00	250,000.00	1.00%
160816	2/16/2018	ICD SEC	CD-FIRST NATIONAL BAI	332135GM8	249,000.00		0.00	249,000.00	249,000	0.90%
151218B	6/18/2018	ICD SEC	CD-FIRST SOURCE BANK	33646CFY5	250,000.00		0.00	250,000.00	250,000.00	1.25%
151029	10/27/2017	ICD SEC	CD-FRIST TEXOMA NATI	33717WAA2	100,000.00		0.00	100,000.00	100,000	0.85%
140822	2/22/2017	ICD SEC	CD-GE CAPITAL BANK	36161TX59	49,000.00		49,000.00	0.00	49,000	1.00%
130301	3/1/2018	ICD SEC	CD-GE CAPITAL BANK	3616ITJB2	200,000.00		0.00	200,000.00	200,000	1.10%
170327	7/27/2018	ICD SEC	CD-GNB BANK	36198JCP7		249,000.00	0.00	249,000.00	249,000	1.20%
150629	1/30/2017	ICD SEC	CD-GNB BANK	36198JAX2	250,000.00		250,000.00	0.00	250,000	0.80%
150930A	3/30/2017	ICD SEC	CD-GOLDMAN SACHS	38148JP62	100,000.00		100,000.00	0.00	100,000.00	0.85%
140828	2/28/2017	ICD SEC	CD-GREAT SOUTHERN B.	3912OVRK2	249,000.00		249,000.00	0.00	249,000	1.00%
140717	4/17/2017	ICD SEC	CD-GUARANTY BANK & '	40082OBK1	250,000.00		250,000.00	0.00	250,000	0.85%
160729B	3/29/2018	ICD SEC	CD-HERITAGE BANK	42724JDF9	249,000.00		0.00	249,000.00	249,000	0.85%
160824	8/24/2018	ICD SEC	CD-HSBC BANK	404344BG1	249,000.00		249,000.00	0.00	249,000	1.10%
160721A	7/23/2018	ICD SEC	CD-INDEPENDENCE BAN	4534OKDP1	249,000.00		0.00	249,000.00	249,000	0.90%
161216A	12/17/2018	ICD SEC	CD-INVESTORS SAVINGS	46176PFV2	249,000.00		0.00	249,000.00	249,000	1.35%
151216B	1/17/2017	ICD SEC	CD-ION BANK	46203PAC6	208,000.00		208,000.00	0.00	208,000.00	0.75%
151211A	6/12/2017	ICD SEC	CD-ISRAEL DISCOUNT B/	465076HV2	250,000.00		0.00	250,000.00	250,000.00	1.00%
160831	8/31/2018	ICD SEC	CD-JP MORGAN CHASE	48126XCN3	249,000.00		0.00	249,000.00	249,000	1.05%
170222	2/28/2019	ICD SEC	CD-KEY BANK	493065XF8		149,000.00	0.00	149,000.00	149,000	1.55%
161019	10/19/2018	ICD SEC	CD-LAKESIDE BANK	51210SLX3	100,000.00		0.00	100,000.00	100,000	1.05%
160115	7/17/2017	ICD SEC	CD-LINCOLN PARK SAVII	53468JAG7	250,000.00		0.00	250,000.00	250,000	1.00%
161230A	12/30/2019	ICD SEC	CD-M BANK	55275FKK3	160,000.00		0.00	160,000.00	160,000	1.55%
161215	12/14/2019	ICD SEC	CD-MAIN STREET BANK '	56034WAP6	249,000.00		0.00	249,000.00	200,000	1.45%
150710A	7/10/2017	ICD SEC	CD-MB FINANCIAL	55266CMR4	250,000.00		0.00	250,000.00	250,000.00	1.00%
140610	6/9/2017	ICD SEC	CD-MEDALLION BANK	58403BP26	250,000.00		0.00	250,000.00	250,000	1.00%
150130	1/30/2017	ICD SEC	CD-MERRICK BANK	59013JDA4	100,000.00		100,000.00	0.00	100,000	0.75%
160413	10/13/2017	ICD SEC	CD-MIDLANDS SB, IL	59774QE44	250,000.00		0.00	250,000.00	250,000	0.85%
151031	1/4/2018	ICD SEC	CD-NOA BANK	65487TBD2	150,000.00		0.00	150,000.00	150,000	0.90%
170330A	4/1/2019	ICD SEC	CD-NORTHFIELD BANK	66612ABG2		249,000.00	0.00	249,000.00	249,000	1.45%
160210A	2/9/2018	ICD SEC	CD-ORIENTAL BANK	686184WS7	200,000.00		0.00	200,000.00	200,000	1.20%
161221	6/21/2019	ICD SEC	CD-ORRSTOWN BANK	687377EA5	249,000.00		0.00	249,000.00	249,000	1.50%
161229	6/29/2018	ICD SEC	CD-PREFERRED BANK	740367FE2	249,000.00		0.00	249,000.00	249,000	1.15%
170317	9/17/2018	ICD SEC	CD-PRIVATE BANK & TR	74267GVR5		200,000.00	0.00	200,000.00	200,000	1.15%
161228A	6/28/2018	ICD SEC	CD-PROVIDENCE BANK	74374MAD6	249,000.00		0.00	249,000.00	249,000	1.20%
161207	6/7/2018	ICD SEC	CD-ROLLSTONE BANK &	77579ABW5	200,000.00		0.00	200,000.00	200,000	1.15%
170125C	1/25/2019	ICD SEC	CD-RONDOUT SAVINGS I	776322AR0		200,000.00	0.00	200,000.00	200,000	1.00%
160916	9/17/2018	ICD SEC	CD-SAFRA NATIONAL BA	78/658QYZ0	249,000.00		0.00	249,000.00	249,000.00	1.10%
140924	9/25/2017	ICD SEC	CD-SALLIE MAE BANK	40082OBK1	249,000.00		0.00	249,000.00	249,000	1.40%
160224A	8/24/2017	ICD SEC	CD-SANTANDER BANK	80280JLV3	250,000.00		0.00	250,000.00	250,000	0.95%
160930D	4/30/2018	ICD SEC	CD-STEARNS BANK	857894RN1	249,000.00		0.00	249,000.00	249,000.00	0.95%
161228B	6/28/2019	ICD SEC	CD-STEUBEN TR CO	860010BG1	160,000.00		0.00	160,000.00	160,000	1.40%
140305	3/6/2017	ICD SEC	CD-SYNOVOUS BANK	87164DEB2	200,000.00		200,000.00	0.00	200,000	0.85%
161123	5/23/2018	ICD SEC	CD-TCF NATIONAL BANK	872278XK7	100,000.00		0.00	100,000.00	100,000	0.90%
160721B	1/22/2018	ICD SEC	CD-TRANSPORTATION A	89388CBE7	249,000.00		0.00	249,000.00	249,000	0.75%
141209	9/27/2017	ICD SEC	CD-UNITED BANK	909552AQ4	250,000.00		0.00	250,000.00	250,000	0.65%
170421	4/22/2019	ICD SEC	CD-UNITED COMMUNITY	90983HAC8		249,000.00	0.00	249,000.00	249,000	1.40%
161219	12/19/2018	ICD SEC	CD-WEB BANK	947547JJ5	249,000.00		0.00	249,000.00	249,000	1.40%
160617	6/18/2018	ICD SEC	CD-WELLS FARGO BANK	9497485X1	150,000.00		0.00	150,000.00	150,000	1.20%
150925	9/25/2017	ICD SEC	CD-WELLS FARGO BANK	9497482H9	100,000.00		0.00	100,000.00	100,000.00	1.00%
151211B	12/11/2017	ICD SEC	CD-WEX BANK	92937CDH8	250,000.00		0.00	250,000.00	250,000.00	1.20%
160930B	4/2/2018	ICD SEC	CD-WOOD & HUSTON BA	978208AA4	249,000.00		0.00	249,000.00	249,000.00	1.00%
170112	1/11/2019	ICD SEC	CD-WORLDS FOREMOST	981571CS9		100,000.00	0.00	100,000.00	200,000	1.00%
170119	1/18/2019	ICD SEC	CD-WORLDS FOREMOST	981571CU4		100,000.00	0.00	100,000.00	200,000	1.00%
160525	8/25/2017	ICD SEC	CD-Z BANK	98878BAD0	249,000.00		0.00	249,000.00	249,000	0.75%
			2016 Investments & MM					18,279,000.00		
090102B	12/25/2018	Com Sec	FNR 2003-120 BY	31393UGR8	13,715.78		4,912.41	8,803.37	200,000	3.98%
								8,803.37		
160606	5/1/2020	Northland	ANCHOR BAY MI SCH DI	032879-TC-2	500,000.00		0.00	500,000.00	500,000	2.12%
170109	6/1/2022	Northland	DESMOINES IA TAX	250097-J3-7		200,000.00	0.00	200,000.00	200,000	2.30%
170215	5/1/2019	Northland	SPARTA WIS REFUNDING	846748-HC-8		100,000.00	0.00	100,000.00	100,000	1.80%
161101	3/1/2019	Northland	MARSHFIELD WI TAX	572852-W4-9	145,000.00		0.00	145,000.00	145,000	1.20%
161114B	2/1/2024	Northland	ANDOVER MN TAX	034313-ZU-3	300,000.00		0.00	300,000.00	300,000	2.25%
160812	5/1/2023	Northland	MONROE MI TAX	611101-MF-0	190,000.00		0.00	190,000.00	190,000	2.26%
160728A	5/1/2020	Northland	WISCONSIN STATE TAX	97705M-DS-1	500,000.00		0.00	500,000.00	500,000	1.15%
161003A	2/1/2018	Northland	OLIVIA MN TAX	681079-YD-5	45,000.00		0.00	45,000.00	45,000	2.00%
161003B	2/1/2019	Northland	OLIVIA MN TAX	681079-YE-3	95,000.00		0.00	95,000.00	95,000	2.00%
161003C	2/1/2020	Northland	OLIVIA MN TAX	681079-YF-0	100,000.00		0.00	100,000.00	100,000	2.00%

2017 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
130412	2/1/2024	Northland	BECKER MN TAX	075671LJ4	50,000.00		0.00	50,000.00	50,000	2.75%
150903	11/1/2018	Northland	BROOKFIELD WI, TAXAB	112857-BL-0	500,000.00		0.00	500,000.00	500,000	2.20%
110310	2/1/2020	Northland	BROOKLYN CENTER ISD#	113853-KG-9	285,000.00		0.00	285,000.00	285,000	4.65%
120215B	6/1/2026	Northland	CEDAR RAPIDS IO TAX	150528-JU-2	50,000.00		0.00	50,000.00	50,000	4.55%
120606B	6/1/2022	Northland	CEDAR RAPIDS IO TAX	150528-N2-6	135,000.00		0.00	135,000.00	135,000	2.50%
120606A	6/1/2023	Northland	CEDAR RAPIDS IO TAX	150528-PA-9	140,000.00		0.00	140,000.00	140,000	2.70%
140620	12/1/2020	Northland	CELINA OHIO SCHOOL D	151069-FD-8	300,000.00		0.00	300,000.00	300,000	2.13%
130815A	12/1/2020	Northland	CHASKA, MN TAX	161664-DY-0	75,000.00		0.00	75,000.00	75,000	2.50%
130815B	12/1/2021	Northland	CHASKA, MN TAX	161664-DZ-7	75,000.00		0.00	75,000.00	75,000	2.75%
140502	2/15/2020	Northland	COLLINGSWOOD NJ TAX	194756-PQ-9	145,000.00		0.00	145,000.00	145,000	3.00%
140730A	6/1/2019	Northland	DES MOINES IA TAXABLI	25009X-GB-5	115,000.00		0.00	115,000.00	115,000	2.00%
140730B	6/1/2020	Northland	DES MOINES IA TAXABLI	25009X-GC-3	145,000.00		0.00	145,000.00	145,000	2.10%
141104	2/1/2022	Northland	DULUTH MN TAXABLE	264438-G5-5	150,000.00		0.00	150,000.00	150,000	3.00%
151217A	12/1/2018	Northland	FARGO ND TAXABLE	30747N-BC-7	435,000.00		0.00	435,000.00	435,000	1.40%
151217B	12/1/2017	Northland	FARGO ND TAXABLE	30747N-BB-9	395,000.00		0.00	395,000.00	395,000	1.00%
151216A	6/14/2018	Northland	FFCB	3133EF-SH-1	500,000.00		0.00	500,000.00	500,000	1.17%
140326	9/26/2017	Northland	FHLB	313OA15P9	350,000.00		0.00	350,000.00	350,000	1.00%
151119B	11/19/2021	Northland	FNMA	3136GSSA6	400,000.00		0.00	400,000.00	400,000	1.00%
150601	6/1/2017	Northland	HAWKEYE COMMUNITY	42016A-KH-3	190,000.00		0.00	190,000.00	190,000	0.90%
140320A	3/1/2019	Northland	HAWLEY MN SCHOOL DI	420416-EZ-8	390,000.00		0.00	390,000.00	390,000	1.85%
140117	11/1/2019	Northland	HONOLULU TAXABLE	438670-Q4-6	275,000.00		0.00	275,000.00	275,000	1.84%
110114A	2/1/2017	Northland	HOPKINS ISD #270	439881-HB-2	100,000.00		100,000.00	0.00	100,000	2.75%
150109	10/1/2022	Northland	HUBBARY COUNTY TAX	443348-DE-4	135,000.00		0.00	135,000.00	140,000	2.70%
121228A	6/1/2017	Northland	IOWA WESTERN COMM (	462612-QM-7	100,000.00		0.00	100,000.00	100,000	0.85%
120321	3/1/2022	Northland	MADISION WI SCHOOL D	558495-KN-6	500,000.00		0.00	500,000.00	500,000	2.50%
150708	2/1/2019	Northland	MAPLEWOOD MN TAX	56557-UM-5	350,000.00		0.00	350,000.00	350,000	1.80%
110203A	4/1/2017	Northland	MEDFORD WIS SCHOOL I	58434T-DK-3	40,000.00		40,000.00	0.00	40,000	2.75%
121228B	9/1/2023	Northland	MIDDLETON WIS REFUNI	596782-T6-7	300,000.00		0.00	300,000.00	300,000	2.36%
120214B	9/1/2025	Northland	MIDDLETON WIS REFUNI	596782-TJ-1	315,000.00		0.00	315,000.00	315,000	2.85%
150430	2/1/2022	Northland	MINNETONKA ISD #276	604195-YG-6	270,000.00		0.00	270,000.00	270,000	3.00%
130702A	1/1/2019	Northland	MINNETONKA ISD #276	604195-VW-4	285,000.00		0.00	285,000.00	285,000	1.40%
130702B	1/1/2021	Northland	MINNETONKA ISD #276	604195-VY-0	400,000.00		0.00	400,000.00	400,000	2.10%
120215A	1/1/2028	Northland	MINNETONKA ISD #276	604195-SB-4	50,000.00		0.00	50,000.00	50,000	5.20%
130722	2/1/2021	Northland	MOUND MN TAXABLE	620S35-W4-2	95,000.00		0.00	95,000.00	95,000	2.00%
100803B	2/1/2018	Northland	NEW PRAGUE BAB	648159-TX-9	70,000.00		0.00	70,000.00	70,000	3.75%
100803C	2/1/2019	Northland	NEW PRAGUE BAB	648159-TY-7	45,000.00		0.00	45,000.00	45,000	4.00%
100803D	2/1/2020	Northland	NEW PRAGUE BAB	648159-TZ-4	70,000.00		0.00	70,000.00	70,000	4.25%
141006	6/1/2020	Northland	NORTHEAST IOWA COMI	664214-JQ-7	320,000.00		0.00	320,000.00	320,000	1.90%
111031	6/1/2018	Northland	RACINE WIS TAXABLE	750021-6D-4	755,000.00		0.00	755,000.00	755,000	2.10%
130624A	2/1/2023	Northland	RAMSEY COUNTY TAXAI	751622-HH-7	595,000.00		0.00	595,000.00	595,000	2.75%
130624B	2/1/2022	Northland	RAMSEY COUNTY TAXAI	751622-HG-9	285,000.00		0.00	285,000.00	285,000	2.50%
150804	11/1/2018	Northland	SHEBYGAN WISCON REF	82102R-BM-6	800,000.00		0.00	800,000.00	800,000	1.25%
120308A	12/1/2020	Northland	SHOREWOOD WIS TAX	825230-KU-8	150,000.00		0.00	150,000.00	150,000	2.50%
120308B	12/1/2022	Northland	SHOREWOOD WIS TAX	825230-KW-4	150,000.00		0.00	150,000.00	150,000	2.80%
120308C	12/1/2027	Northland	SHOREWOOD WIS TAX	825230-LB-9	225,000.00		0.00	225,000.00	225,000	3.25%
120308D	12/1/2028	Northland	SHOREWOOD WIS TAX	825230-LC-7	465,000.00		0.00	465,000.00	465,000	3.15%
120214B	4/1/2017	Northland	ST FRANCIS ISD#15	789466-PU-7	250,000.00		250,000.00	0.00	250,000	4.40%
110608	2/1/2019	Northland	WADENA MN BAB	930217-JD-7	95,000.00		0.00	95,000.00	95,000	3.94%
130624C	6/1/2018	Northland	WATERLOO IOWA TAXAI	941647-NZ-8	345,000.00		0.00	345,000.00	345,000	2.00%
150626C	10/1/2017	Northland	WESTERN LAKE SUPERIC	958522-WS-9	245,000.00		0.00	245,000.00	245,000	1.35%
160317	2/1/2019	Northland	BECKER MN TAX	075663YH9	645,000.00		0.00	645,000.00	645,000	1.15%
161222	2/1/2019	Northland	ST. PAUL MN PORT AUTI	793028-WR-8	145,000.00		0.00	145,000.00	145,000	2.00%
160420B	10/1/2018	Northland	SHEBOYGAN WIS TAX	82102R-BY-0	250,000.00		0.00	250,000.00	250,000	1.00%
120215C	10/1/2019	Northland	WESTERN LAKE SUPERIC	958522-WU-4	100,000.00		0.00	100,000.00	100,000	3.15%
110816B	10/1/2017	Northland	WESTIN LAKE SUPERIOR	958522-WS-9	350,000.00		0.00	350,000.00	350,000	2.50%
141205A	9/1/2018	Northland	WYANDOTTE KANSAS SI	982696-QE-9	125,000.00		0.00	125,000.00	125,000	1.93%
			2015 Investment					16,305,000.00		
120817A	5/1/2018	UBS	NYC-TAXABLE	64971QTU7	500,000.00		0.00	500,000.00	500,000	1.60%
160224B	12/1/2019	UBS	MCLEAN COUNTY IL SCI	582018Ff5	450,000.00		0.00	450,000.00	450,000	2.00%
161208A	4/1/2023	UBS	NEW HOPE CULTURAL EI	64542WAY6	250,000.00		0.00	250,000.00	250,000	2.27%
161208B	11/1/2024	UBS	MICHIGAN FIN AUTH RE'	59447TJX2	250,000.00		0.00	250,000.00	250,000	2.51%
161216B	12/16/2022	UBS	CD-MERCANTIL COMM E	58733ADQ9	245,000.00		0.00	245,000.00	245,000	2.30%
161114A	7/1/2025	UBS	LEXINGTON FAYETTE AI	52909MCA0	300,000.00		0.00	300,000.00	300,000	2.75%
160927A	5/1/2021	UBS	YPSILANTI MI SCHOOL D	987864NY7	405,000.00		0.00	405,000.00	405,000.00	2.18%
160928	3/28/2025	UBS	FHLB	3130A9CN9	300,000.00		0.00	300,000.00	300,000.00	1.25%
160930E	9/30/2019	UBS	CD-JEFFERSON BANK & T	472376AA0	245,000.00		0.00	245,000.00	245,000.00	1.15%
160802	12/1/2027	UBS	TOOLE CITY UT TAX	89033RBU7	400,000.00		0.00	400,000.00	400,000	2.76%
160826D	8/24/2026	UBS	FHLB	3130A8Z63	300,000.00		0.00	300,000.00	300,000	1.25%
160830A	8/28/2026	UBS	FHLB	3130A8ZF3	300,000.00		0.00	300,000.00	300,000	1.50%
160830B	8/28/2023	UBS	FHLMC	3134GAAKO	300,000.00		0.00	300,000.00	300,000	1.25%
160830C	8/1/2022	UBS	NEW YORK CITY TAXAB	64966MED7	300,000.00		0.00	300,000.00	300,000	1.60%

2017 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
160830D	8/24/2023	UBS	FNMA	3136G32Y0	250,000.00		0.00	250,000.00	250,000	1.13%
160705	11/1/2021	UBS	MICHIGAN STATE TAX	594612CX9	300,000.00		0.00	300,000.00	300,000	1.78%
160718	12/1/2021	UBS	LITTLE MIAMI OHIO SCH	537292KY9	345,000.00		0.00	345,000.00	345,000	1.76%
160726	7/26/2024	UBS	FHLMC	3134G9N78	500,000.00		0.00	500,000.00	500,000	1.25%
160727	5/1/2022	UBS	NORTH BRAND SCHOOL	657740F50	500,000.00		0.00	500,000.00	500,000	2.08%
160601	2/15/2022	UBS	MCALLEN TAX'	582018Ff5	200,000.00		0.00	200,000.00	200,000	1.75%
160613	12/1/2020	UBS	SCHILLER PARK TAX	8062721LM6	325,000.00		0.00	325,000.00	325,000	2.50%
160526	5/1/2020	UBS	MILAN MICH SCHOOL TA	598801JD1	500,000.00		0.00	500,000.00	500,000	1.51%
160412	5/1/2019	UBS	LINCOLN SD TAX	533883NG5	500,000.00		0.00	500,000.00	500,000	2.03%
160422	5/15/2021	UBS	UNIVERSITY OF CA TAX	91412GFS9	500,000.00		0.00	500,000.00	500,000	1.91%
160428	10/28/2022	UBS	FNMA	3136G3JS5	250,000.00		0.00	250,000.00	250,000	1.00%
161018	7/1/2024	UBS	SELMA ALA TAX	816459QV6	500,000.00		0.00	500,000.00	500,000	2.50%
161026	10/1/2024	UBS	HONOLULU TAX	4386705W7	300,000.00		0.00	300,000.00	300,000	2.37%
130611	5/21/2018	UBS	FNMA	3135GOXDO	750,000.00		0.00	750,000.00	750,000	1.29%
030630A	6/15/2018	UBS	FHR 2628 AB	31393VMQ1C	2,641.38		933.13	1,708.25	200,000	3.12%
030730A	8/25/2018	UBS	FNR 2003-74-KN	31393EAL3C	4,910.50		2,041.08	2,869.42	300,000.00	3.59%
030930A	9/15/2018	UBS	FHR 2677 KH	31394JTP2	56.81		56.88	-0.07	300,000	4.50%
121207	11/1/2018	UBS	NYC GEN TAX	64971QH55	500,000.00		0.00	500,000.00	500,000	1.28%
140710	7/10/2019	UBS	CD-AMERICAN EXPRESS	02587CAC4	240,000.00		0.00	240,000.00	240,000	1.95%
040730A	7/15/2019	UBS	FHR 2822 DB	31395C3S8	6,325.23		2,699.00	3,626.23	500,000	5.00%
130606B	11/1/2019	UBS	NYC GEN TAX	64971QH63	1,000,000.00		0.00	1,000,000.00	1,000,000	1.73%
150310	4/1/2020	UBS	MONTGOMERY ALA TAX	613035L69	400,000.00		0.00	400,000.00	400,000	2.15%
151207	12/1/2020	UBS	SACRAMENTO TAXABLE	786060BB8	300,000.00		0.00	300,000.00	300,000	3.00%
970625	2/25/2021	UBS	FNMA FNR-1991-7 H	31358FZW2	1,000.00		0.00	1,000.00	129,000	7.84%
970917B	9/15/2021	UBS	FHLMC REMIC SERIES FF	312904GT6C	357.00		176.66	180.34	255,714	7.21%
151119A	11/19/2021	UBS	FNMA	3136G2SA6	500,000.00		0.00	500,000.00	500,000	1.05%
151104	3/1/2022	UBS	NEW YORK TAXALBE	64966KQC0	500,000.00		0.00	500,000.00	500,000	2.26%
001127	7/25/2022	UBS	FNR G92-35	31358PHV2C	981.33		109.68	871.65	75,215	7.49%
021004	8/25/2022	UBS	FNR 1992-125L	31358PS40C	1,076.65		116.33	960.32	52,000	7.00%
020826	10/15/2022	UBS	FHR 1391D	312912LUO	957.62		167.35	790.27	59,990	6.00%
150812	6/1/2023	UBS	CHARLOTTE TAXABLE	161037L61	300,000.00		0.00	300,000.00	300,000	2.65%
010328	6/25/2023	UBS	FHG14A	312916PD5R	2,000.00		0.00	2,000.00	152,000	6.00%
151009	9/1/2024	UBS	NJ ENVIRONMENTAL INF	645791CAO	270,000.00		0.00	270,000.00	270,000	3.15%
151023	10/1/2024	UBS	MADISON TAXABLE	55844RKN3	640,000.00		0.00	640,000.00	640,000	2.39%
150311	3/11/2025	UBS	CD-HBSC BANK	40434ASB6	240,000.00		0.00	240,000.00	240,000	2.25%
								15,169,006.41		
	TOTAL INVESTMENTS				57,425,022.30	7,503,000.00	6,225,212.52	58,702,809.78		
			Unamortized Premiums		1,454,478.04	431.00		1,454,909.04		
			Unamortized Discounts		(3,290,662.99)	(1,010.00)		(3,291,672.99)		
			BOW		4,039,093.60	9,263,225.26	11,718,713.50	1,583,605.36		
			Money Market Accounts		5,284,956.44	2,512,763.01	4,500,000.00	3,297,719.45		
			Net Cash and Investments		64,912,887.39	19,278,409.27	22,443,926.02	61,747,370.64		

CC Regular Session **4. 3.**

Meeting Date: 06/13/2017

By: Jo Thieling, Administrative Services

Information

Title

Approve Licenses

Purpose/Background:

Purpose: The purpose of this case is to approve license requests for 2017.

Background: Certain businesses in the City of Ramsey are required to apply for a license in addition to the Business Registration Certificate (BRC). Other businesses that may require a license, but are not required to have a BRC may also be included in this approval. Those new license requests and/or renewals are attached for Council approval.

Recommendation:

Staff recommends approval of license applications.

Action:

Motion to approve license applications.

Attachments

Licenses

Form Review

Form Started By: Jo Thieling Started On: 06/07/2017 01:20 PM

Final Approval Date: 06/07/2017

License Applications
06/13/17

*Solicitor	Maintenance Free Minnesota Inc.	4220 – 83rd Ave North	Minneapolis, MN 55443	763-560-6141
**Temporary On-Sale Liquor License	Ramsey Lions Club	P.O. Box 771	Ramsey, MN 55303	763-422-9690
***Temporary On-Sale Liquor License	Ramsey Lions Club	P.O. Box 771	Ramsey, MN 55303	763-422-9690

*To go door to door to solicit for decks and basement remodeling
**To sell liquor at The Draw Park during the summer concert series
***To sell liquor at The Happy Days Festival

CC Regular Session **4. 4.**

Meeting Date: 06/13/2017

By: Jo Thieling, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. City Council Work Session dated 05/23//17
2. City Council Regular dated 05/23/17

Purpose/Background:

Purpose: The purpose of this case is for Council review and approval of meeting minutes.

Background: Attached are the meeting minutes referenced above.

Action:

Motion to approve the following Council meeting minutes:

1. City Council Work Session dated 05/23/17
2. City Council Regular dated 05/23/17

Attachments

CCWS Mts

CC Mts

Form Review

Form Started By: Jo Thieling Started On: 06/05/2017 02:05 PM

Final Approval Date: 06/05/2017

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, May 23, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Councilmember Chris Riley

Also Present: Asst. City Administrator/Economic Development Manager Patrick Brama
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood
Human Resources Manager Colleen Lasher
Community Development Director Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:35 p.m.

2. TOPICS FOR DISCUSSION

2.01: Discussion Regarding Participation in the Public Employees Retirement Association (PERA) Phased Retirement Option (PRO)

Human Resources Manager Lasher reviewed the staff report.

Mayor Strommen stated that the State has a post retirement option, which sounds similar to the PRO, which allows employees to retire and then return to assist with the transfer of duties, mentoring of the new employee, and assist with special projects. She stated that it is a really effective option.

Councilmember Kuzma asked what impact there would be if the program ends in 2019.

Human Resources Manager Lasher stated that the decision would be up to PERA.

Councilmember Kuzma stated that it sounds like a nice program that the City could offer to staff and would not have an additional cost but would actually provide a savings.

Councilmember Shryock stated that she also agrees and asked if there is any feeling whether the program would be extended.

Human Resources Manager Lasher stated that although the program can be labor intensive for PERA, there has been a lot of positive feedback from the cities that have used it and therefore those comments might outweigh the additional labor required by PERA.

The consensus of the Council was to participate in the Phase Retirement Option through PERA.

2.02: Update on Request for Proposals (RFP) Process for Towing Contract

Police Chief Katers reviewed the staff report. He noted that a recommendation for a proposal would come back before the Council on June 22nd. He stated that he will mail directly the RFP to the four past vendors but noted that additional proposals could be received.

2.03: Update on Pollinator Habitat Initiatives and Restoration at the Lake Itasca Trail

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report.

Councilmember Kuzma received confirmation on the time and date of the planting event.

Mayor Strommen stated that this will be great to get people out to the site.

Parks and Assistant Public Works Superintendent Riverblood stated that about 270 monarch coloring sheets were provided to Ramsey Elementary. He stated that the fourth graders are going to color the sheets which will become the backdrop at the signing event. He noted that this event will also serve as an educational opportunity to show people an example of sustainable landscaping.

Councilmember LeTourneau suggested that the Environmental Policy Board are notified of the event as well.

Parks and Assistant Public Works Superintendent Riverblood confirmed that the EPB did recommend approval of the project at their meeting the previous week but agreed that a reminder for the event would be helpful.

It was also suggested that the Park and Recreation Commission, the press, and QCTV be invited to the event.

Councilmember Shryock asked if the City had involvement in the Connexus beehive event.

Parks and Assistant Public Works Superintendent Riverblood stated that he believed that City Administrator Ulrich attended a workshop on the topic. He stated that it is an emerging trend to create landscaping of that nature near solar gardens.

Councilmember Shryock noted that the City has to approve beekeeping licenses for residents and asked if a similar license would be needed for this activity.

Community Development Director Gladhill stated that the City did not receive a license application but the beehives are there.

Mayor Strommen stated that she believes that it was a multi-agency project which involved the Pollution Control Agency as well.

Councilmember LeTourneau asked if staff knew the number of beekeeping licenses in the City.

Community Development Director Gladhill noted that he would have to run a report. He explained that the license is new, as is the trend.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Mayor Strommen noted that the budget process will begin in about a month.

4. MAYOR / COUNCIL / STAFF INPUT

Parks and Assistant Public Works Superintendent Riverblood stated that last fall a member of the Ramsey Lions spoke at citizens input to ask how they could donate a bench at Central Park. He stated that the Lions have purchased a very secure and durable bench to install at Central Park and a small concrete patio will be installed around the bench to offer protection. He stated that the bench will be dedicated to a former longtime member that passed away and the dedication event will occur on June 7th. He stated that the National Lions Governor will be attending the event as well. He stated that the Lions have been longtime contributors to many causes within the City and have been a great community partner.

Mayor Strommen asked staff to send out an email reminder for the event.

Asst. City Administrator/Economic Development Manager Brama provided an update on recent economic development activity. He stated that the process has begun to consider using TIF to assist with the PSD project. He stated that Adrenalin Sports has also been speaking with both developers within the future business park and there seem to be plans to create two buildings along Highway 10 which would be a great addition to the corridor. He stated that a party continues to show interest in the City owned property in the northern portion of the future business park and is working with staff to develop a purchase agreement.

Councilmember Shryock stated that Youth First is working to expand their programing. She noted that the organization currently serves Ramsey, Anoka and Andover and will be expanding to service Coon Rapids as well. She stated that the organization will be expanding their summer programming to provide programming every week during the summer.

Patrick Surma stated that since the intersection of 161st and Armstrong has been improved the noise from the traffic has decreased. He stated that the speeds along Armstrong and 161st have increased and noted that the crosswalk in that location needs to be improved. He suggested a better lighting system, noting that the stop signs should be ringed with flashing lights. He believed that the City should be proactive to prevent a tragedy as the area has become more developed.

Police Chief Katers agreed that is a busy intersection. He noted that lighting has been installed and as people see the lighting more they become used to it and it is not as efficient. He provided an example of a HAWK system which is used in another City but noted that is very expensive. He did share concern with the congestion and speed of traffic in that area. He stated that the City can do their part in terms of enforcement. He noted that staff can also speak with the County to determine if improvements can be made for the crosswalk. He stated that he has directed his staff to patrol the area of 161st and Variolite because of the concerns with traffic speeds.

Mr. Surma suggested a pushbutton crosswalk that would trigger the lights, rather than having the lights on at all times as that would alert drivers only when people need to cross. He stated that ringing the stop sign would also help people to see the stop sign.

Mayor Strommen noted that the Public Works Committee should further discuss this topic. She stated that perhaps they could also publish an article in the City newsletter to publicize safety as the community continues to develop.

Councilmember Shryock stated that the intersection of 161st and Armstrong would be a good candidate for a pedestrian triggered signal to stop traffic when people need to cross. She stated that way it would not continually stop traffic, only as needed.

Councilmember Kuzma cautioned that once a speed study is initiated it would be out of the hands of the City and the speed limit could be raised at the decision of the County.

Councilmember Williams stated that perhaps this conversation be revisited in terms of Central Park, noting that perhaps there is a unique way in which those concerns could be addressed in the overall planning process for Central Park.

It was the consensus of the Council to have the Public Works Committee further discuss the topic.

5. ADJOURNMENT

The Work Session of the City Council was adjourned at 6:26 p.m.

Respectfully submitted,

_____

Kurtis G. Ulrich

City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Tuesday, May 23, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Councilmember Chris Riley

Also Present: Asst. City Administrator/Economic Development Manager Patrick Brama
Parks and Assistant Public Works Superintendent Mark Riverblood
Community Development Director Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Mayor Strommen called the regular meeting of the Ramsey City Council to order at 7:00 p.m., followed by the Pledge of Allegiance led by Mayor Strommen.

2. PRESENTATION

None.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

Motion by Councilmember LeTourneau, seconded by Councilmember Johns, to approve the following items on the Consent Agenda:

4.01: Receive April 2017 Financial Reports – General Fund and Enterprise Funds
4.02: Note the Following Boards and Commissions Meeting Minutes:

- Planning Commission Meeting Minutes dated April 6, 2017
- Economic Development Meeting Minutes dated April 13, 2017
- Park and Recreation Meeting Minutes dated April 13, 2017

- Environmental Policy Board Meeting Minutes dated April 17, 2017

4.03: Approve the following Meeting Minutes:
1) City Council Work Session dated May 9, 2017
2) City Council Regular dated May 9, 2017

4.04: Approve Joint Powers Agreement between the City of Ramsey and County of Anoka for Assessment of Property

4.05: Approve Request to Declare Surplus Property

4.06: Adopt Resolution #17-05-116 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of May 5, 2017 through May 17, 2017

4.07: Adopt Resolution #17-05-114 to Hire Seasonal Public Works Maintenance Workers

4.08: Adopt Resolution #17-05-115 Approving a Beekeeping License for the Property Located at 6768 158th Lane NW (Project #17-122); Case of Lorraine Winsor

4.09: Adopt Resolution #17-05-117 Approving an Easement Encroachment Agreement for a Sport Court at 7496 161st Ave NW

4.10: Adopt Resolution #17-05-123 Authorizing Partial Payment to DRC, Inc. for Ramsey Municipal Complex Site Demolition

4.11: Adopt Resolution #17-05-124 Approving Work Plan and Budget for Trailside Pollinator Habitat Restoration at the Lake Itasca Trail

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Johns, Kuzma, Shryock, and Williams. Voting No: None. Absent: Councilmember Riley.

5. APPROVE AGENDA

Motion by Councilmember Shryock, seconded by Councilmember Johns, to approve the agenda as presented.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Shryock, Johns, Kuzma, LeTourneau, and Williams. Voting No: None. Absent: Councilmember Riley.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Consider Park Dedication Obligations and Credit for the Development Agreement for the Riverstone Addition

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report, including that staff is in agreement with providing $182,000 in credit for the trail areas and improvements as outlined in the developer's April 28th letter, and introduced Steve Bona.

Steve Bona, Capstone Homes and Riverstone Development Company, displayed the Master Plan for the development. He stated that he was unsure whether there is question about the need for the park or simply regarding the development credits. He stated that this development is zoned

R-2 and therefore the lots will be smaller than the typical single-family home lot which will result in smaller lots and higher density. He stated that because of that, this is a unique neighborhood for the City of Ramsey and for the area. He stated that they will take advantage of the high visibility from Highway 10. He noted that they are attempting to provide a park and area for the kids to run within the development, rather than the closest park being a quarter mile from the development. He stated that they would be unable to build the park without the credits towards Park Dedication and would instead be converted into lots for additional homes. He provided an overview of what would be created in the development including the number of lots, open space, trails, and amenities which will include landscaped open space, berm landscaping, landscaped entrances, water features and surrounding landscaping. He stated that they are attempting to create a crosswalk to the play area from the greenway corridor as well. He stated that at the Park and Recreation Commission meeting he had difficulty describing the area outside of the greenway corridor. He provided a sketch of the proposed greenway corridor trail and the proximity to the proposed park that would include at least one, possibly two, crossings to the park. He stated that the proposed park would have a connection to the Lake Itasca Trail, provide a unique play area, have close proximity to homes in Riverstone, landscaping with irrigation, include a pavilion and would be available for public use. He provided a comparison from the original proposal to the new proposal request for park dedication credits, noting that the land costs had been removed. He stated that there are significant infrastructure off-site costs for utilities and noted that the share to the developer will be over $1,000,000 for utility extension. He stated that is not a typical developer cost and therefore the additional cost for creating the park and open space and paying full Park Dedication would not financially work. He stated that there has been discussion of setting precedent by allowing this request but noted that he did not believe that this would be precedent setting. He referenced the Villages at Sunfish Lake and noted that situation should not be used as an example of a developer paying Park Dedication and creating a park in addition because the development went bankrupt. He stated that Northfork has also been mentioned but noted that development has higher home values with larger lots and the attempt in this development is to provide more affordable homes.

Parks and Assistant Public Works Superintendent Riverblood requested that the recommendations of Alternative 1 or Alternative 2, as outlined in the staff memorandum, be selected as the framework to fulfill Park Dedication Obligations and Credit for the Development Agreement for the Riverstone Addition. He noted that staff supports recommendation of Alternative 2, which was developed as the outcome from the joint work session discussion between the City Council and Park and Recreation Commission. He stated that regardless of the alternative that the Council directs staff to proceed with, there will still be several hundreds of thousands of dollars in Park Dedication provided by the development. He noted that following the direction of the Council, the Park and Recreation Commission will make a formal recommendation on the Preliminary Plat at their meeting on June 9th that will come before the Council on June 13th.

Mayor Strommen noted that there was great discussion at the joint worksession meeting with the Park and Recreation Commission. She noted that in this instance the Council should consider the interim topic and not the policy as a whole.

Councilmember Johns stated that in the end there will still be a balance owed for Park Dedication regardless of the option chosen and asked for more detailed information.

Parks and Assistant Public Works Superintendent Riverblood stated that there is currently a total of $1,100,000 with the combination of Park Dedication and Trail Fees for the number of lots proposed. He stated that Park Dedication and Trail Fees have a tendency to increase slowly over time and therefore with phasing of the development that figure could increase. He stated that there has not been a firm decision on the crosswalk solution, so that is a small item that may change in terms of Park Dedication if a round-about is implemented to serve as an access to the park north of Alpine Drive.

Councilmember Johns stated that there would then be approximately $460,000 in credits and over $500,000 in cash paid for park dedication.

Councilmember Shryock asked if the park would be a City owned park.

Parks and Assistant Public Works Superintendent Riverblood stated that it would be a City owned park but the mowing, trimming, fertilization and leaf clean-up would be the responsibility of the Homeowners Association.

Councilmember Kuzma stated that typically the City does not support small pocket parks but this would be a park alongside the greenway corridor that would be accessible to the public.

Parks and Assistant Public Works Superintendent Riverblood confirmed that this would be an amenity along the trail that would provide residents the option to stop and use the park features, such as the water fountain and benches, regardless of whether they use the playground equipment.

Councilmember LeTourneau stated that he was not present at the worksession but does also support the credit for the park because it would be an amenity for the residents not only in the neighborhood but also for those using the corridor.

Motion by Councilmember LeTourneau, seconded by Councilmember Kuzma, to direct staff to proceed with Alterative 2 as the framework to fulfill Park Dedication Obligations and Credit for the Development Agreement for the Riverstone Addition.

Further discussion: Mr. Bona stated that if the land cost is removed with Alternative 2, he would suggest the overall budget for the park be reduced such as the landscaping and pavilion which would offset the cost of the land. Councilmember Shryock asked for clarification; confirming that the developer would be asking the Council to reduce the proposed line item costs to account for the land costs. Mr. Bona confirmed that the overall credits would be the same, he would simply ask for the line items for items such as landscaping to be reduced. Councilmember Johns stated that it would then seem that the Council would be giving credit for $275,000 but only receiving $250,000 in product. Mr. Bona stated that the costs would come down by approximately $23,000 to account for the land costs. Mayor Strommen noted that the line item costs are estimates and therefore would not want to specify them by line item. She stated that the

motion would include the not-to-exceed amount with the direction for the developer to work with the Park and Recreation Commission and staff. She stated that perhaps the developer could meet the landscaping requirements at a lesser cost but those details will be worked out with staff and the Park and Recreation Commission. Parks and Assistant Public Works Superintendent Riverblood agreed that the details would be developed with staff, the developer, and the Park and Recreation Commission. He believed that Alternative 2 would provide a win/win for everyone involved as the park will increase the value of the lots and homes in the development, far exceeding $23,000 in land value, and which will also increase the tax base for the City. Councilmember Williams asked if the cost for the land was recommended to be included by the Park and Recreation Commission. Parks and Assistant Public Works Superintendent Riverblood provided additional details but noted that Alternative 2 seems to be a good compromise of what the developer is requesting and the Park and Recreation Commission would like to see. Councilmember Kuzma stated that Alternative 2 is a good compromise between the City and the developer's request. He noted that the cost of the land could be easily split between the homes in the development. He stated that if the land is going to be a sticking point, he would not support the credit for park dedication in return for the park. Mayor Strommen noted that there is an expectation of a standard but the details of the park are not included in the motion and will be worked out with the developer, staff and the Park and Recreation Commission. Councilmember Shryock stated that she is confident that a solution will be found and that a great product will be developed.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Kuzma, Johns, Shryock, and Williams. Voting No: None. Absent: Councilmember Riley.

Mr. Bona thanked the Council and stated that they do appreciate the efforts of the City.

7.02: Introduce Ordinance Vacating Roadway Easement for Puma Street Related to Riverstone Addition

Community Development Director Gladhill reviewed the staff report and recommendation to introduce the Ordinance vacating roadway easement for Puma Street related to the Riverstone Addition. He noted that staff acknowledges that opposition from an adjoining property owner exists. He noted that staff will attempt to resolve this issue prior to the June 13, 2017 City Council meeting where the Council is scheduled to take action on adopting the Ordinance along with the Preliminary Plat approval for Riverstone Addition. He noted that introducing the Ordinance does not obligate the City Council to approve the request.

Motion by Councilmember Shryock, seconded by Councilmember LeTourneau, to introduce an Ordinance vacating portions of roadway easement for Puma Street related to Riverstone Addition and direct staff to attempt to resolve the issue with the adjoining property owner prior to the next Council meeting.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Shryock, LeTourneau, Johns, Kuzma, and Williams. Voting No: None. Absent: Councilmember Riley.

7.03: Consider Adoption of Resolution #17-05-118 Approving Plans and Specifications and Authorizing Advertisement for Bids for Improvement Project #17-03, 2017 Crackseal and Sealcoat

City Engineer Westby reviewed the staff report and recommendation to adopt the Resolution approving plans and specifications and authorizing advertisement for bids for Improvement Project #17-03, 2017 Crackseal and Sealcoat.

Councilmember Kuzma asked if the Public Works would be able to utilize the overage of funds budgeted should the bids come in lower than expected.

City Engineer Westby confirmed that if the bids are low and the base elements and additional items are included, Public Works could use the additional funds. He stated that he does not anticipate that occurring as the estimate was done very tightly.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to Adopt Resolution #17-05-118 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #17-00, 2017 Crackseal and Sealcoat Improvements.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Johns, LeTourneau, Shryock, and Williams. Voting No: None. Absent: Councilmember Riley.

7.04: Consider Adoption of Resolution #17-05-119 Approving Plans and Specifications and Authorizing Advertisement for Bids for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension

City Engineer Westby reviewed the staff report and recommendation to adopt the Resolution approving plans and specifications and authorizing advertisement for bids for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension to support current and future development within the Future Business Park area.

Motion by Councilmember Johns, seconded by Councilmember LeTourneau, to Adopt Resolution #17-05-119 Approving Plans and Specifications and Authorizing Advertisement for Bids for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Johns, LeTourneau, Kuzma, Shryock, and Williams. Voting No: None. Absent: Councilmember Riley.

7.05: Consider Adoption of Resolution #17-05-120 Authorizing Municipal Agreement Program Funding Application for Highway 10 North Frontage Road Improvements – Ramsey Boulevard to Sunfish Lake Boulevard

City Engineer Westby reviewed the staff report and recommendation to adopt the Resolution authorizing City staff to submit a grant fund application for the maximum amount of $710,000 from the MnDOT Metro Municipal Agreement Program to construct frontage road

improvements north of U.S. Highway 10 and realign westbound U.S. Highway 10 between Ramsey Boulevard and Sunfish Lake Boulevard.

Councilmember Shryock asked if there is a timeline in which the City must use the funds if the funds are awarded.

City Engineer Westby replied that typically there is a two-year window to use the funds.

Councilmember Kuzma stated that Highway 10 is a priority and therefore this would be a good step forward.

Motion by Councilmember Kuzma, seconded by Councilmember Shryock, to Adopt Resolution #17-05-120 Authorizing Metro Municipal Agreement Program Funding Application for Highway 10 North Frontage Road Improvements Between Ramsey Boulevard and Sunfish Lake Boulevard.

Further discussion: Councilmember LeTourneau agreed that this would be another step in getting the ball rolling for Highway 10. He noted that the project is so large that even the small steps are expensive. He stated that this would position the City in a situation where they will be ready to go forward in both options for Sunfish Lake Boulevard and Ramsey Boulevard.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Shryock, Johns, LeTourneau, and Williams. Voting No: None. Absent: Councilmember Riley.

7.06: Consider Adoption of Resolution #17-05-121 Accepting Quotes and Awarding Contract for Improvement Project #17-11, Ground Penetrating Radar Pavement Evaluations – 2018 and 2019 Reconstruction and Overlay Improvements

City Engineer Westby reviewed the staff report and recommendation to adopt the Resolution accepting quotes and awarding a contract for Improvement Project #17-11, Ground Penetrating Radar Pavement Evaluations for 2017-2026 CIP Reconstruction and Overlay Improvements.

Councilmember Johns stated that this is a nice process to remove the surprises from the road improvement projects and therefore she strongly supports this process.

Councilmember LeTourneau agreed that this is an interesting opportunity to learn more about the road conditions and prevent unwanted surprises.

Motion by Councilmember Johns, seconded by Councilmember LeTourneau, to Adopt Resolution #17-05-121 Accepting Quotes and Authorizing Award of Contract for Improvement Project #17-11; Ground Penetrating Radar Pavement Evaluations for 2017-2026 Street Reconstruction and Overlay Improvements.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Johns, LeTourneau, Kuzma, Shryock, and Williams. Voting No: None. Absent: Councilmember Riley.

7.07: Consider Adoption of Resolution #17-05-122 Accepting Quotes and Awarding Contract for Improvement Project #17-12, Soil Borings and Geotechnical Reports – 2018 and 2019 Reconstruction and Overlay Improvements

City Engineer Westby reviewed the staff report and recommendation to adopt the Resolution accepting quotes and awarding a contract for Improvement Project #17-12, Soil Borings and Geotechnical Reports – 2018 and 2019 Reconstruction and Overlay Improvements.

Motion by Councilmember Kuzma, seconded by Councilmember Williams, to Adopt Resolution #17-05-122 Accepting Quotes and Authorizing Award of Contract for Improvement Project #17-12; Soil Borings and Geotechnical Reports for 2018 and 2019 Street Reconstruction and Overlay Improvements.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Williams, Johns, LeTourneau, and Shryock. Voting No: None. Absent: Councilmember Riley.

8. MAYOR, COUNCIL AND STAFF INPUT

Asst. City Administrator/Economic Development Manager Brama provided an update on the fund request for the purchase of the gas station on Sunfish Lake Boulevard by the City with the purchase of RALF funds. He noted that the item is moving forward for approval by the necessary agency on their consent agenda. He announced upcoming meetings and events.

Mayor Strommen stated that it is great to see residents utilizing the canoes and kayaks available at the park. She provided an update on the 30th anniversary North Metro Mayors Association meeting that the City of Ramsey hosted at the Fountains of Ramsey which went well.

9. ADJOURNMENT

Motion by Councilmember Williams, seconded by Councilmember Kuzma, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 8:24 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____

Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple, *TimeSaver Off Site Secretarial, Inc.*

CC Regular Session **4. 5.**

Meeting Date: 06/13/2017

By: Chris Anderson, Community Development

Information

Title

Approve Development Agreement for Regency Commons (Project #108); Case of National Self Storage

Purpose/Background:

The City Council approved a Minor Plat and Site Plan related to Regency Commons in February of this year. At that time, the necessary details to prepare a Development Agreement were not available. Since that approval, the Developer has submitted an Engineer's Estimate of the Required Improvements (excluding the building), which is needed to calculate the sureties and inspection fees for the project.

The project itself consolidated three (3) parcels into two (2) parcels and included a Site Plan for the construction of a self-storage facility on the newly created northern lot. The southern lot would be marketed for potential commercial uses outlined in the B-1 General Business District. The attached Development Agreement addresses the improvements related to the development of Lot 1 Block 1 Regency Commons.

Notification:

Notification is not required for consideration of a Development Agreement.

Funding Source:

All costs associated with this request are the responsibility of the Applicant.

Recommendation:

Staff recommends approving the Development Agreement subject to review and approval as to legal form by the City Attorney and incorporating the revision date of the final plans.

Action:

Motion to adopt Resolution #17-06-145 approving the Development Agreement for Regency Commons.

Attachments

Site Location Map
Development Agreement
Resolution #17-06-145

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/08/2017 02:23 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:35 PM
Form Started By: Chris Anderson		Started On: 06/06/2017 08:43 AM
Final Approval Date: 06/08/2017		

Site Location Map



Feet
0 50 100 200 300 400

Print Date: October 6, 2016

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR REGENCY COMMONS ADDITION

This Agreement is dated as of this _____ day of _____, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **NATIONAL SELF-STORAGE LLC**, a Minnesota limited liability company (the "**PERMITTEE**").

WHEREAS, the **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property"); and

WHEREAS, the **PERMITTEE** has received approval from the **CITY** to subdivide the Subject Property and plat the same as REGENCY COMMONS ADDITION (the "Plat"); and

WHEREAS, the parties desire to enter into this Agreement as required by the Plat approval.

THEREFORE, THE **CITY** AND THE **PERMITTEE** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** has approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **PERMITTEE'S** Execution of this Agreement. That the **PERMITTEE** enter into this Agreement.

   b. Marketable Title. That prior to recording the Plat, the **PERMITTEE** shall provide the **CITY** with proof of marketable title to the Subject Property either through a currently certified abstract, registered property abstract or title insurance commitment or policy**.**

   c. Proof of Authority. That the **PERMITTEE** provide proof that the respective governing boards of the **PERMITTEE** have authorized the **PERMITTEE'S** execution of this Agreement. This proof of authority may be satisfied by providing the **CITY** with a certified copy of the minutes of the governing board of each entity which grants such authority.

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Sheet prepared by Landform, the Civil Engineering Plans, prepared by Landform and dated January 3, 2017, revised _____ and consisting of sixteen (16) sheets, and Lighting Plan, prepared by Pulse and dated March 29, 2017. The Plans remain subject to: (a) **CITY** Staff's review and approval of the _____, 2017 revisions to, among other things, confirm that the revisions requested in the **CITY** Staff Review Letter, dated February 24, 2017 and revised April 19, 2017 have been made; and (b) such further revisions as the **PERMITTEE** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files.

3. Stage I Improvements. The improvements the **PERMITTEE** will construct or install are as follows:

a. Streets
b. Concrete curb and gutter
c. Street traffic control devices
d. Lot grading
e. Sidewalks
f. Boulevard sodding
g. Trunk and lateral sanitary sewer
h. Trunk and lateral water main
i. Storm drainage facilities
j. Trail development
k. Electricity (within one-fourth mile)
l. Phone (within one-fourth mile)
m. Natural gas (within one-fourth mile)
n. Water shut off boxes

(the "Stage I Improvements").

The **PERMITTEE** agrees to construct the Stage I Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage I Improvements and acceptance by the **CITY**. As as-built plans are a required Stage I Improvement item per City Code Section 117-615, the **CITY** will not release the required Stage I Improvement Financial Guarantee noted in Section 6 below until said as-built plans are provided to the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage I Improvements.

4. Additional Requirements Related to Certain Stage I Improvements. The **PERMITTEE** is required to hold a pre-construction meeting at **CITY** offices. The **PERMITTEE** shall be responsible for contacting the **CITY** to schedule the pre-construction meeting. The **CITY** will contact all utilities listed above and prepare the agenda for the pre-construction meeting. Work within existing rights of way and roadways must be completed under traffic, be brought back up to grade, and must be restored to existing conditions within 24 hours.

5. Lot Corner Staking. The **PERMITTEE** must install lot corner stakes at all lot corners.

6. Stage I Improvement Financial Guarantee. Prior to commencing work on the Stage I Improvements, the **PERMITTEE** shall provide a financial guarantee, in the form of cash or an irrevocable letter of credit, to the **CITY** guaranteeing the construction of the Stage I Improvements and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of Five Hundred Seventeen

Thousand Five Hundred Thirty Two Dollars and No Cents **($517,532.00),** which amount is 125% of the **CITY** Engineer's estimated cost of the Stage I Improvements. Upon completion of Stage I Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), acceptance by the **CITY**, supported by appropriate lien waivers, the **PERMITTEE** may request, in writing and accompanied by an updated certified engineer's estimate of remaining work to be completed, a reduction to or release of the correlating amount of the financial guarantee. The accepted engineer's estimate is attached as Exhibit C hereto.

7. Inspection Fees for the Stage I Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements. The **PERMITTEE** shall be responsible for an inspection fee in the amount of Twenty Thousand Seven Hundred One Dollars and No Cents **($20,701.00)**, which amount is 5% of the **CITY** Engineer's estimated cost of the Stage I Improvements. The inspection fee must be in the form of a cash escrow. The **PERMITTEE** may request a refund of the remaining balance in the escrow upon completion of the Stage I Improvements, acceptance by the **CITY**, and supported by appropriate lien waivers. The accepted engineer's estimate is attached as Exhibit C hereto.

8. Installation of the Stage I Improvements. The **PERMITTEE** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITTEE** must provide the **CITY** with copies of all necessary permits from other governmental agencies prior to or when the **PERMITTEE** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion of the Stage I Improvements, the **PERMITTEE** shall provide the **CITY** with a complete set of reproducible "As Built" plans in CAD format for the Stage I Improvements.

9. Time of Performance for the Stage I Improvements. The **PERMITTEE** must complete the Stage I Improvements within one (1) year after the recording of the Plat. The Final Plat must be recorded within two (2) years of approval by the City Council.

10. Ownership of the Stage I Improvements. The **PERMITTEE** owns the Stage I Improvements until the **CITY'S** acceptance of the Stage I Improvements. Title to the Stage I Improvements automatically passes to the **CITY** upon the **CITY'S** written acceptance of the Stage I Improvements. Except to the extent the **CITY** has accepted all or portions of the Stage I Improvements, in writing, prior to the lapse, expiration, or other termination of the **CITY'S** financial guaranty described in Section 6 and except to the extent the **CITY** and the **PERMITTEE** may agree, in writing, to defer the **CITY'S** acceptance of certain specified Stage I Improvements, the **CITY** is deemed to have accepted the Stage I Improvements when the **CITY** releases the financial guaranty described in Section 6.

11. Stage I Improvements License. The **PERMITTEE** hereby grants the **CITY** and the **CITY'S** agents, employees, officers, and contractors an irrevocable license to

enter the Subject Property to perform all necessary work and/or inspections the **CITY** deems appropriate during the **PERMITTEE'S** installation of the Stage I Improvements. The license shall expire after the **CITY** accepts ownership of Stage I Improvements.

12. Stage II **CITY** Improvements. The future improvements the **PERMITTEE** must construct or install are as follows:

    a. Street striping and signing (street signs to be installed by the City's Public Works Department)
    b. Street lights
    c. Installation of survey monumentation.

    (the "Stage II Improvements").

    The **PERMITTEE** must complete the construction of the Stage II Improvements within one (1) year after the date upon which the Plat is recorded.

    PERMITTEE must install the Stage II Improvements in accordance with the Plans. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in CAD format upon completion of the Stage II Improvements and acceptance by the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage II Improvements.

13. Stage I and Stage II Improvements to Outlots. The **PERMITTEE** acknowledges that Stage I and Stage II Improvements are not being required for proposed Outlots, but will be required upon development of said Outlots.

14. Financial Guaranty for Stage II Improvements. The **CITY** does not require a financial guaranty to secure the **PERMITTEE'S** obligation to construct the Stage II Improvements.

15. Warranty for Stage I and Stage II Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of One Hundred Three Thousand Five Hundred Six Dollars and No Cents **($103,506.00)** ($414,026.00 x .25), which is 25% of the cost of the Stage I and Stage II Improvements. Said warranty shall be in force for one year following the final acceptance of any required improvements and shall guarantee satisfactory performance of said improvements. The warranty must be in the form of an Irrevocable Letter of Credit in a form acceptable to the **CITY'S** Finance Director or cash escrow.

16. Street Cleaning and Clean Up. After the street surfacing that is a part of the Stage I Improvements is installed, the **PERMITTEE** shall clear any soil, earth, or debris from the streets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **PERMITTEE'S** responsibility to pay the costs

associated with this necessary street cleaning. Invoices from the **CITY** to the **PERMITTEE** for such costs shall be paid within fifteen (15) days of the date of the invoice.

17. Payment of Development Fees. The **PERMITTEE** must pay to the **CITY** the fees described on Exhibit B, which may include, but are not limited to, Park Land Dedication Fees, Trail Development Fees, Sanitary Sewer Connection (Trunk) Fees, Water Connection (Trunk) Fees, Sanitary Sewer Lateral Fees, Water Lateral Fees, Storm Management Fees, Street Light as well as Street Light Operation and Maintenance Fees.

18. Requirements for Building and Occupancy Permits.

    a. No building permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) installed a Class 5 driving surface to within 300 feet of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; c.) provided the financial guaranty described in Section 6 to the **CITY**; and d.) obtained all necessary permits from the Lower Rum River Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY.**

    b. No occupancy permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water facilities this Contract requires to serve the lot and such utilities and storm water facilities are in place, operational, and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; (d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements; (e) executed and recorded the required Snow Storage Agreement and Stormwater Pond Maintenance Agreement.

19. **PERMITTEE** Defaults. If the **PERMITTEE** defaults in the performance of one or more of the **PERMITTEE'S** obligations under this Contract, i) the **CITY** gives the **PERMITTEE** thirty (30) days written notice of the default and ii) the **PERMITTEE** fails to cure the default within said thirty (30) days, then the **CITY** may pursue any and all remedies available at law or in equity including, but not limited to, the following:

    a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **PERMITTEE'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **PERMITTEE'S** default creates an immediate risk

to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **PERMITTEE** as promptly as possible that the **CITY** is undertaking to perform the **PERMITTEE'S** obligation or obligations. If the **CITY** performs one or more obligations of the **PERMITTEE**, the **PERMITTEE** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **PERMITTEE**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **PERMITTEE** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **PERMITTEE** provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform the work. This Agreement is a license for the **CITY** to act, and it shall not be necessary for the **CITY** to seek a Court Order for permission to enter the **PERMITTEE'S** Property. As an alternative to seeking recovery from the **PERMITTEE** or the financial guaranty, the **CITY** may levy special assessments against the **PERMITTEE** Property in accordance with Minnesota Statutes Section 429, and the **PERMITTEE**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **PERMITTEE** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **PERMITTEE** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the proceeds from the financial guaranty to satisfy any judgment the **CITY** obtains against the **PERMITTEE** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

20. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraphs or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **PERMITTEE** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **PERMITTEE'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **PERMITTEE** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **PERMITTEE** does comply. Upon the **CITY**'**S** demand **PERMITTEE** shall cease work until there is compliance.

d. Mailbox Locations. If the **PERMITTEE** desires to construct mailboxes within the public right of way, the **PERMITTEE** agrees that the placement of mailboxes along public streets is subject to the approval by the **CITY**. Utility locates will be necessary.

e. Boulevard and Wetland Restoration. The **PERMITTEE** shall be responsible for the cost of establishing seed in all boulevards within thirty (30) days of the completion of the street improvements, and restoring all other areas disturbed by the development grading operation in accordance with the approved Grading and Erosion Control plan. The **PERMITTEE** shall be responsible for the cost of cleaning any soil, earth, or debris from the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

f. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Saturday 7:00 a.m. to 10:00 p.m. The **PERMITTEE** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to

exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period.

g. Construction Site Maintenance. The **PERMITTEE** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

h. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as fixed amounts, are estimated. The **PERMITTEE** agree to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

i. Plat Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Plat, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall be paid within a fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

j. Reimbursement to the **CITY**. The **PERMITTEE** agree to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

k. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official, which authorizes the structure to be used for its intended purposes.

l. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO PERMITTEE:
NATIONAL SELF-STORAGE LLC
Attn: Troy Halvorson
2827 107th Ave NE
Blaine, MN 55449

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

[The remainder of this page is intentionally left blank.]

THE PERMITTEE:

NATIONAL SELF-STORAGE LLC

By: _____

Its: _____

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2017, by _____, the _____ of NATIONAL SELF-STORAGE LLC, a limited liability company (domestic) under the laws of the State of Minnesota on behalf of the corporation.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By: _____
Its: Mayor

By: _____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2017, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A
Legal Description of the Subject Property

Outlot A Regency Ponds, Anoka County, Minnesota, Subject to Easement of Record

-and-

That part of the Northwest Quarter of the Northwest Quarter described as follows: Commencing at a point on west line of said section which part is 209 feet north of southwest corner of said Northwest Quarter of Northwest Quarter as measured along said west line, thence proceeding east and parrell to the south line of said section for a distance of 209 feet thence proceeding south and parrell to west line of said section for a distance of 209 feet, thence proceeding west and parrell to first course to the west line of said section, thence proceeding north along west line of said section to point of commencing Section 27, Township 32, Range 25 except road subject to easement of record.

-and-

That part of the Northwest Quarter of the Northwest Quarter of Section 27, Township 32, Range 25 that is describe as follows: to-wit-commencing at a point on the west line of said section which point is 209 feet north of the southwest corner of said Northwest Quarter of Northwest Quarter as measured along said west line, thence proceeding east and parrell to the south line of said section for a distance of 209 feet, thence proceeding north and parrell to the west line of said section for a distance of 209 feet, thence proceeding west and parrell to first course to the west line of said section, thence proceeding south along the west line of said section to point of commencing except road subject to easement of record.

-or upon recording-

Lots 1-2 (inclusive), Block 1 REGENCY COMMONS ADDITION, Anoka County, Minnesota.

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **PERMITTEE** is responsible for satisfying applicable Park Dedication requirements. The 2017 Park Dedication Fee applicable to the Plat is $5,000 per acre for commercial land and $4,200 per acre for industrial land. **PERMITTEE** must pay a Park Dedication Fee of Twenty Seven Thousand Four Hundred Forty Dollars and No Cents ($5,000 x 1.75 acres and $4,200 x 4.45 acres = **$27,440.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

2. Trail Development Fees. The **PERMITTEE** is responsible for satisfying applicable Trail Development Fee requirements. The 2017 Trail Development Fee applicable to the Plat is $1,200 per acre. **PERMITTEE** must pay a Trail Development Fee of Seven Thousand Four Hundred Forty Dollars and No Cents ($1,200 x 6.2 acres = **$7,440.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

3. Sanitary Sewer Connection (Trunk) Fees. The **PERMITTEE** is responsible for satisfying applicable Sanitary Sewer Trunk requirements. The 2017 Sanitary Sewer Trunk Fee applicable to the Plat is $3,476.00 per acre. The **PERMITTEE** must pay a Sanitary Sewer Trunk Fee of Twenty One Thousand Five Hundred Fifty One Dollars and No Cents ($3,476 x 6.2 acres = $21,551.00).

4. Water Connection (Trunk) Fees. The **PERMITTEE** is responsible for satisfying applicable Water Trunk requirements. The 2017 Water Trunk Fee applicable to the Plat is $6,441.00 per acre. The **PERMITTEE** must pay a Water Trunk Fee of Thirty Nine Thousand Nine Hundred Thirty Four Dollars and No Cents ($6,441 x 6.2 acres = $39,934.00).

5. Sanitary Sewer Lateral Benefit Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no sanitary sewer lateral benefit fee is due.

6. Water Lateral Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no water lateral benefit fee is due.

7. Stormwater Management Fee. The **PERMITTEE** is responsible for satisfying applicable Stormwater Trunk Fee requirements. The 2017 Stormwater Management Fee is $4,714 per acre. The **PERMITTEE** must pay a Stormwater Management Fee of Twenty Nine Thousand Two Hundred Twenty Seven Dollars and No Cents ($4,714 x 6.2 acres = **$29,227.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

8. Street Light Fee. No new streetlights are proposed; therefore, no street light fee is due.

9. Street Light Operation and Maintenance Fee. No new streetlights are proposed; therefore, no street light operation and maintenance fee is due.

10. Development Fees for the Outlots. The **PERMITTEE** acknowledges that development fees are not being collected for any Outlots. The **PERMITTEE** acknowledges that

development fees will be due upon development of Outlots at the rate in effect at the time the Plat is recorded.

Exhibit C

Engineer's Estimate

PRELIMINARY ENGINEERS ESTIMATE OF DEVELOPMENT COSTS

NATIONAL SELF STORAGE
RAMSEY, MN
LANDFORM PROJECT NO. KRZ15001

No.	Item	Units	Unit Price	Quantity	Total Price
1	TEMPORARY SIGNAGE / TRAFFIC CONTROL	LUMP SUM	$ 5,000.00	1	$ 5,000.00
2	CLEAR AND GRUBBING	ACRE	$ 1,600.00	2.5	$ 4,000.00
3	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$ 2.50	155	$ 387.50
4	COMMON EXCAVATION (CV)	CU. YD.	$ 2.20	16,710	$ 36,762.00
5	COMMON EXPORT (LV)	CU. YD.	$ 9.00	3,300	$ 29,700.00
6	TOPSOIL STRIP, STOCKPILE & RESPREAD (5.25" AVG.)	CU YD	$ 2.50	2,530	$ 6,325.00
7	AGGREGATE BASE CLASS 5 SPEC 2211	TONS	$ 14.00	1380	$ 19,320.00
8	BITUMINOUS WEARING COURSE MIX (2.0")	TON	$ 72.00	504	$ 36,288.00
9	BITIUMINOUS NON WEARING COURSE MIX (2.0")	TON	$ 65.00	504	$ 32,760.00
10	6" CLASS 5 AGGREGATE PARKING AREA	TON	$ 14.00	418	$ 5,852.00
11	12 " RCP STORM SEWER PIPE CL. V	LIN FT	$ 28.00	1407	$ 39,396.00
12	CONNECT TO EXISTING CBMH	EACH	$ 1,000.00	1	$ 1,000.00
13	8" PVC ROOF DRAINS	LIN FT	$ 25.00	288	$ 7,200.00
14	CONSTRUCT DRAINAGE STRUCTURE (48" DIA) CBMH'S	EACH	$ 2,500.00	8	$ 20,000.00
15	CONSTRUCT DRAINAGE STRUCTURE (18" DIA) NYLOPLAST	EACH	$ 1,800.00	2	$ 3,600.00
16	CONSTRUCT DRAINAGE STRUCTURE (2X3 BOX)	EACH	$ 1,750.00	1	$ 1,750.00
17	PROVIDE AND INSTALL STORM CASTING ASSEMBLY (R-1642)	EACH	$ 650.00	2	$ 1,300.00
18	PROVIDE AND INSTALL STORM CASTING ASSEMBLY (R-2560-A)	EACH	$ 650.00	2	$ 1,300.00
19	PROVIDE AND INSTALL STORM CASTING ASSEMBLY (R-3067)	EACH	$ 650.00	7	$ 4,550.00
20	12" FLARED END WITH TRASH GUARD	EACH	$ 1,100.00	2	$ 2,200.00
21	60" OUTLET STRUCTURE	EACH	$ 3,800.00	1	$ 3,800.00
22	RANDOM RIPRAP CLASS III	CU YD	$ 60.00	10	$ 600.00
23	GEOTEXTILE FILTER TYPE IV (UNDER RIP-RAP)	SQ YD	$ 2.75	8	$ 22.00
24	8" PVC PIPE SEWER (SANITARY)	LIN FT	$ 28.00	585	$ 16,380.00
25	48" SANITARY MANHOLE	EACH	$ 2,200.00	1	$ 2,200.00
26	PROVIDE AND INSTALL SANITARY CASTING ASSEMBLY (R-1733)	EACH	$ 350.00	1	$ 350.00
27	8" X 4" WYES	EACH	$ 200.00	2	$ 400.00
28	4" PVC SDR SERVICES	LIN FT	$ 15.00	272	$ 4,080.00
29	4" PIPE PLUG (PVC)	EACH	$ 50.00	2	$ 100.00
30	4" PVC CLEANOUT WITH WYE	EACH	$ 800.00	2	$ 1,600.00
31	CONNECT TO EXIST. 8" SAN. PVC. STUB	EACH	$ 450.00	1	$ 450.00
32	CONNECT TO EXISTING WATERMAIN	EACH	$ 1,850.00	1	$ 1,850.00

33	8" WATERMAIN DUCTILE IRON CL 52	LIN FT	$ 54.00	610	$ 32,940.00
34	6" WATERMAIN DUCTILE IRON CL 52	LIN FT	$ 34.00	40	$ 1,360.00
35	DUCTILE IRON FITTINGS	LBS	$ 4.00	400	$ 1,600.00
36	HYDRANT AND GATE VALVE	EACH	$ 4,500.00	2	$ 9,000.00
37	8" GATE VALVES	EACH	$ 800.00	1	$ 800.00
38	ADJUST GATE VALVES	EACH	$ 280.00	1	$ 280.00
39	6" DIP FIRE SERVICE	LIN FT	$ 34.00	100	$ 3,400.00
40	1" TYPE 'K' COPPER WATER SERVICES	LIN FT	$ 25.40	153	$ 3,886.20
41	CONCRETE CURB & GUTTER (B612)	LIN FT	$ 13.00	840	$ 10,920.00
42	CONCRETE CURB & GUTTER (SURMOUNTABLE)	LIN FT	$ 14.00	70	$ 980.00
43	CONCRETE VALLEY GUTTER	LIN FT	$ 20.00	200	$ 4,000.00
44	6" CONC. SIDEWALK	SQ YD	$ 39.50	17	$ 671.50
45	EROSION CONTROL SILT FENCE REGULAR	LIN FT	$ 1.50	1760	$ 2,640.00
46	STORM DRAIN INLET PROTECTION	EACH	$ 120.00	11	$ 1,320.00
47	TEMPORARY ROCK CONSTRUCTION ENTRANCE	EACH	$ 1,500.00	1	$ 1,500.00
48	SEED MIXTURE 22-111, (TEMPORARY SEED)	ACRE	$ 1,214.00	2.2	$ 2,670.80
49	SEED MIX (POND)	ACRE	$ 1,500.00	0.39	$ 585.00
50	DECIDOUS TREES (2.5" CAL)	EACH	$ 450.00	30	$ 13,500.00
51	DECIDOUS SHRUBS	EACH	$ 150.00	133	$ 19,950.00
52	CONIFEROUS TREE (6' HEIGHT)	EACH	$ 500.00	23	$ 11,500.00
	ONSITE IMPROVEMENT SUBTOTAL				**$ 414,026.00**
	TOTAL				$ 414,026.00

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-145

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT FOR REGENCY COMMONS

WHEREAS, National Self Storage, LLC, hereafter referred to as "Developer", properly applied for final plat approval of the following described property located in the City of Ramsey:

Parcel A: That part of the Northwest Quarter of the Northwest Quarter (NW 1/4 of the NW 1/4) of section twenty-seven (27), Township Thirty-two (32), Range twenty-five (25), that is described as follows, to-wit:

Commencing at a point on the west line of said section which point is two hundred nine (209) feet north of the southwest corner of said northwest quarter of northwest quarter (nw ¼ of nw ¼) as measured along said west line; thence proceeding east and parallel to the south line of said section for a distance of two hundred nine (209) feet; thence proceeding north and parallel to the west line of said section for a distance of two hundred nine (209) feet; thence proceeding west and parallel to first course to the west lien of said section; thence proceeding south along the west line of said section to point of commencement, Except Anoka County Highway Right-of-Way Plat No. 16.

and

Parcel B: That part of the Northwest Quarter of the Northwest Quarter (NW 1/4 of the NW 1/4) of section twenty-seven (27), Township Thirty-two (32), Range twenty-five (25), that is described as follows, to-wit:

Commencing at a point on the west line of said section which point is two hundred nine (209) feet north of the southwest corner of said northwest quarter of northwest quarter (nw ¼ of nw ¼) as measured along said west line; thence proceeding east and parallel to the south line of said section for a distance of two hundred nine (209) feet; thence proceeding south and parallel to the west line of said section for a distance of two hundred nine (209) feet; thence proceeding west and parallel to first course to the west line of said section; thence proceeding north along the west line of said section to point of commencement, Except Anoka County Highway Right-of-Way Plat No. 16

and

Outlot A, Regency Pond, Anoka County, Minnesota

(Subject Property)

WHEREAS, on February 2, 2017, the Planning Commission conducted a Public Hearing on the Preliminary Plat for REGENCY COMMONS; and

WHEREAS, on February 14, 2017, the City Council introduced an Ordinance for a Zoning Amendment; and

WHEREAS, on January 5, 2017, the Developer submitted the Final Plat for Regency Commons; and

WHEREAS, on February 28, 2017, the City Council approved the Final Plat, a Zoning Amendment, a Comprehensive Plan Amendment, Preliminary Plat, Final Plat and Site Plan for Regency Commons.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY , STATE OF MINNESOTA, as follows:

That the Ramsey City Council hereby approves the Development Agreement for REGENCY COMMONS in accordance with relevant City Codes contingent upon the following conditions:

1. Review and approval of construction plans by the City Engineer.
2. Review and approval by the City Engineer and Anoka County Highway Department of the proposed phased construction of turn lanes.
3. Incorporation of date of revisions for final plan set.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 6.**

Meeting Date: 06/13/2017

Submitted For: Jo Thieling, Administrative Services

By: Jo Thieling, Administrative Services

Information

Title

Approve Off-Sale Intoxicating Liquor, Off-Sale 3.2% Liquor, On-Sale Intoxicating Liquor, Beer, Sunday Sales, and Optional 2:00 a.m. Closing

Purpose/Background:

Applications for renewal of the following liquor licenses have been applied for:

OFF SALE INTOXICATING

Atlantic Cargo Co. Inc. d/b/a Fairway Liquors
Coborn's Inc. d/b/a Coborn's Liquor
Yayin Gadol, LLC d/b/a Top Ten Liquors

ON SALE & SUNDAY INTOXICATING AND 3.2 AND/OR BEER & OPTIONAL 2:00 A.M.

The Links at Northfork G.C. LLC d/b/a The Links At Northfork
Fairways on the Rum Inc. d/b/a McDuff's Eatery & Pub
Templer Group Inc. d/b/a JR's Outpost*
Ramsey Super Bowl, Inc. d/b/a Super Bowl
Wells Catering Inc. d/b/a Wells Catering*
Acapulco of Ramsey, Inc. d/b/a Acapulco Mexican Restaurant*
Whiskey Jacks of Ramsey LLC d/b/a Willy McCoys
7-OI LLC d/b/a The Lunch Box Coffee & Deli
Paint and Pallet LLC d/b/a Paint and Pallet

3.2% OFF SALE

Rademacher Companies Inc. d/b/a Bill's Superette #8
Northern Tier Retail LLC d/b/a SuperAmerica #4508

*All the paperwork was not received by the time of this writing. Since these are renewals and not new license apps, staff is asking Council to approve these licenses contingent upon proper paperwork being received.

Action:

Motion to approve Off-Sale Intoxicating Liquor License renewals for Top Ten Liquor, Fairway Liquors, and Coborn's Liquor for the 2017 – 2018 license year.

- and –

Motion to approve On-Sale Intoxicating and 3.2 and Sunday, and Beer Liquor License renewals for The Links At Northfork, McDuff's Eatery & Pub, JR's Outpost, Super Bowl, Wells Catering, Acapulco, Willy McCoys, The Lunch Box, and Paint and Pallet for the 2017 – 2018 license year. Optional 2:00 a.m. licenses have been requested by JR's and Willy McCoys.

- and

Motion to approve 3.2% Off Sale License for Bill's Superette and SuperAmerica for the 2017 – 2018 license year.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:48 PM
Form Started By: Jo Thieling		Started On: 06/07/2017 01:26 PM
Final Approval Date: 06/08/2017		

CC Regular Session **4. 7.**

Meeting Date: 06/13/2017

By: JoAnn Shaw, Community Development

Information

Title

Approve Rental Licenses

Purpose/Background:

Purpose: The purpose of this case is to approve rental license requests for 2017.

Background: Detached Single-Family Homes and Attached Single-Family Homes (townhomes, duplexes, etc.) are required to obtain a license (registration), but are not subject to inspections (unless the City has sufficient evidence of a violation of City Code).

Multi-Family Units (apartments, condos, etc.) will continue to be subject to the license and inspection program as required today, but the inspection frequency will be reduced.

New license application requests are attached for Council approval.

Recommendation:

Staff recommends approval of license applications.

Action:

Motion to approve rental license applications.

Attachments

Rental License Applications

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	JoAnn Shaw	06/08/2017 09:43 AM
JoAnn Shaw (Originator)	JoAnn Shaw	06/08/2017 09:46 AM
Tim Gladhill	Tim Gladhill	06/08/2017 02:18 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:11 PM
Form Started By: JoAnn Shaw		Started On: 06/02/2017 12:27 PM
Final Approval Date: 06/08/2017		

Report Name: Rental License - License Types
Council Dates: 6/13/2017 to 6/13/2017
Status: Active, Inactive
License Type(s): Rental, Rental-Type I-3 Year, Rental-Type II-2 Year, Rental-Type III-1 Year, Rental-Type IV-6 Months, Rental-Type IV-Pending

City of Ramsey
Rental License - License Types

Company	Location	Complex	Exp. Date	Council Date	Statu
Rental					
Kimberly Schwartz	6861 137th La NW		6/13/2020	6/13/2017	A
Bobbi Jo Pazdernik	7040 137th La NW		6/13/2020	6/13/2017	A
Kim and Jason Lunde	6954 139th Ave NW		6/13/2020	6/13/2017	A
Julie Roden	6956 139th Ave NW		6/13/2020	6/13/2017	A
Trilogy CustomHomes	6978 139th Ave NW		6/13/2020	6/13/2017	A
Omega Homes, LLC	7005 139th Ave NW		6/13/2020	6/13/2017	A
Donna and Devern Matson	7047 139th Ave NW		6/13/2020	6/13/2017	A
VG Porperties, LLC	7074 139th Ave NW		6/13/2020	6/13/2017	A
Ela Jean Lida	7084 139th Ave NW		6/13/2020	6/13/2017	A
Donna Heaston	7087 139th Ave NW		6/13/2020	6/13/2017	A
Elizabeth Holgrimson	7092 139th Ave NW		6/13/2020	6/13/2017	A
VG Porperties, LLC	7094 139th Ave NW		6/13/2020	6/13/2017	A
Nita Morlock	7106 139th Ave NW		6/13/2020	6/13/2017	A
VSM Real Estate LLC	6980 139th La NW		6/13/2020	6/13/2017	A
Gary F. Haider	5345 140th Ave NW		6/13/2020	6/13/2017	A
Nita Morlock	5346 140th Ave NW		6/13/2020	6/13/2017	A
Nita Morlock	5350 140th Ave NW		6/13/2020	6/13/2017	A
Ten Talents Endeavor, LLC	5362 140th Ave NW		6/13/2017	6/13/2017	A
ATD Holdings, LLC	5360 141st Ave NW		6/13/2020	6/13/2017	A
Otto Properties One, LLC	5414 142nd Ave NW		6/13/2020	6/13/2017	A
RAPQ, LLC	5359 142nd Cir NW		6/13/2020	6/13/2017	A
Kimberly Kauls	6330 142nd La NW		6/13/2020	6/13/2017	A
Donna and Devern Matson	5322 143rd Ave NW		6/13/2020	6/13/2017	A
RAPQ, LLC	5940 143rd Cir NW		6/13/2020	6/13/2017	A
Lance Redfield	6090 144th La NW		6/13/2020	6/13/2017	A
Gregory Knutson	5420 144th Way NW #14		6/13/2020	6/13/2017	A
Gregory Knutson	5420 144th Way NW #16		6/13/2020	6/13/2017	A
Marco Real Estate, LLC	5420 144th Way NW #20		6/13/2020	6/13/2017	A
TM Investments, LLC	5440 144th Way NW #12		6/13/2020	6/13/2017	A
TM Investments, LLC	5440 144th Way NW #14		6/13/2020	6/13/2017	A
TM Investments, LLC	5440 144th Way NW #20		6/13/2020	6/13/2017	A
TM Investments, LLC	5440 144th Way NW #22		6/13/2020	6/13/2017	A
Raymond T Renner	6960 147th Ave NW		6/13/2020	6/13/2017	A
Moxi Investments, LLC	7302 147th La NW		6/13/2020	6/13/2017	A
Carrie Kieffer	7352 147th La NW		6/13/2020	6/13/2017	A
Jeff Nygren	7228 147th Ter NW		6/13/2020	6/13/2017	A
Vollmers	7277 147th Ter NW		6/13/2020	6/13/2017	A
Jeff and Jodi Shoemaker	7316 147th Ter NW		6/13/2020	6/13/2017	A
Steve Gravel	7081 148th Ave NW		6/13/2020	6/13/2017	A
Raymond T Renner	7065 148th La NW		6/13/2020	6/13/2017	A
Betty Donnay	5515 149th La NW		6/13/2020	6/13/2017	A
Betty Donnay	5525 149th La NW		6/13/2020	6/13/2017	A
Chad and Jennifer Hehir	6200 152nd Ave NW		6/13/2020	6/13/2017	A
Jeffrey L Lorge	7021 153rd Ave NW		6/13/2020	6/13/2017	A

City of Ramsey
Rental License - License Types

Company	Location	Complex	Exp. Date	Council Date	Statu
Rental					
Derek and Jeanne Goodwater	5668 154th Cove NW		6/13/2020	6/13/2017	A
Lu Zhong	5670 154th Cove NW		6/13/2020	6/13/2017	A
Vollmers	5674 154th Ct NW		6/13/2020	6/13/2017	A
HNW Donnay	8221 159th La NW		6/13/2020	6/13/2017	A
Rochelle Rimolde	7000 164th Ave NW		6/13/2020	6/13/2017	A
Jan Michel	7731 164th Ave NW		6/13/2020	6/13/2017	A
James Adams	5630 164th La NW		6/13/2020	6/13/2017	A
Cliff and Amy Rowe	6500 170th La NW		6/13/2020	6/13/2017	A
Alice R DeMatteo	5265 177th Ave NW		6/13/2020	6/13/2017	A
Rick Borg	15651 Andrie St NW		6/13/2020	6/13/2017	A
SMLS, LLC	14253 Argon St NW		6/13/2020	6/13/2017	A
Robert and Susan Bowman	14450 Bowers Dr NW		6/13/2020	6/13/2017	A
Greenwood Real Estate Holding	14660 Cobalt St NW #20		6/13/2020	6/13/2017	A
Copper RIdge Properties, LLC	14660 Cobalt St NW #40		6/13/2020	6/13/2017	A
Hazel Properties	14661 Cobalt St NW #43		6/13/2020	6/13/2017	A
MJP Properties, LLC	14730 Cobalt St NW #20		6/13/2020	6/13/2017	A
Corrine and Roger James	15620 Cobalt St NW		6/13/2020	6/13/2017	A
Justin Bowser Rental LLC	9108 Collins Dr NW		6/13/2020	6/13/2017	A
Nita Morlock	15223 Fluorine St NW		6/13/2020	6/13/2017	A
Lance Redfield	15244 Germanium Cir NW		6/13/2020	6/13/2017	A
Hau Tan Le	14800 Germanium St NW		6/13/2020	6/13/2017	A
Warren Bolin	13931 Ironstone Ter NW		6/13/2020	6/13/2017	A
Curt D Powell	13935 Ironstone Ter NW		6/13/2020	6/13/2017	A
Gary Lundberg	16240 Jaspar St NW		6/13/2020	6/13/2017	A
Cliff and Amy Rowe	15151 Kangaroo St NW		6/13/2020	6/13/2017	A
Richard W Bandimere	15824 Neon St NW		6/13/2020	6/13/2017	A
Ross Herman %Pro Realty Serv	14941 Nowthen Blvd NW		6/13/2020	6/13/2017	A
Mike and Elaine McManigle	15823 Nowthen Blvd NW		6/13/2020	6/13/2017	A
Mike and Elaine McManigle	15823 Nowthen Blvd NW		6/13/2020	6/13/2017	A
Elsa Wong	14831 Olivine St NW		6/13/2020	6/13/2017	A
Elsa Wong	14837 Olivine St NW		6/13/2020	6/13/2017	A
Bret Norton	14559 Olivine Ter NW		6/13/2020	6/13/2017	A
Jannette Achale Epse Ayuis	14564 Olivine Ter NW		6/13/2020	6/13/2017	A
Elsa Wong	14639 Quartz Ter NW		6/13/2020	6/13/2017	A
Minnesota Capital Management	15410 Radium St NW		6/13/2020	6/13/2017	A
Phillip and Pamela Danielson	15423 Radium St NW		6/13/2020	6/13/2017	A
Cliff and Amy Rowe	15031 Ramsey Blvd NW		6/13/2020	6/13/2017	A
Trilogy CustomHomes	6918 Riverdale Dr NW		6/13/2020	6/13/2017	A
Elsa Wong	7025 Riverdale Dr NW		6/13/2020	6/13/2017	A
Kirk Mullen	15303 Sodium St NW		6/13/2020	6/13/2017	A
Chad Eichten, LLC	15563 Sodium Way NW		6/13/2020	6/13/2017	A
Neil and Joanne Ballweber	16420 St Francis Blvd NW		6/13/2020	6/13/2017	A
Domain Property Management	15472 Tungsten St NW		6/13/2020	6/13/2017	A
Chad Eichten, LLC	15486 Tungsten St NW		6/13/2020	6/13/2017	A

Report Name: Rental License - License Types
Council Dates: 6/13/2017 to 6/13/2017
Status: Active, Inactive
License Type(s): Rental, Rental-Type I-3 Year, Rental-Type II-2 Year, Rental-Type III-1 Year, Rental-Type IV-6 Months, Rental-Type IV-Pending

City of Ramsey
Rental License - License Types

Company	Location	Complex	Exp. Date	Council Date	Statu
Rental					
Chad Eichten, LLC	15490 Tungsten St NW		6/13/2020	6/13/2017	A
Bret Norton	14362 Tungsten Way NW		6/13/2020	6/13/2017	A
Eric Huff	15387 Tungsten Way NW		6/13/2020	6/13/2017	A
Domain Property Management	15395 Tungsten Way NW		6/13/2020	6/13/2017	A
Jodi and Duane Stark	15271 Uranium St NW		6/13/2020	6/13/2017	A
Raymond T Renner	14411 Wolfram St NW		6/13/2020	6/13/2017	A
Terry Royalty	14170 Xenon St NW #14		6/13/2020	6/13/2017	A
JBL Realty Holdings, LLC	14170 Xenon St NW #6		6/13/2020	6/13/2017	A
Traci Page	14180 Xenon St NW #14		6/13/2020	6/13/2017	A
Justin Carbone	14190 Xenon St NW #12		6/13/2017	6/13/2017	A
Elsa Wong	14200 Xenon St NW #16		6/13/2020	6/13/2017	A
Russell Johnson	14200 Xenon St NW #6		6/13/2020	6/13/2017	A
Terry Royalty	14220 Xenon St NW #16		6/13/2020	6/13/2017	A
Michael Allen	14220 Xenon St NW #2		6/13/2020	6/13/2017	A
Minnesota Capital Management	14220 Xenon St NW #6		6/13/2020	6/13/2017	A
Minnesota Capital Management	14220 Xenon St NW #8		6/13/2020	6/13/2017	A
Trilogy CustomHomes	16400 Yolite St NW		6/13/2020	6/13/2017	A

Rental License Count: 105

Total Licenses: 105

CC Regular Session **4. 8.**

Meeting Date: 06/13/2017

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Approve Aeon Purchase Agreement: Multiple Actions

Purpose/Background:

INTRODUCTION

The City approved a purchase agreement (PA) with Aeon, a Twin-Cities based workforce housing developer, in June of 2016 (attached). Said purchase agreement was split in two phases. The first phase is currently under official plat/ site plan review. The second phase, was described within the original PA, as an option to purchase (5 year option).

Aeon has indicated, their several financing partners are requiring the two land transactions split into two separate PAs (rather than a two-phased single PA). Therefore, the nature of this case is administrative. Staff is attempting to meet Aeon's request. No major changes to the terms and conditions are occurring as a result of this request. The major change is simply the approach. Aeon has indicated they are still very interested in the phase two project, and still intend to bring a project forward next year.

PURPOSE

(1) Consider approval of the attached Second Amendment to the original Purchase Agreement between the City and Aeon. This amendment eliminates all language related to phase two.

(2) Consider approval of the attached second Purchase Agreement with Aeon, for the second phase of their proposed development. This creates a stand alone PA for the second phase.

BACKGROUND

For background information on Aeon, workforce housing, or the previously approved case, please see attached. Also attached are concept site layouts and renderings for phase 1 and phase 2.

Notification:

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

STAFF REVIEW

Staff has no concerns with this request, as it is simply a change to approach, and administrative in nature.

EDA REVIEW

- The EDA reviewed this case on 06/08/2017.
- The EDA voted 6-0 to approve the attached amendment and new purchase agreement.

- The EDA had little discussion, as they felt this case was administrative in nature.

Action:

Motion to approve the attached:

(1) Second Amendment to the original Purchase Agreement between the City and Aeon; subject to final amendments by the City Attorney.
(2) Second Purchase Agreement with Aeon, for the second phase of their proposed development; subject to final amendments by the City Attorney.

Attachments

Original PA, Amendment 2 (phase 1)
Second PA (phase 2)
Phase 1 (concept map and renderings)
Phase 2 (concept map and renderings)
May 2016 Aeon Case and Background Info
Original PA
060817 Draft EDA Minutes

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:36 PM
Form Started By: Patrick Brama		Started On: 06/06/2017 11:06 AM
Final Approval Date: 06/08/2017		

PURCHASE AGREEMENT
SECOND AMENDMENT

This is the Second Amendment to the Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **Aeon Portfolio II LLC**, a Minnesota nonprofit corporation, its successors and/or assigns ("Buyer"), dated May 24, 2016, and amended on May 17, 2017.

Recitals

1. Pursuant to the terms of the Purchase Agreement, the Property is 147,000 square feet in total size.
2. The Buyer is purchasing and developing an 88,000 square foot eastern portion of the Property and has an option to purchase the 59,000 square foot western remnant portion of the Property in the future (see Section 17 of the Purchase Agreement).
3. Buyer seeks to remove all language related to the option agreement for the western 59,000 square foot Option Property from the Purchase Agreement and to make the Option Property subject to a separate purchase agreement.

Agreement

In consideration for the mutual promises set forth below, the parties agree as follows:

1. Section 17 of the Purchase agreement is hereby removed and shall be null and void.
2. All other terms of the Purchase Agreement and First Amendment remain unchanged except to the extent inconsistent with this Second Amendment.

The City of Ramsey, Minnesota

By: _____ Dated: _____, 2017
Sarah Strommen, Mayor

By: _____ Dated: _____, 2017
Kurtis G. Ulrich
City Administrator

Aeon Portfolio II, LLC

By: _____ Dated: _____, 2017

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT ("Agreement") is made and entered into effective as of June 13, 2017 (the "Effective Date") by and between AEON PORTFOLIO 2 LLC, a Minnesota nonprofit corporation, its successors and/or assigns ("Buyer"), and the CITY OF RAMSEY, MINNESOTA, a Minnesota municipal corporation ("Seller").

In consideration of the Earnest Money, the mutual covenants set forth in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. Capitalized Terms and Other Key Terms. Capitalized terms used in this Agreement that are not otherwise defined herein shall have the meanings assigned to such terms as set forth on Exhibit A hereto, which is hereby incorporated by reference.

2. Sale of Property. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the Property, upon and subject to the terms, conditions, and limitations herein contained.

3. Purchase Price and Manner of Payment. The Purchase Price shall be payable by Buyer to Seller as follows:

    3.1 Earnest Money Deposit. Within ten (10) business days following the Effective Date, Buyer shall deposit the Earnest Money in the form of cash with the Title Company and such funds shall be held and disbursed pursuant to the Escrow Agreement and this Agreement; provided, however, that if there are any inconsistent terms between the Escrow Agreement and this Agreement, the terms of this Agreement shall control. Except as otherwise provided herein, the Earnest Money shall be credited against the Purchase Price at the Closing.

    3.2 Balance of Purchase Price. The balance of the Purchase Price, as increased or decreased by any and all other adjustments set forth in this Agreement, shall be paid by wire transfer of immediately available funds at the Closing.

4. Inspection Period.

    4.1 Buyer acknowledges that it received the documents set forth in Exhibit C, if any, and previously inspected the Property as part of its purchase from the Seller of the adjoining property.

    4.2 Upon the completion of its activities on the Property, Buyer shall remove any debris resulting from such activities and shall restore the Property to the condition it was in prior to the commencement of such activities.

4.3 Buyer shall indemnify, hold harmless and defend the Seller from and against all Claims arising out of, resulting from or relating to any loss of (or damage to) any property or business or any injury to (or death of) any person, where such loss, damage, injury, or death actually or allegedly arises (whether directly or indirectly, wholly or in part) from: (a) any action or omission of Buyer (or its employees, agents, or contractors) while on the Property pursuant to this Section; or (b) the exercise by buyer (or its employees, agents, or contractors) of the permission granted by this Section; or (c) the release of any Hazardous Substance (as defined below) resulting (directly or indirectly, wholly or in part) from any action or omission of Buyer (or its employees, agents, or contractors) while on the Property.

4.4 Buyer (and its employees, agents, and contractors) shall comply with all applicable laws while on the Property.

4.5 Buyer will not commence any environmental testing until its work plan for such testing has been approved in writing by Seller, which approval shall not be unreasonably withheld, conditioned or delayed. Buyer will provide Seller with complete copies of the test data and test reports as soon as they are available to Buyer.

4.6 The cost of any test or additional survey work will be borne solely by Buyer.

4.7 Seller agrees not to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

5. Title Examination.

5.1 Unless otherwise agreed to by the Parties, the Escrow Agent shall be the Title Company for this transaction. Buyer acknowledges having received a title commitment and obtained a survey for the Property as part of its purchase from the Seller of the adjoining property. Buyer has [no objections] to the Title Commitment or the Survey.

5.2 Left blank intentionally.

5.3 Left blank intentionally.

6. Buyer's Contingencies. The obligations of Buyer under this Agreement are contingent upon each of the following:

6.1 Representations, Warranties, and Covenants. The representations, warranties, and covenants of Seller contained in this Agreement must be true as of the Effective Date and on the Closing Date as if made on the Closing Date.

6.2 Title. Title to the Property shall have been found acceptable, or been made acceptable.

6.3 Left blank intentionally.

6.4 Document Review. Buyer shall have determined, on or before the expiration of the Inspection Period, that it is satisfied with its review and analysis of any contracts related to the Property.

6.5 Government Approvals. Buyer shall have obtained on or before the Closing Date all final approvals from all Governmental Authorities necessary in Buyer's judgment to make the use of the Property which Buyer intends.

6.6 Financing. Buyer shall have received, on or before the Closing Date, the proceeds of financing necessary and sufficient, in Buyer's sole discretion, to complete the purchase of the Property and to implement Buyer's planned use of the Property, including, but not limited to, an award of Low Income Housing Tax Credits and gap funding from the Minnesota Housing Finance Agency in an amount and under terms acceptable to Buyer to facilitate the development of the Property as intended by Buyer.

Buyer shall inform Seller when the contingencies have been satisfied.

Buyer may terminate this Agreement by written notice to Seller on or before the last day of the applicable periods as specified above, but no later than November 01, 2017. Upon termination of this Agreement for failure to satisfy one of Buyer's contingencies set forth in this Section 6, neither party will have any further rights or obligations regarding this Agreement or the Property and if the termination occurs prior to the Inspection Period, the Earnest Money shall be returned to Buyer. If this Agreement is terminated by Buyer after the Inspection Period, other than as a result of Seller's default, Seller shall retain the Earnest Money. All the contingencies are specifically for the benefit of Buyer, and Buyer shall have the right to waive any contingency by written notice to Seller.

7. Seller's Contingency. The obligations of Seller under this Agreement are contingent upon the representations, warranties, and covenants of Buyer contained in this Agreement being true as of the Effective Date and as of the Closing Date.

7.1 Government Approvals. Buyer shall have obtained on or before the Closing Date all final approvals from all Governmental Authorities necessary to make the use of the Property; including: an approved final plat, approved development agreement, and approved architectural design renderings.

8. Closing. The Closing shall occur on the Closing Date. The Closing shall take place at a location mutually agreeable to Seller and Buyer. Seller agrees to deliver possession of the Property to Buyer on the Closing Date.

8.1 Seller's Closing Documents. On the Closing Date, Seller shall execute and deliver to Buyer the following documents (collectively, the "Seller's Closing Documents"), all in form and content reasonably satisfactory to Buyer:

8.1.1 The Deed.

8.1.2 The Closing Statement.

8.1.3 A non-foreign affidavit, properly executed, containing such information as is required by Code Section 1445(b)(2) and the regulations promulgated thereunder.

8.1.4 Any executed documents that may be required in the State or other jurisdiction where the Property is located in order for the Deed to be recorded properly on the Closing Date.

8.1.5 All other documents determined by Buyer or the Title Company to be necessary to transfer the Property to Buyer free and clear of all encumbrances other than the Permitted Encumbrances.

8.2 Buyer's Closing Documents. On the Closing Date, Buyer will execute and deliver to Seller the following (collectively, the "Buyer's Closing Documents"):

8.2.1 The funds representing the remaining portion of the Purchase Price due hereunder, subject to any adjustments and/or prorations required hereunder.

8.2.2 The Closing Statement.

9. Prorations. Seller and Buyer agree to the following prorations and allocation of costs regarding this Agreement:

9.1 Title Insurance and Closing Fee. Seller will pay all costs of the issuance of the Title Commitment and the fees charged by the Title Company for any escrow required regarding Buyer's Title Objections. Buyer will pay all additional premiums required for the issuance of any lender's and owner's Title Policies and any endorsements requested by Buyer that are not necessary to cure Title Objections as provided in Section 5 of this Agreement. Seller and Buyer will each pay one-half (1/2) of any closing fee or charge imposed by any closing agent or by the Title Company.

9.2 Real Estate Taxes and Special Assessments. All real estate taxes payable in the years prior to the year in which the Closing occurs, any deferred taxes, and any and all and pending special assessments (regardless of when such assessments are due) shall be paid by Seller at the Closing. Real estate taxes payable in the year in which Closing occurs shall be prorated between Buyer and Seller based upon the Closing Date.

9.3 Recording Fees. Seller will pay any recording fees in connection with the release of all mortgages, liens and encumbrances and security interests against the Property that are not being assumed by Buyer. Seller shall also pay any deed tax due in connection with the sale of the Property pursuant to applicable State statutes. Buyer shall pay the recording fee in connection with the recording of the Deed.

9.4 Funds. Any account balances or other funds connected to the Property shall be retained by Seller.

9.5 Other Costs. All other operating costs of the Property shall be prorated between Seller and Buyer as of the Closing Date so that Seller pays that portion of operating costs payable before the Closing Date, and Buyer pays that part of operating costs payable from and after the Closing Date.

9.6 Attorneys' Fees. Each of the parties will pay its own attorney's fees, except that a party defaulting under this Agreement or any document referenced in this Agreement will pay the reasonable attorneys' fees and court costs incurred by the nondefaulting party to enforce its rights hereunder.

10. Seller's Covenants During Executory Period. During the Executory Period, Seller covenants to comply with the following conditions:

10.1 Left blank intentionally.

10.2 Without obtaining the Consent of Buyer, Seller shall refrain (i) from creating any mortgage, easement, lien, pledge or any other encumbrance in any way affecting the Property, (ii) from conveying any interest in the Property, (iii) from entering into any other contracts or agreements pertaining to the Property, except contracts or agreements which are consistent with Buyer's rights hereunder and that may be terminated on or prior to the Closing Date, and/or (iv) agreeing to any change in the property tax status of the Property or deferring any property taxes.

10.3 Seller shall refrain from committing any waste or nuisance upon the Property.

10.4 Seller shall not market the Property for sale and/or to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

10.5 Left blank intentionally.

10.6 Without the Consent of Buyer, Seller shall not allow any labor to be performed on the Property that could give rise to the filing of a mechanic's lien against any portion of the Property if the costs of such labor are not timely paid.

11. Representations and Warranties of Seller. Seller represents and warrants to Buyer as of the Effective Date and the Closing Date as follows:

11.1 Title to Property. Seller has good and marketable, fee simple title to the Property, subject only to the Permitted Encumbrances. The Property constitutes a separate tax parcel eligible for development in accordance with the Regulations without need for further subdivision.

11.2 Authority; Consents. Seller represents and warrants to and covenants with Buyer that: (i) Seller is duly organized and has received all requisite authority to transact

business in the State in which the Property is located; (ii) Seller has the power and authority to enter into this Agreement and all of the Seller's Closing Documents signed or to be signed by it; (iii) the execution, delivery and performance of Seller of the Seller's Closing Documents do not conflict with or result in violation of Seller's organizational documents, any judgment, order or decree of any court or arbiter to which Seller is a party, or any local ordinance, or statute, rule, or law of the State; (iv) upon execution, the Seller's Closing Documents will be valid and binding obligations of Seller, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws; and (v) the consents of no other parties are required as a condition to the Closing.

11.3 Unrecorded Agreements. There are no unrecorded agreements, undertakings or restrictions which affect the Property.

11.4 Leases. There are no leases or possessory rights of others regarding the Property.

11.5 No Default Notice. Seller has not received notice of a default or breach of any agreement to which Seller is a patty, and is not aware of any facts that would result in Seller being in default or breach of any agreement to which it is a party.

11.6 Reports. The Reports delivered or to be delivered to Buyer hereunder are correct and complete and, to Seller's actual knowledge, do not contain any false information.

11.7 Operations. Seller has received no notice of actual or threatened cancellation or suspension of any utility services at or on the Property, nor has Seller received any notice of any violation of any Regulations. Except as disclosed in the Title Commitment, Seller has received no notice of actual or threatened special assessments or reassessments, condemnation, or eminent domain proceedings with respect to the Property.

11.8 Environmental Laws. To Seller's actual knowledge, no Hazardous Substances have been generated, treated, stored, transferred from, released or disposed of, or otherwise placed, deposited in or located on the Property, nor has any activity been undertaken on the Property that would cause or contribute to the Property becoming a treatment, storage or disposal facility within the meaning of, or otherwise bring the Property within the ambit of, any Regulations relating to the protection of the environment. To Seller's actual knowledge, there are no Hazardous Substances in or on the Property that may support a claim or cause of action under any Regulations relating to the protection of the environment. To Seller's actual knowledge, the Property is not now, and never has been, listed on any list of sites contaminated with Hazardous Substances, nor used as landfill, dump, disposal or storage site for Hazardous Substances.

11.9 FIRPTA. Seller is not a "foreign person," "foreign partnership," "foreign trust," or "foreign estate," as those terms are defined in Code Section 1445 and the regulations promulgated thereunder.

11.10 No Proceedings. No legal or administrative proceeding is pending or, to Seller's actual knowledge, threatened (i) against Seller or any of its affiliates which would adversely affect its right to convey the Property to Buyer as contemplated in this Agreement, or (ii) affecting the Property. There are no condemnation or eminent domain proceedings pending or, to Seller's knowledge, threatened with respect to the Property.

11.11 Additional Interests. There are no property interests or other improvements that are owned by Seller and which are necessary or useful for the use and operation of the Property that are not being conveyed pursuant to this Agreement.

11.12 Private Sewage Systems; Wells. There are no private sewage systems or wells located on the Property.

11.13 Use of Property. To the best of Seller's knowledge, no methamphetamine production has occurred on the Property.

11.14 Unpaid Labor and Materials. Neither Seller nor any other party is indebted for labor or material that might give rise to the filing of notice of mechanic's lien against any portion of the Property.

11.15 No Broker. Seller has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement except CBRE, to whom Seller will pay all real estate commissions due and owning no later than the Closing Date.

11.16 Property Notice / No Redemption Rights. There exist no outstanding redemption rights in any third parties with respect to all or any portion of the Property and the Seller has given all proper notices and obtained all requisite approvals necessary to sell and convey the Property to the Buyer pursuant to the terms of this Agreement.

Seller will indemnify the Indemnified Parties, against, and will hold each of the Indemnified Parties harmless from, any expenses or damages, including reasonable attorneys' fees, that the Indemnified Parties incur because of the breach of any of the above representations and warranties. Each of the foregoing representations and warranties shall be deemed remade as of the Closing Date with respect to the Property.

12. Representations and Warranties of Buyer. Buyer represents and warrants to Seller as of the Effective Date and the Closing Date as follows:

12.1 Buyer is duly organized or incorporated under the laws of the State of its formation and has received all requisite authority to transact business in the State in which the Property is located.

12.2 Buyer has the power and authority to enter into this Agreement and all of the Buyer's Closing Documents signed or to be signed by it.

12.3 Buyer's execution, delivery and performance this Agreement and of the Buyer's Closing Documents do not conflict with or result in violation of Buyer's organizational documents or any judgment, order or decree of any court or arbiter to which Buyer is a party

12.4 Upon execution, the Buyer's Closing Documents will be valid and binding obligations of Buyer, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws.

12.5 No consents or approvals from any third parties are required for Buyer to perform its obligations under this Agreement.

12.6 Buyer has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement. Buyer is purchasing the Property for an investment with the intent of making a profit.

13. Casualty; Condemnation. If all or any part of the Property is substantially damaged by fire, casualty, the elements, or any other cause, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to insurance proceeds resulting from such event. If eminent domain proceedings are threatened or commenced against all or any portion of the Property, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to appear in and receive any award from such proceedings.

14. Remedies.

14.1 If Buyer defaults in its obligation to proceed to the Closing in accordance with the terms of this Agreement and fails to cure such default within ten (10) days after being notified in writing thereof, Seller shall be entitled, as its sole and exclusive remedy, to terminate this Agreement and to retain the Earnest Money as liquidated damages. The parties agree that in the event of default by Buyer, subject to the expiration of the cure period above, Seller's damages will be difficult or impractical to ascertain and the Earnest Money will be deemed to constitute a reasonable estimate of Seller's damages and shall not be deemed to constitute a forfeiture or penalty. Seller shall not have the right to recover any other damages of any kind from Buyer or to obtain other equitable adjustment to the terms of the sale of the Property.

14.2 If Seller defaults on any of its material obligations under this Agreement and fails to cure such default within ten (10) days after receiving written notice thereof, Buyer shall be entitled to exercise any remedies available to Buyer at law or equity for a default by Seller hereunder including, without limitation, (i) the immediate return of the Earnest Money, (ii) to apply for and to receive from a court of competent jurisdiction equitable relief by way of specific performance to enforce Seller's performance of the terms of this Agreement, and/or (iii) to seek and recover from Seller damages for nonperformance of this Agreement for all of Buyer's out-of-pocket costs and fees, including without limitation, reasonable attorneys' fees, accountants' fees and other consultants' fees incurred by Buyer in preparing and negotiating this Agreement, preparing for the Closing, obtaining financing commitments, investigating the status, title and condition of the Property, and other similar and reasonable costs and expenses.

14.3 If either party hereto shall bring suit against the other to enforce the terms of this Agreement, the losing party shall pay to the prevailing party the prevailing party's cost and expenses (including, without limitation, reasonable attorneys' fees and costs) incurred in enforcing such prevailing party's rights under this Agreement.

15. Miscellaneous.

15.1 Construction. This Agreement shall not be construed more strictly against one party than against the other, merely by virtue of the fact that it may have been prepared primarily by counsel for one of the parties, it being recognized that both Buyer and Seller have contributed substantially and materially to the preparation of this Agreement.

15.2 Headings. The headings preceding the text of the paragraphs and subparagraphs hereof are inserted solely for convenience of reference and shall not constitute a part of this Agreement, nor shall they affect its meaning, construction or effect.

15.3 Further Acts. Each party hereto agrees to do such further acts and execute, deliver, file and record such further documents and instruments as may be reasonably necessary to effectuate, evidence, and record the transactions contemplated by this Agreement.

15.4 Severability. The invalidity or unenforceability of any term or terms of this Agreement shall not invalidate, make unenforceable or otherwise affect any other term of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted, and in such event, the remaining terms of this Agreement shall remain in full force and effect.

15.5 Governing Law; Parties in Interest. This Agreement shall be governed by and be construed in accordance with the laws of the State.

15.6 Computation of Time. In computing any period of time pursuant to this Agreement, the day of the act or event from which the designated period of time begins to run will not be included. The last day of the period so computed will be included, unless

it is a Saturday, Sunday or legal holiday, in which event the period runs until the end of the next day which is not a Saturday, Sunday or such legal holiday.

15.7 Time of the Essence. All times, wherever specified herein for the performance by Seller or Buyer of their respective obligations hereunder, are of the essence of this Agreement.

15.8 Assignment. Neither party shall be entitled to assign or convey any interest in this Agreement to any third party, without first obtaining the prior written consent of the other party. Notwithstanding the foregoing, Buyer shall have the right to assign its interest in this Agreement to an entity affiliated with, or controlled by Buyer, without the consent of Seller; provided, however, that Buyer shall provide Seller with a copy of any such assignment promptly after it has been executed. The parties' rights and obligations under tills Agreement shall inure to the benefit of and shall be binding on successors and assigns.

15.9 Notices. All notices and other communications in respect to this Agreement shall be deemed to have been duly given, if in writing and delivered personally or if mailed in a sealed wrapper by United Sates registered or certified mail, return receipt requested, postage prepaid, or via facsimile, properly addressed to the parties as provided in Exhibit A attached hereto.

15.10 Complete Agreement. This instrument and any exhibits, schedules or addendums attached hereto contain the entire Agreement of the parties, and supersedes all prior negotiations, agreements or understandings, whether oral or in writing. This Agreement may not be changed orally but only by an Agreement in writing signed by the party against whom enforcement of any such waiver, change, modification, extension or discharge is sought.

15.11 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute an original but all of which, taken together, shall constitute but one and the same instrument.

17. Option to Extend.

17.1 Option Property. In the event Buyer requests a 90 day extension of the Inspection Period, and the extension is agreed to in writing by Seller, Buyer must deposit an additional $10,000 Earnest Money with the Escrow Agent. Both the original Earnest Money, and the additional Earnest Money, are nonrefundable immediately, and shall comply with Section 3 of this Agreement. Buyer may be granted two (2) 90-day extensions.

IN WITNESS WHEREOF, Seller and Buyer have executed this Purchase Agreement effective as of the Effective Date.

The City of Ramsey, Minnesota

By: _____ Dated: _____, 2017

Sarah Strommen, Mayor

By: _____ Dated: _____, 2017

Kurtis G. Ulrich

City Administrator

Aeon Portfolio 2, LLC

By: _____ Dated: _____, 2017

EXHIBIT A

Key Terms and Definitions

A. Definitions. For purposes of this Agreement, the following capitalized terms shall have the following meanings:

1. "Agreement" shall mean the Purchase Agreement between Buyer and Seller to which this Exhibit is attached.

2. "Buyer" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

3. "Buyer's Closing Documents" shall have the meaning assigned to such term in Section 8.2 of the Agreement.

4. "Closing" shall mean the closing of the purchase and sale of the Property contemplated by this Agreement.

5. "Closing Date" shall mean no later than October 13, 2018.

6. "Closing Statement" means a closing statement prepared by the Title Company to be executed by Seller, Buyer, and the Title Company at the Closing that accurately describes the economic terms of transaction described this Agreement

7. "Code" shall mean the Internal Revenue Code of 1986, as amended.

8. "Consent" means the prior written consent of Buyer, which consent may be withheld in Buyer's sole discretion unless otherwise stated in this Agreement.

9. "Cure Period" has the meaning set forth in Section 5.3.

10. "Deed" shall mean a Limited Warranty Deed conveying the Property to Buyer, free and clear of all encumbrances, except the Permitted Encumbrances, at the Closing.

11. "Earnest Money" means Ten Thousand Dollars ($10,000), along with any interest or earnings accrued thereon while such funds are held by the Title Company.

12. "Effective Date" shall be as defined in the opening paragraph of this Agreement (June 13, 2017).

13. "Escrow Agreement" shall mean any form of acknowledgement of escrow deposit in the form required by the Title Company upon its receipt of the Earnest Money.

14. "Executory Period" shall mean the period of time from the Effective Date through and including the Closing Date.

16. "Governmental Authority" means any state, federal, local, municipal or other governmental authority, agency, or licensing authority of any kind having jurisdiction over the Property or Seller.

17. "Hazardous Substances" shall mean toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, and any hazardous substance as defined in any state, local or federal Regulations relating to the protection of the environment.

18. "Indemnified Parties" means collectively, Buyer, its officers, directors, members, partners, governors, managers, and employees and their respective successors and assigns

19. "Inspection Period" shall mean November 01, 2017; after which, earnest money will become non-refundable.

20. "Land" shall mean the western 59,000 square feet of the parcel described on Exhibit B to this Agreement. The parcel described on Exhibit B shall be updated prior to Closing, including a legal description.

21. "Permitted Encumbrances" means any defects or encumbrances on the Property to which Buyer does not submit a written Title Objection during the Inspection Period, or any defect or encumbrance that is waived by Buyer in accordance with the terms of this Agreement.

22. "Property" shall mean collectively the Land and all rights related thereto, including easements and adjacent street and alleys.

23. "Purchase Price" means $123,368.00 ($2.08 per square foot), as the same may be adjusted pursuant to the terms and conditions of this Agreement.

24. "Regulations" means the rules and regulations applicable to the Property or Seller of any Governmental Authority having jurisdiction.

25. "Reports" means all feasibility studies, soil reports, environmental reports, permits, licenses, service contracts, title policies, surveys, and other appraisals, inspections, tests, reports, or studies in the possession or reasonable control of Seller with respect to the Property.

26. "Seller" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

27. "Seller's Closing Documents" shall have the meaning assigned to such term in Section 8.1 of the Agreement.

28. "Seller's Title Notice" shall have the meaning set forth in Section 5.1.

29. "State" shall mean the State of Minnesota.

30. "Survey" means an updated ALTA/ACSM survey of the Property prepared by a surveyor acceptable to Buyer in its sole discretion.

31. "Title Commitment" means a commitment for an ALTA Owner's Policy of Title Insurance insuring fee simple title to the Property in the amount of the Purchase Price, which shall (i) commit the Title Company to insure fee simple title to the Property subject only to the Permitted Encumbrances, (ii) so long as Buyer obtains the Survey, affirmatively insure Buyer against any and all encroachments or mechanic's liens not of record, (iii) provide that the Title Company will increase its coverage at any time to reflect increase in the property values and /or improvements being made to the Property, upon payment to the Title Company of a standard policy premium for the amount of the increased insurance coverage; and (iv) provide that the Property is zoned properly for Buyer's intended use of the Property and that the Property is in compliance with all applicable zoning requirements.

32. "Title Company" shall mean Commercial Partners Title LLC, 200 South Sixth Street, Suite 1300, Minneapolis, MN 55402, or such other title insurance company as Buyer may select in its reasonable discretion.

33. "Title Evidence" shall mean the Title Commitment and the Survey, together.

34. "Title Objections" shall have the meaning assigned to such term in Section 5.2 of this Agreement.

B. **Notices**. Notices, as provided in this Agreement, shall be given to the parties at the following addresses, or such other address as any of the parties may reasonably notify the other parties of in accordance with this Agreement:

If to Buyer:
Aeon Portfolio II LLC
901 North Third Street, #150
Minneapolis, MN 55401
Attention: Leslie Roering
email: lroering@aeonmn.org
Phone Number: (612) 746-4853

If to Seller:
City of Ramsey
7550 Sunwood Drive NW Ramsey, Minnesota 55303
Attention: Patrick Brama
Email: pbrama@cityoframsey.com
Phone Number: (763) 433-9868

EXHIBIT B

Legal Description

Outlot A, Ramsey Town Center 7th Addition, Anoka County, Minnesota.



Transit — Miles

1. Veterans Drive & Ramsey Park & Ride 0.55
2. Ramsey Station & Platform 0.6

Parks

1. The Draw 0.0
2. Mississippi West Park 0.47
3. Cottonwood Park 0.8
4. Pelzer Park 0.9

Education

1. PACT Charter School 0.34

Civic Facilities

1. Ramsey City Fire Departments 0.22
   Ramsey Police Department 0.22
   Anoka County License Bureau 0.22

Clinics

1. Metro Dental Care 0.22
2. Northwest Metro VA Clinic 0.25
3. Allina Health Ramsey Clinic 0.41
4. Barnett Family Dentistry 0.55
5. Ramsey Eye Clinic 0.55
6. Pine Ridge Pet Care 0.6

Grocery / Dining

1. The Lunch Box 0.2
1. Corborn's Super Store 0.5
2. Subway 0.45
3. Caribou 0.55
4. Acapulco Restaurant 0.55

Other

1. Anytime Fitness 0.45
2. Crossfit Ursa 1.0
3. Anoka Ramsey Farm & Garden Center 0.44

URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

N

1 VICINITY MAP



URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

N

1" = 50'-0"

2

SITE PLAN



SOUTH ELEVATION



EAST ELEVATION

1” = 20’

URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

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NORTH ELEVATION



WEST ELEVATION

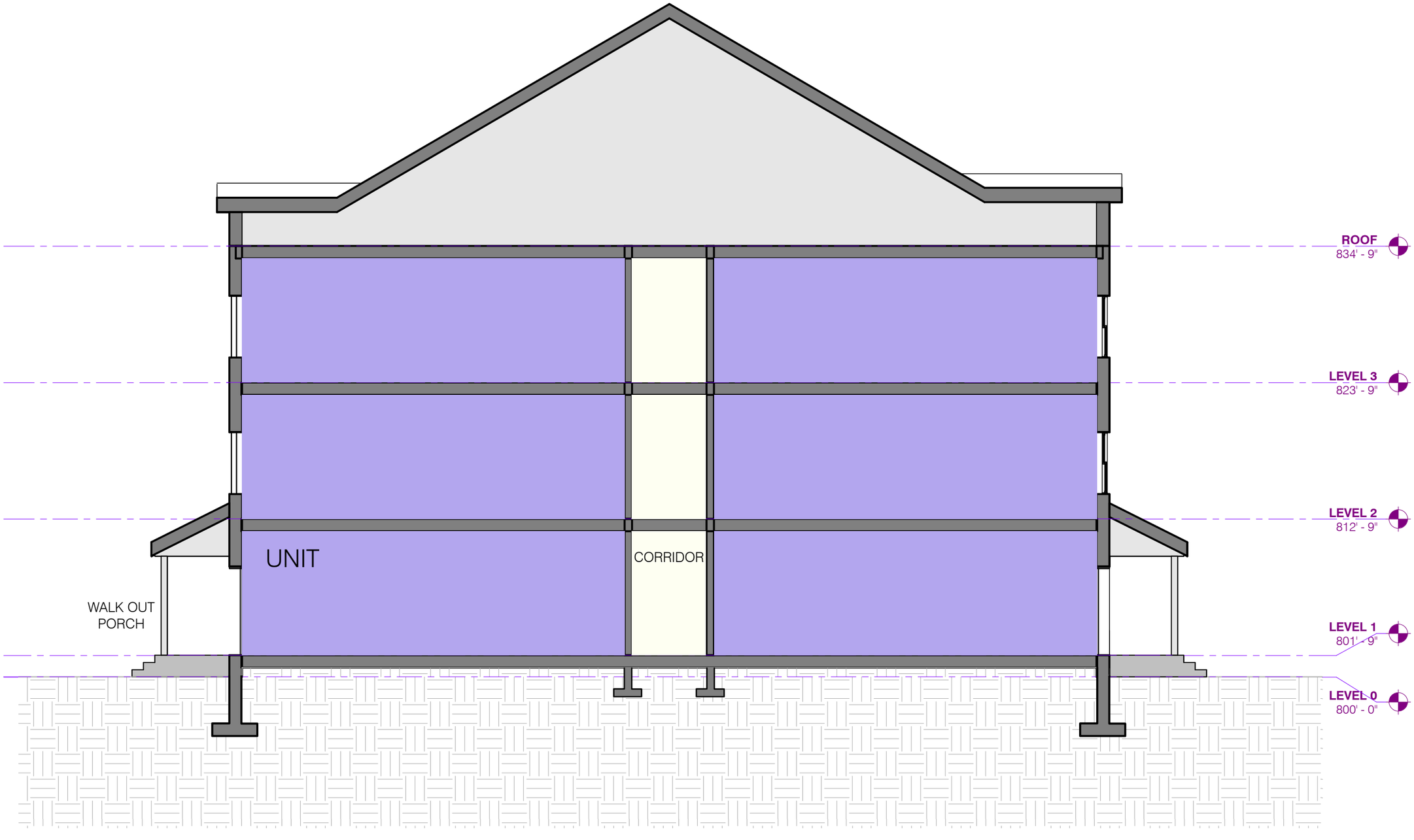
1” = 20’

URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

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URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

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1/8" = 1'-0"

BUILDING SECTION



URBANWORKS ARCHITECTURE

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PERSPECTIVE VIEW
LOOKING SOUTH



URBANWORKS ARCHITECTURE

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Ramsey Apartments

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PERSPECTIVE VIEW
LOOKING EAST



URBANWORKS ARCHITECTURE

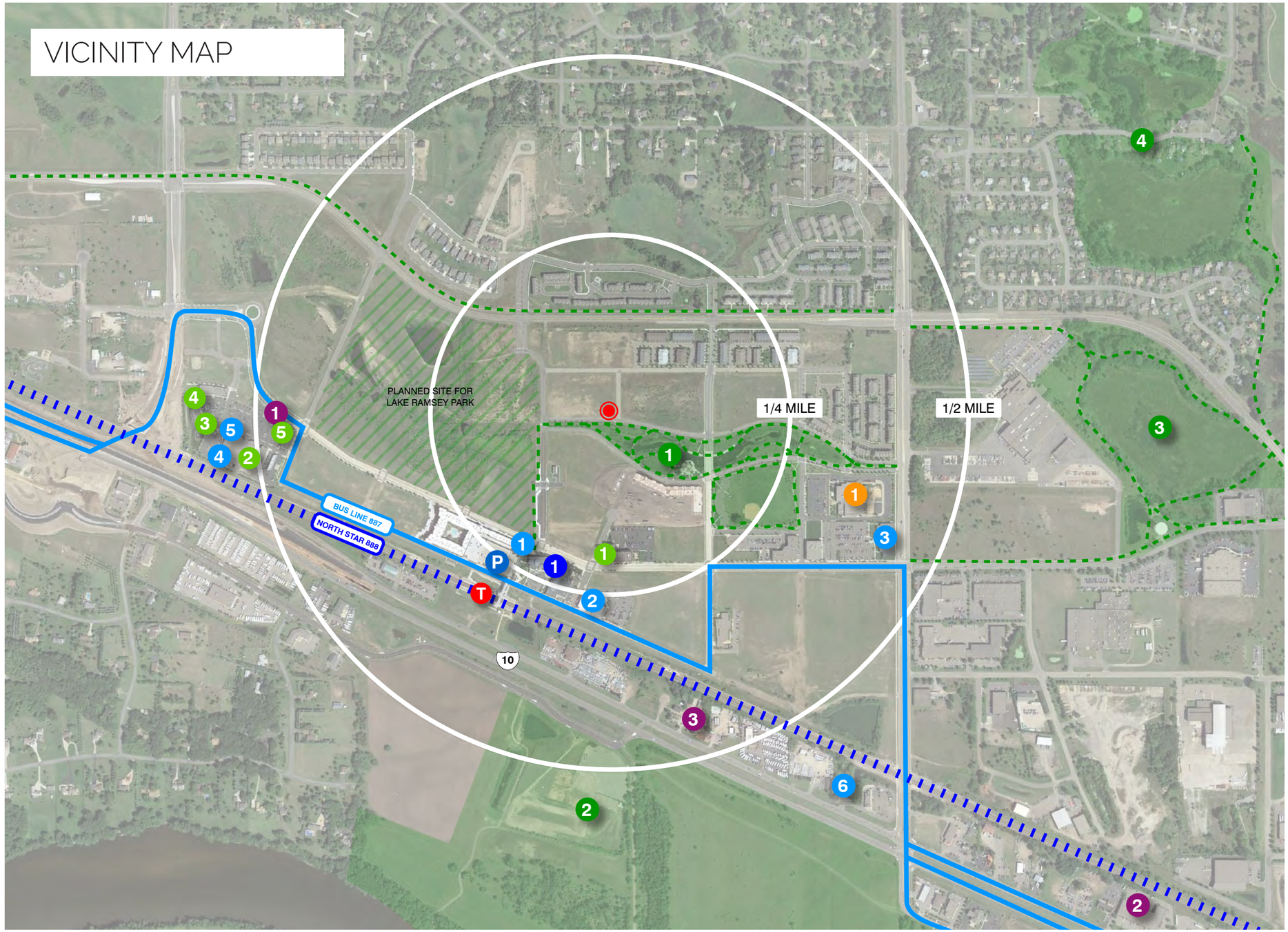
aeon Homes for Generations

Ramsey Apartments

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PERSPECTIVE VIEW
SOUTH EAST CORNER

VICINITY MAP



Transit — Miles

1. Veterans Drive & Ramsey Park & Ride 0.55
2. Ramsey Station & Platform 0.6

Parks

1. The Draw 0.0
2. Mississippi West Park 0.47
3. Cottonwood Park 0.8
4. Pelzer Park 0.9

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5. Ramsey Eye Clinic 0.55
6. Pine Ridge Pet Care 0.6

Grocery / Dining

1. The Lunch Box 0.2
1. Corborn's Super Store 0.5
2. Subway 0.45
3. Caribou 0.55
4. Acapulco Restaurant 0.55

Other

1. Anytime Fitness 0.45
2. Crossfit Ursa 1.0
3. Anoka Ramsey Farm & Garden Center 0.44

N



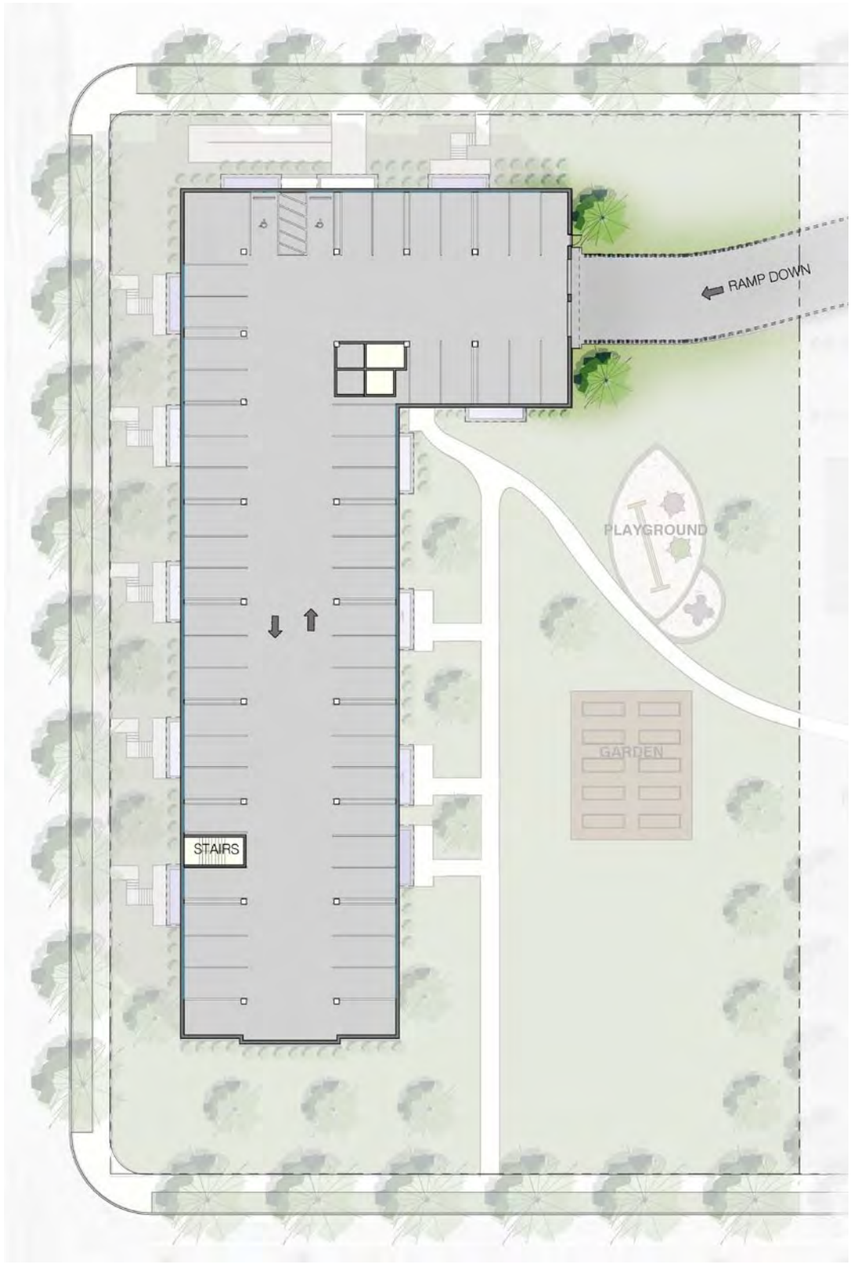
URBANWORKS

aeon
Home Changes Everything

Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

SITE PLAN - LEVEL 1



SUBLEVEL 1



LEVELS 2 - 3

N

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Greenway Terrace Phase II

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SUBLEVEL 1 & LEVELS 2-3



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Greenway Terrace Phase II

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PERSPECTIVE RENDERING
NORTHWEST CORNER



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Greenway Terrace Phase II

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PERSPECTIVE RENDERING
EAST - INSIDE CORNER



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Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

PERSPECTIVE RENDERING
NORTHEAST CORNER



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

CC Regular Session **7. 3.**

Meeting Date: 05/10/2016

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Aeon Purchase Agreement [PORTIONS OF CASE MAY BE CLOSED TO THE PUBLIC]

Purpose/Background:

PURPOSE

Consider attached offer to purchase City-owned land (Purchase Agreement, PA). Provide a recommendation to the City Council.

OVERVIEW

Attached to this case is a purchase agreement from Aeon, a Twin Cities housing developer. Aeon is interested in purchasing 3.38 acres of City-owned land located within The COR, on the northeast corner of Ramsey Parkway and Center Street (just north of The Draw). Aeon is proposing a 40-60 unit, 3-story, income restricted, apartment complex. In many ways, this proposed project will be structured much like the Common Bond project currently under construction in The COR.

Aeon plans to fund their $12.4M project by utilizing low income housing tax credits (LIHTC), Metropolitan Council grants, Anoka County Homes Funds, and owner equity. At this point, Aeon is not requesting any funding from the City of Ramsey, nor are they asking for a discount on land. Although Aeon is a non-profit organization, they will be paying property taxes on this project. With limited information available, staff currently estimates property taxes for this project will range from $40K-60K annually.

After discussing the project with staff, Aeon is aware of the high architectural standards/ expectations for projects located within The COR, and has indicated no concerns with delivering a quality project (similar to Common Bond). Aeon has indicated they will own and operate this project.

As proposed by Aeon, the 3.38 parcel will be developed in phases. Phase 1 is described above (2.02 acres). Phase 2 (1.36 acres) will occur when market demand is present, and will likely mirror Phase 1. Aeon is proposing to purchase Phase 1 now, and place an "Option" to purchase Phase 2 (see observations section of this case for details).

BACKGROUND

City Purchase of OUTLOT A

The City of Ramsey purchased The COR (formerly Ramsey Town Center) in 2009 for $6.8M, consisting of 119.26 acres of developable property. As part of the purchase, the City pulled back assessments on all City-owned property, totaling $5.9M. The total cost of the land purchase, including the assessments is $12.7M, which breaks down to $2.44 per square foot. The City purchased The COR with an intent to resurrect the development project and preserve the community's original vision and master plan. The subject property is a 3.38 acre portion of the larger 119.26 acre purchase.

Site Information

The subject property is roughly 3.38 acres in size and is zoned COR 4(C) Neighborhood District (Residential). The COR Master Plan contemplates an apartment complex for this parcel. This site is located in the north central portion end of The COR, and is rectangular in shape.

Property Listing

The City has officially listed this property with a broker (listing #52). The City has established an official asking price for this property ($2.08 psf, $90,725 per acre, $450,000). Aeon is not offering to purchase the entire listing (4.96 acres), they are offering to purchase 2.02 acres; which can be prorated to ($183,000). Staff believes this parcel is attractive and marketable (unlike the recently reviewed "triangle piece"). Staff believes the sale and development of this property is not a matter of "if" but rather "when."

Aeon (project proposal)
Attached to this case is detailed background information on Aeon, the proposed project (including a project budget), example projects Aeon has completed in the past, and background information on what income restricted projects really mean. Also attached is a site concept layout and concept design (both are very preliminary).

Notification:

NA

Observations/Alternatives:

PA SUMMARY

(1) Policy Compliance
The attached PA is a hybrid version of the City's adopted "template PA" and the previously reviewed "Common Bond PA." It appears to be in compliance with City's Land Sale Policies. Staff and the City Attorney are currently making final suggested edits to the PA (which will be ready for Council review)--at this point staff has no major concerns/ edits. The proposed offer is considered market rate, and therefore eliminates any discussion of a business/ housing subsidy.

(2) Offer Price
$183,000 ($183,000 asking price).

(3) Earnest Money
$9,000 to become non-refundable after inspection period (5% of offer price).

(4) Inspection Period
7 months, 12/24/2016.

(5) Agreement Term (Closing Date)
No later than 09/29/2017. NOTE: the term of this agreement is long, much like Common Bond, due to the many funding partners contemplated, and subsequent application processes.

(6) Architectural Review
Staff will be adding a clause that requires city approval of the architectural design and layout of the proposed project. This will add a layer, above and beyond our standard zoning process, to ensure a quality project.

(7) Construction Deadline
The EDA did ask for a construction deadline provision be included in this PA on 05/05/2016. Staff was asked to work with Aeon to find a reasonable solution. Please see below.

> The property Aeon is considering purchasing is 3.38 acres in size. They only need 88,000 sf for Phase 1 of their proposed development (about 2.02 acres). Phase 2 of their development will occur at an unknown time in the future. Therefore, Aeon is proposing to place an option for the purchase of Phase 2. Aeon is offering $10K per year, for five years. $20K would be paid for upfront (become nonrefundable when the inspection period in the PA expires). The remaining payments would be made annually. As a result of this request, the original land sale price of $300,000, and $15,000 earnest money, were be pro-rated ($183,000 sale price, $9,000 earnest money).

CONSIDERATIONS

(1) Development Fees (54 units/ phase 1 only)
Parks-$126,290, Trails-$39,150, Water-$90,612, Sewer-$65,664, Storm-$24,786. Does not include SAC/WAC or building permit fees. This is an informal estimation, changes will occur.

(2) Tax Base (54 units)
40-60K annually in total property taxes. This project is located within TIF District 14, which is a benefit to the City, as it will generate dollars for TIF 14, which can be used for various public improvements contemplated for The COR. NOTE: the city is able to pull about 60% of total property taxes for TIF. This is an informal estimation, changes will occur.

(3) Workforce Housing
Over the past two years, staff has received strong and consistent feedback from local employers help is needed to address shortages in workforce. Anecdotally, local businesses have suggested the City consider affordable housing options to help retain and attract workforce.

(4) City Transaction Costs
In order to close this transaction, the City will need to pay CBRE a commission (5% on $300K or $15,000). Additionally, the City will need to pay 1/2 of closing costs, state DEED tax, and the cost for a title work (estimated between $2,000-$4,000). NOTE: these transaction costs are all consistent with past projects and in compliance with city policies.

(5) Concentration of Workforce Housing Projects
When considering the *Seasons of Ramsey* townhome project (2013), the *Common Bond* apartment project (2016), and now potential *Aeon* apartment project (2017 or 2018), it could be perceived that a concentration of workforce housing may be occurring in The COR. Staff has no concerns with workforce housing in Ramsey, as a whole. However, because the City is the property owner in this case, discretion exists for selecting buyers/ users. The policy question here is not IF the community generally supports workforce housing, but when is workforce housing becoming too concentrated in one geographic area (i.e. The COR).

(6) Land Sale Proceeds
Staff estimates roughly $280K of land proceeds from this transaction, which will help pay down debt associated with The COR.

(7) Retail/ Restaurants
Although this project doesn't deliver much desired and anticipated restaurants/ retail to The COR, it does move Ramsey closer to this goal. Staff is repeatedly told by prospects, developers, and brokers, the two biggest things we can do (control) to get retail and restaurants in Ramsey, is continue improving U.S. Highway 10, and continue improving demographics (i.e. butts-in-seats). As our policy makers well know, Ramsey's experienced positive momentum in both arenas over the past two years.

(8) Term of Agreement
This agreement, and the proposed funding structure, does require a longer than normal due-diligence period (i.e. closing is far out). There is a chance this agreement never closes; and in the meantime, the city passes up on other prospects. NOTE: Aeon desires to construct their project in 2017. However, 2018 construction would not be unrealistic.

STAFF NOTE
The deal structure proposed by Aeon includes a Metropolitan LCDA Grant. LCDA grants require cities to sponsor applications (technically be the applicant). Additionally, LCDA grants require two application rounds (one conceptual/ preliminary, and one formal). The preliminary/ conceptual application does not cost the City anything, nor does it commit the City to a project. The deadline for 2016 LCDA grants, preliminary/ conceptual applications, was on 05/02/2016. Staff did work with Aeon to get a conceptual application into the Metropolitan Council. If the City decides not to move forward with this project, staff will pull said application

Funding Source:

NA

Recommendation:

Outside of consideration #5 outlined in this case, which requires policy direction, staff has no concerns with this project. To-date, Aeon staff has been great to work with. Generally, this project meets all applicable city policies, and helps the City achieve it's goals for The COR, and assists with addressing community workforce shortages.

The attached PA was amended to include an architectural review provision, and a construction deadline provision.

EDA Review

The EDA did review this case on 05/05/2016. Draft/ un-edited minutes are attached to this case. The EDA recommended moving forward with the attached Purchase Agreement, subject to adding a construction deadline provision. The EDA believes its important for the City to require a quality project from Aeon (i.e. an architectural review provision in the PA).

Action:

Motion to recommend the City Council:

[approve/ amend/ deny] the attached purchase agreement between Aeon Portfolio II LLC and the City of Ramsey; subject to changes by the City Attorney.

Attachments

Site Layout and Design
Cover Letter (Aeon Proposal)
Background (Aeon)
Example Projects
Income Restrictions Detail
Sources and Uses (draft)
Property Listing
Aeon Purchase Agreement

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Jo Thieling	05/05/2016 02:13 PM
Form Started By: Patrick Brama		Started On: 05/04/2016 04:58 PM
Final Approval Date: 05/05/2016		

Aeon | COR Affordable Housing Development



Income Restricted Housing:

Aeon's mission is to create and sustain quality affordable homes that strengthen lives and communities. Having a person place where people feel safe, comfortable and connected is transformational—a stabilizing force for individuals and communities. Studies also show that there are health, education and social benefits when a person has stable housing. When families are cost burdened, this transformation within the community can not occur.

According to the Minnesota Compass website, a social indicators website that measures and tracks trends within communities, 26.2% of households in Ramsey are paying 30% or more of their income towards monthly housing costs. This statistic also includes 48.1% of renters in Ramsey[1].

[1]http://www.mncompass.org/profiles/acs5/ramsey#



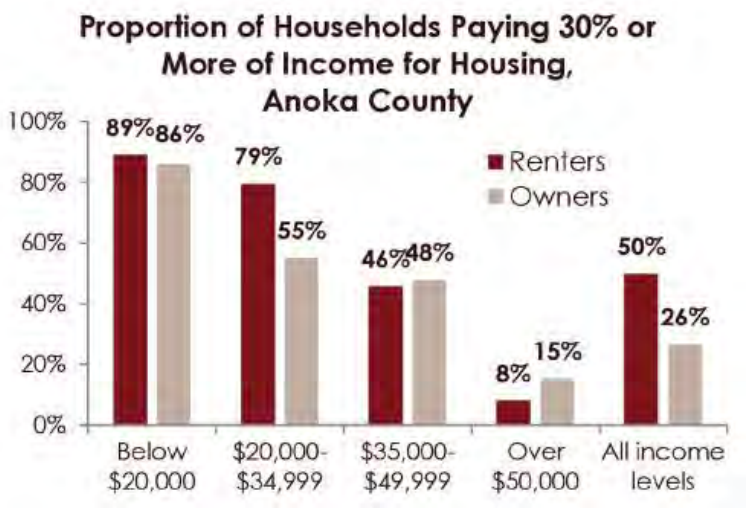
30 YEARS aeon

Home Changes Everything

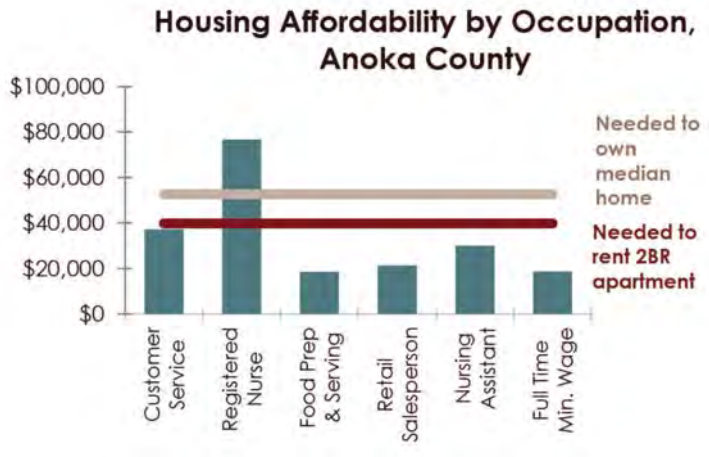
901 N. 3rd Street, Suite 150 | Minneapolis MN 55401



Anoka County shows an even larger proportion of the population experiencing a housing cost burden, causing many to fore go other basic needs, such as food.[2]



Wages for jobs in demand are often insufficient to cover the cost of housing, increasing the burden on the household. The median income earning for the top five jobs in demand in Minnesota to not cover all of the housing costs.



In addition to the top five jobs in demand for Minnesota, Ramsey is also home to many manufacturing companies. The average starting hourly wage for a general laborer is $13.50 per hour. This equates to an annual salary of $28,080. According to the chart above, 79% of these individuals are experiencing challenges when it comes to the cost of housing.

Aeon's proposed project includes housing options for individuals and families experiencing this cost concern. Our population will be targeted to households making between $28,000 and $65,000 per year, depending on household size. Our apartment homes are the starting point for many families looking to build long term rooms in a community and work in area businesses.

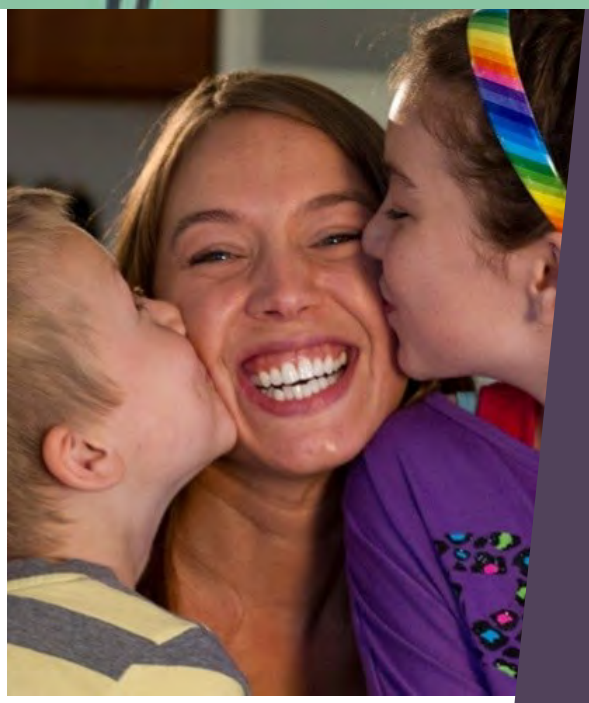
[2]http://www.mhponline.org/images//stories/docs/research/countyprofiles/2015_rev/Anoka_Rev.pdf

30 YEARS Aeon
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Home Changes Everything

For 30 years, Aeon has served families and individuals who face the greatest barriers to stable housing.



Aeon celebrates 30 years of creating Home in 2016.

Every day, more than 14,000 people are homeless in our community, and many more are on the verge. One of the greatest barriers to finding safe, stable housing is economic.

- Families in Aeon's affordable apartment homes have an average income of $15,849.
- 22% of our households have experienced homelessness.

Aeon is a nonprofit developer, owner and manager of high-quality affordable homes. As an award-winning nonprofit we have built or renovated 2,500 apartments and townhomes, which provide stability to more than 4,500 people each year.

Out mission is to create and sustain quality affordable homes that strengthen lives and communities. That every person has a home and is interconnected within community.

Aeon was originally founded in 1986 to replace 350 units of housing that were demolished to build the Minneapolis Convention Center.

Stable, affordable housing is good for residents and our communities.

Our high-quality developments help increase neighborhood property values, boost local economies, and support residents' health.

Stable, affordable homes also allow residents to focus resources and energy on building more vibrant, healthy lives.

Learn how Aeon uses innovative ways to provide quality affordable homes for individuals and families. Attend Building Dreams, a one-hour informative session about the need for affordable housing in the Twin Cities.

Visit aeonmn.org/connect/events for upcoming dates of Building Dreams. Register online: aeonmn.org/buildingdreams.



The Rose, Minneapolis

More than a home—a place to gain stability

Aeon supports successful residency and creates thriving communities through its Resident Connections Program. Staff members help residents increase their stability by connecting them to community resources such as mental health or chemical dependency treatment, job training, after-school programs and community –building activities.

(Continued on page 2)

Long after properties are developed, Aeon's property management team ensures that buildings operate as assets to residents and the greater community.



Renaissance Box, St. Paul



Sustainable for generations

From the air quality inside to the green spaces outside, Aeon has become an industry leader by increasingly using green building practices and healthy materials. Restoring and reusing existing structures keeps them out of landfills. We are committed to minimizing the negative effects on the environment and maximizing the positive impact on residents' lives.

Local and National recognition

Aeon's emphasis on quality, community revitalization and sustainability has been recognized locally and nationally. These three examples of awards illustrate Aeon's significant impact on our community:

- Minnesota Preservation Adaptive Reuse Award for Renaissance Box, St. Paul, from Preservation Alliance of Minnesota
- National Award of Excellence for Sustainable community Design for Ripley Gardens, Minneapolis, from The Home Depot Foundation
- National Green Building of America Award for The Wellstone, Minneapolis from Real Estate & Construction Review
- 2016 "Local Public Health Hero Award" for the Rose (for achievement in supporting a Healthy Place to Live) from the City of Minneapolis Health Department

Ways to get involved

Support Aeon in fulfilling its vision that every person has a home.

Volunteer

Volunteer your time and effort to make a lasting impact on someone's life and our community. Opportunities include food drives, painting parties, share a meal and donation drives.

Network

Join Connect, a dynamic group of young professionals committed to the cause of affordable housing or advocate on behalf of affordable housing to help create a public policy environment that supports this important cause.



Resident at The Rose, Minneapolis

Donate

Change a life. Your financial support provides homes from which 4,500 people connect to the community every year. Goods donations, such as clothes or household items, are also appreciated.

Invest in Aeon

Aeon has created lasting relationships with state and local governments, neighborhood groups and funders to create long-term solutions to the shortage of quality, affordable housing. Learn how you can invest in Aeon today to make a real difference in our communities.

Learn more visit aeonmn.org/connect

Like Share Follow @AeonMN

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Aeon | COR Affordable Housing Development



Design:

Aeon is committed to producing quality affordable housing. Because of this, we have enlisted the help of UrbanWorks Architecture. They have experience working with the City of Ramsey's design standards and have the same commitment to quality as we do. UrbanWorks has provided some precedent images for review and comment.

In addition, Aeon has a 30 year history with many cities throughout the metropolitan area. We have worked in partnership with them to design a project that will be cohesive to the existing properties and an asset to the community for years to come. During the design process, Aeon will continue to work with City staff to ensure the architectural design standards are being met and the proposed project fits within the community.



30 YEARS Aeon

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Home Changes Everything

Fact Sheet

Recognition

Aeon emphasizes quality, community connection and sustainability in all of its developments. The following sample of awards illustrates Aeon's significant impact in the community. For a complete list of all Aeon awards, visit www.aeonmn.org/awards.



The Rose

2016 "Local Public Health Hero Award" for the Rose from the City of Minneapolis Health Department

This award is for achievement in supporting a Healthy Place to Live.


Renaissance Box

2013 "Affordable Housing Design Award" AIA Minnesota/McKnight Foundation for Renaissance Box

This architectural design award's goal is to recognize and encourage innovative, high-quality design for affordable housing.

2012 "Outstanding/Innovative Resident Service: Continuous" MADACS Award from Minnesota Multi Housing Association for Aeon's Connect Share-a-Meal Program

The purpose of the MADACS awards is to recognize owners and associates who have made significant contributions to multi housing marketing and management through exemplary achievements.

2011 "Adaptive Reuse Award" from Preservation Alliance of Minnesota for Renaissance Box

This award recognizes Aeon for saving the Renaissance Box from vacancy and deterioration, restoring the building's original aesthetic with additional energy-saving features and reclaiming a neighborhood asset for needed affordable housing opportunities.


Alliance – exterior entry

2010 "Top Project of 2010 Award" from Finance & Commerce for Alliance Addition

Award-winning developments were judged for their degree of difficulty, creativity in design, innovative construction techniques, cooperation among contractors and management, and green/sustainability efforts. Aeon created 61 new and sustainable affordable apartment homes for formerly homeless adults in a sober living environment.



Alliance – interior entry

2010 "Best Multi-Family Rental Development Award" from Minneapolis/St. Paul Business Journal for Alliance Addition

This award recognizes Aeon for creating an additional 61 units of new, sustainable apartment homes for formerly homeless adults in a sober living environment. The development's new construction was the first in Minnesota to become LEED Platinum certified through the LEED for Homes™ mid-rise pilot program.



Ripley Gardens

2009 "National Award of Excellence for Sustainable Community Development," from The Home Depot Foundation for Ripley Gardens

This award, given to both Aeon and the City of Minneapolis, recognized Ripley Gardens as a national model of sustainable affordable housing. The public/private partnership addressed the city's financial, social and environmental issues through thoughtful design and land use.

2008 "Merit Award" from American Institute of Architects Minnesota for Ripley Gardens

The Merit Award is given to developments that tell a story of excellence beyond design, including technical innovation, environmental responsibility, community impact and architectural innovation.



The Wellstone

2009 "Top Project" from Finance & Commerce for The Wellstone.

Minnesota's finest construction developments receive this award based on a variety of criteria, including innovative construction techniques, creativity in design and overall complexity.

2009 "Green Building of America Award" from Real Estate & Construction Review for The Wellstone

This award honors The Wellstone's sustainable features, including its advanced design, construction and technology. The Wellstone has Minnesota's largest solar hot water system in a residential building.



St. Barnabas Apartments

2008 National "Maxwell Award of Excellence" Honorable Mention from the Fannie Mae Foundation for St. Barnabas Apartments

This national award acknowledges nonprofits that develop and maintain housing for individuals with low incomes. St. Barnabas Apartments was recognized for providing supportive homes for homeless youth

2005 "Children's Leadership Award" from The Sheltering Arms Foundation for St. Barnabas Apartments

This award acknowledges organizations who serve as outstanding advocates and role models for children within their communities. St. Barnabas Apartments received this recognition for providing homes as well as on site support services for homeless youth, in partnership with YouthLink.



Crane Ordway

2007 "Outstanding Adaptive Reuse of a Historic Building Award" from the St. Paul Heritage Preservation Commission for Crane Ordway

Crane Ordway, the historical preservation of a 1904 building on the National Register of Historic Places, was honored for preserving and enhancing the historic character of downtown St. Paul.



Clover Field Marketplace

2007 "Best Multi-Family Rental Development Award" from Minneapolis/St. Paul Business Journal for Clover Field Marketplace

This award recognizes Aeon's first suburban development for creating an economically diverse neighborhood that strengthens and enhances the Chaska community.



The Jourdain

2006 "Best Community Impact Award" from Minneapolis/St. Paul Business Journal for The Jourdain

Being part of a four-corner development, The Jourdain offers housing, safety and a sense of community. It received this award from the Best in Real Estate Awards series



The Lamoreaux

2004 "Project of the Year" from the Minnesota Construction Association for the Lamoreaux Expansion

The Lamoreaux expanded the 1912 building with a three story vertical addition, providing 39 additional affordable apartments for formerly homeless adults.



East Village

2003 "Smart Growth Design Award" from 1000 Friends of Minnesota for East Village

East Village received the Smart Growth Design Award for reflecting a positive vision of the future, including protection of the environment, principles of social equity and a commitment to sustainable growth



1822 Park Avenue Apartments

2002 "Quality of Life" award from the Minneapolis Regional Chamber of Commerce for 1822 Park Avenue Apartments

Aeon was recognized for re-developing a building with 400 code violations into quality homes and creating a stronger community.



Phillips ReDesign

2000 National "Maxwell Award of Excellence" Honorable Mention from the Fannie Mae Foundation for Phillips ReDesign

The Phillips ReDesign received this award by demonstrating leadership in supportive housing by preserving affordable homes for individuals with low incomes.

Housing Development Team

The **Housing Development Team** is responsible for managing all of Aeon's work related to new construction, adaptive reuse, and acquisition projects to both expand and preserve the supply of high-quality affordable apartment homes in the community.



Bryant Au, Project Manager

Bryant joined Aeon in June 2013 after graduating from Bradley University with a B.A. in Economics and Political Science. As a Project manager his responsibilities include conducting financial and feasibility studies for potential development projects, researching market trends and general project oversight and management. Bryant previously interned with the Congress for the New Urbanism, a Chicago-based advocate for traditional mixed-use/mixed-income walkable neighborhoods and



Aubrie Gould, Project Manager

Aubrie rejoined Aeon in the fall of 2015 as a Project Manager in the Housing Development department after attending graduate school at University College London in the United Kingdom. Aubrie currently manages various projects, with specific responsibilities for overseeing design schedule, city applications and community engagement. Other duties included conducting financial and feasibility studies for potential development projects, including site analysis and researching market trends. Aubrie holds a Master's Degree in Building and Urban Design.



Blake Hopkins, Senior Project Manager

Blake joined Aeon in 2015 as a Senior Project Manager and brings seven years of experience working in affordable housing and community development. Blake's responsibilities at Aeon include managing the housing development process from site acquisition through permanent financing conversion. Blake holds a B.S. in Political Science from the University of Oregon and a Master's Degree in Urban Planning from the University of Southern California.



James Lehnhoff, Vice President, Housing Development

James first came to Aeon in August 2010 and now serves as the Vice President of Housing Development. In that role he oversees the development team and focuses on new construction, adaptive reuse, and acquisition projects to expand and preserve the supply of high-quality affordable apartment homes in the community. James has a breadth of experience working with local governments includes preparing comprehensive plans and ordinances; evaluating development proposals; and, engaging the community in development projects. James earned a B.A. in urban geography from the University of Minnesota Duluth and a Master's in Urban and Regional Planning from the Hubert H. Humphrey Institute of Public Affairs at the University of Minnesota.

Housing Development Team



Malika Phelps, Executive Assistant

Malika joined Aeon in January 2016. She supports the James Lehnhoff the Vice President of Housing Development and the Development Team by developing of metrics and measures, designing of market materials and presentations, preparing of grant applications, and furnishing selections for new developments. Malika has a B.A. in Fine Art from the University of South Florida in Tampa, FL and coursework toward a Masters in Architecture from Rensselaer Polytechnic Institute in Troy, NY.



Leslie Roering, Project Manager

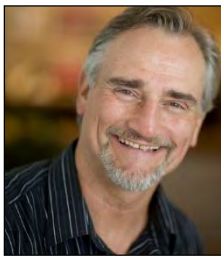
Leslie joined Aeon in July 2011 as an assistant site manager, where she helped manage ten properties within Aeon's portfolio. In October 2012, Leslie transitioned to the compliance department and spent the next few years as a compliance specialist. Most recently, Leslie jointed the Housing Development team as a Project Manager, where she manages various projects, with specific responsibilities for overseeing design schedule, city applications and community engagement. Leslie holds a Bachelors of Design in Architecture with a minor in Landscape Architecture from the University of Minnesota - Twin Cities.



Miranda Walker, Senior Project Manager

Miranda joined Aeon in 2012, her responsibilities as a Senior Project Manager include managing the housing development process from site acquisition through permanent financing conversion. Miranda has a range of professional and volunteer experiences that include work with Hands On Twin Cities and Habitat for Humanity. She earned a B.A. in cinema and media culture and a Master's in Urban and Regional Planning from the Humphrey School of Public Affairs at the University of Minnesota.

Leadership Team



Alan Arthur, President and CEO

Alan has served as the president/chief executive officer of Aeon since 1988. Alan oversees the organization's 2,200 affordable apartment homes in the Twin Cities metropolitan area and brings more than 45 years of experience in housing and real estate development, including construction, project development, lending, code enforcement and city planning. He earned a B.A. in political science from Benedictine College in Atchison, Kansas. Alan teaches affordable housing development, financing and organizational governance issues to a variety of organizations, and serves on numerous local and national housing boards and task forces.



Andrea Bork, Interim Vice President of Resource Development

Andrea has more than 20 years of fund development experience and is a specialist at working with resource development teams during leadership transition and strategic transition. Andrea's most recent interim positions include Minnesota Opera, where she served as department head from November 2014 to September 2015, and CaringBridge, where she served as an Interim Major Gifts Officer several times – most recently in 2013. Andrea served as interim department head for the development offices at Children's Theater Company, The Ordway, Children's Museum of Minnesota, and Humane Society for Companion Animals (now Animal Humane Society). Her most recent capital campaign experience was as campaign counsel for Gilda's Club Twin Cities, which successfully concluded its campaign in 2014. Andrea has held the professional credential of Certified Fund Raising Executive (CFRE) since 2002.



Angela Emmrich, Director of Human Resources & Administration

Angela joined Aeon in 2008 and brings more than 14 years of Human Resource Management experience. Prior to joining Aeon, Angela worked as an Associate and Director of Human Resources of Property Solutions and Services, LLC. She directs the day-to-day operations of the organization's human resources and administration team including IT, employee relations, benefits, performance management, training and development, compensation, recruitment and staffing, leave administration and worker's compensation. Angela is a certified Professional in Human Resources through HR Certification Institute.



Scott Redd, Interim Director of Supportive Services and Resident Connections

Scott Redd joined Aeon in April of 2015. He has over 15 years of leadership experience in the public sector. Prior to joining Aeon, Scott served as the Executive Director of Community and Family Engagement for Minneapolis Public Schools. In this role Scott established an infrastructure that supported family, student and community engagement efforts that led to a welcoming, engaging and capacity building school district. Scott's practice and research interests focus on the complexities of self-advocacy and community engagement as a transformative pathway for societal change. Scott earned his Bachelor's degree in Urban Studies from the University of Minnesota and master's work in Education Administration at St. Cloud State University.



Caroline Horton, Chief Financial Officer

Caroline is responsible for Aeon's real estate asset management, finance and accounting functions. She has expertise in developing management systems that ensure the long-term viability of assets and monitor organizational risk factors. Since 2007, Caroline has been a member of the STRENGTH MATTERS™ CFO Working Group which has developed a series of white papers on external reporting best practices for the nonprofit affordable housing industry. Caroline earned her BSBA in accounting from Boston University School of Management, and is a CPA (inactive). She was recognized as one of the 2013 Top Women in Finance by Finance & Commerce. She has been with Aeon since 1998.



James Lehnhoff, Vice President of Housing Development

James first came to Aeon in August 2010 and now serves as the Vice President of Housing Development. In that role he oversees the development team and focuses on new construction, adaptive reuse, and acquisition projects to expand and preserve the supply of high-quality affordable apartment homes in the community. James has a breadth of experience working with local governments includes preparing comprehensive plans and ordinances; evaluating development proposals; and, engaging the community in development projects. James earned a B.A. in urban geography from the University of Minnesota Duluth and a Master's in Urban and Regional Planning from the Hubert H. Humphrey Institute of Public Affairs at the University of Minnesota.



Chris Nimmer, Vice President of Property Operations

Chris Nimmer has been a member of Aeon's property management team since September 2011. He has more than 20 years of property management experience with all types of real estate. Most recently, Chris served as a portfolio director at Aeon. Prior to working at Aeon, he was CEO of LaSalle Management Group, a third party property management firm with a diverse portfolio of properties that included project based section 8, tax credit and home owner association structures. He also has experience managing class A high-rise properties for Carlson Real Estate Company and Zeller Management Group. Chris received his Bachelor's degree from the University of Minnesota in economics and math and is a previous Board Chair for St. Paul Building Owners and Managers Association.

Eric Schnell, Chief Operations Officer



Eric joined Aeon as its operations leader in January 2013. He oversees Aeon's organizational strategies and implementation that ensure effective and efficient operations. He served the University of Minnesota Twin Cities' Office for Equity and Diversity as its chief administrative officer for five years. He brings 16 years of management and administration experience from the University, where he developed long-range strategies that achieve the organization's mission and evaluated its progress toward achievement. Eric has a master's degree in education from Colorado State University.

Home Changes Everything

April 29, 2016

Patrick Brama
City of Ramsey
4550 Sunwood Drive NW
Ramsey, MN 55303

Re: Aeon | COR Affordable Housing Development

Dear Mr. Brama:

Aeon is a mission-driven, nonprofit provider of quality apartment homes for low- and moderate-income individuals and families. Aeon's vision is that every person has a home and is interconnected within the community. We believe that 'home' is a place that is stable, safe, secure and healthy; shaped by the people who live there and the surrounding community. For 30 years, Aeon has committed to sustaining the affordability and livability of our apartments for generations, owns and manages more than 2,500 housing units in the Twin Cities metropolitan area, including Brooklyn Center, Chaska, Columbia Heights, Roseville and soon to be in Maplewood and Mound.

The proposed project will be located at the corner of Town Center Drive and 146th Ave NW. The property is currently vacant and already slated for multi-family residential housing. Aeon is proposing a 50-60 unit, 3-story apartment building. It will contain mostly two and three bedroom units with a small number of one and four bedroom units mixed in. The population served will be mainly working families with incomes ranging from $28,000 to $65,000, depending on household size. Our apartments are the starting point for many families looking to build long-term roots in a community and work in area businesses.

Aeon has enlisted the help of UrbanWorks Architecture and welcome discussion regarding design as we move forward together. We work hard to build strong connections to the public realm with front porches and streetscaping to maximize the direct connections to Ramsey's trail system, the Draw and to future Lake Ramsey. In addition, Aeon is nationally recognized for our efforts around sustainability and healthy building materials, most recently at our new apartment community called The Rose, which is one of the most energy efficient and healthiest multi-family buildings in the country. As lifelong owners and managers, we continue to look at every project through the lens of environmental, financial, and community sustainability.

In addition to collaborating with the City of Ramsey, we will be working with the Minnesota Housing, Metropolitan Council, and Anoka County on funding applications to raise the funds to construct this project. While there is much work to do, it is our hope that the City of Ramsey will support the project that we are looking to accomplish.

We appreciate your time and consideration of this request. For any questions, you may contact me, at jlehnhoff@aeonmn.org or by phone at 612-746-0528.

Sincerely,

James Lehnhoff
Vice President of Housing Development

901 North 3rd Street, Suite 150, Minneapolis, MN 55401 612-341-3148 612-341-4208F www.aeonmn.org

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT ("Agreement") is made and entered into effective as of May 24, 2016 (the "Effective Date") by and between AEON PORTFOLIO II LLC, a Minnesota nonprofit corporation, its successors and/or assigns ("Buyer"), and the CITY OF RAMSEY, MINNESOTA, a Minnesota municipal corporation ("Seller").

In consideration of the Earnest Money, the mutual covenants set forth in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. Capitalized Terms and Other Key Terms. Capitalized terms used in this Agreement that are not otherwise defined herein shall have the meanings assigned to such terms as set forth on Exhibit A hereto, which is hereby incorporated by reference.

2. Sale of Property. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the Property, upon and subject to the terms, conditions, and limitations herein contained.

3. Purchase Price and Manner of Payment. The Purchase Price shall be payable by Buyer to Seller as follows:

   3.1 Earnest Money Deposit. Within two (2) business days following the Effective Date, Buyer shall deposit the Earnest Money in the form of cash with the Title Company and such funds shall be held and disbursed pursuant to the Escrow Agreement and this Agreement; provided, however, that if there are any inconsistent terms between the Escrow Agreement and this Agreement, the terms of this Agreement shall control. Except as otherwise provided herein, the Earnest Money shall be credited against the Purchase Price at the Closing.

   3.2 Balance of Purchase Price. The balance of the Purchase Price, as increased or decreased by any and all other adjustments set forth in this Agreement, shall be paid by wire transfer of immediately available funds at the Closing.

4. Inspection Period.

   4.1 Within ten (10) days after the Effective Date, Seller shall deliver to Buyer copies of all of the documents set forth in Exhibit C hereto in the possession or reasonable control of Seller. During the Inspection Period, Buyer shall have the right, at Buyer's sole cost, expense, and risk, to enter upon and examine and inspect the Property to conduct environmental reviews, soil condition testing, survey, engineering studies, and appraisals of the Property.

   4.2 Upon the completion of its activities on the Property, Buyer shall remove any debris resulting from such activities and shall restore the Property to the condition it was in prior to the commencement of such activities.

   4.3 Buyer shall indemnify, hold harmless and defend the Seller from and against all Claims arising out of, resulting from or relating to any loss of (or damage to) any

property or business or any injury to (or death of) any person, where such loss, damage, injury, or death actually or allegedly arises (whether directly or indirectly, wholly or in part) from: (a) any action or omission of Buyer (or its employees, agents, or contractors) while on the Property pursuant to this Section; or (b) the exercise by buyer (or its employees, agents, or contractors) of the permission granted by this Section; or (c) the release of any Hazardous Substance (as defined below) resulting (directly or indirectly, wholly or in part) from any action or omission of Buyer (or its employees, agents, or contractors) while on the Property.

4.4 Buyer (and its employees, agents, and contractors) shall comply with all applicable laws while on the Property.

4.5 Buyer will not commence any environmental testing until its work plan for such testing has been approved in writing by Seller, which approval shall not be unreasonably withheld, conditioned or delayed. Buyer will provide Seller with complete copies of the test data and test reports as soon as they are available to Buyer.

4.6 The cost of any test or additional survey work will be borne solely by Buyer.

4.7 Seller agrees not to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

5. Title Examination.

5.1 Unless otherwise agreed to by the Parties, the Escrow Agent shall be the Title Company for this transaction. Within 10 business days after the Effective Date Seller shall, at Seller's expense, deliver a title commitment covering the Property. The cost of an owner's policy and the cost of deleting of any exceptions in the Title Commitment, other than those deleted by providing the Title Company with an ALTA survey, shall be at Buyer's sole expense. Buyer shall be responsible for the cost of any endorsements required by Buyer.

5.2 Buyer, at Buyer's expense shall within 30 days of the Effective Date obtain an ALTA Survey from a licensed surveyor in Minnesota.

5.3 Buyer shall have until the later of: (i) the expiration of the Inspection Period; or (ii) ten business days after the receipt of the Survey and the Title Commitment (collectively, "**Title/Survey**") to review Title/Survey and to deliver in writing to Seller such objections as Buyer may have to anything contained therein. Any such item to which Buyer does not object shall be deemed a "**Permitted Encumbrance**." If Buyer's notice to Seller contains any objections to matters contained in Title/Survey, Seller shall notify Buyer within five days from receipt of Buyer's notice to notify Buyer in writing which items Seller will correct or remove from Title/Survey prior to the Closing ("**Seller's Title Notice**"). If Buyer notifies Seller within five days from receipt of Seller's Title Notice that Buyer accepts the matters contained in Seller's Title Notice, then such Title/Survey matters that Seller has not agreed to cure or remove from Title/Survey will be

additional Permitted Exceptions. If Buyer fails to respond to Seller's Title Notice within five days from receipt thereof, then this Agreement shall automatically terminate and the Earnest Money shall be promptly paid to Buyer. Seller shall cure or remove from Title/Survey those matters Seller has agreed to cure or remove to the reasonable satisfaction of Buyer and cause the Title Company to revise the Title Commitment accordingly to insure against such matters prior to the Closing (the "**Cure Period**"). If Seller fails to resolve any such objections to Buyer's satisfaction within the Cure Period (or it becomes reasonably ascertainable that Seller will be unable or unwilling to resolve any such objections to Buyer's satisfaction within the Cure Period), or if, for any reason, Seller is unable to convey title in accordance with the provisions set forth in this Section 2, then Buyer may at its option elect to: (A) waive such objections and accept such title as Seller is able to convey; (B) terminate this Agreement as to any or all of the Property by written notice to Seller; or (C) withhold from the Purchase Price an amount within the reasonable opinion of the Title Company is sufficient to correct the uncured objections.

6. Buyer's Contingencies. The obligations of Buyer under this Agreement are contingent upon each of the following:

6.1 Representations, Warranties, and Covenants. The representations, warranties, and covenants of Seller contained in this Agreement must be true as of the Effective Date and on the Closing Date as if made on the Closing Date.

6.2 Title. Title to the Property shall have been found acceptable, or been made acceptable, in accordance with the requirements and terms of Section 5 of this Agreement.

6.3 Access and Inspection. Seller shall have allowed Buyer, and Buyer's agents, immediate access to the Property during the Inspection Period without charge and at all reasonable times for the purpose of Buyer's investigation and testing the same in accordance with Section 4 of this Agreement, and Buyer shall have been satisfied in its sole discretion with the results of such investigation and testing before the expiration of the Inspection Period.

6.4 Document Review. Buyer shall have determined, on or before the expiration of the Inspection Period, that it is satisfied with its review and analysis of any contracts related to the Property.

6.5 Government Approvals. Buyer shall have obtained on or before the Closing Date all final approvals from all Governmental Authorities necessary in Buyer's judgment to make the use of the Property which Buyer intends.

6.6 Financing. Buyer shall have received, on or before the Closing Date, the proceeds of financing necessary and sufficient, in Buyer's sole discretion, to complete the purchase of the Property and to implement Buyer's planned use of the Property, including, but not limited to, an award of Low Income Housing Tax Credits and gap funding from the Minnesota Housing Finance Agency in an amount and under

terms acceptable to Buyer to facilitate the development of the Property as intended by Buyer.

Buyer shall inform Seller when the contingencies have been satisfied.

Buyer may terminate this Agreement by written notice to Seller on or before the last day of the applicable periods as specified above, but no later than August 29, 2017. Upon termination of this Agreement for failure to satisfy one of Buyer's contingencies set forth in this Section 6, neither party will have any further rights or obligations regarding this Agreement or the Property and if the termination occurs prior to the Inspection Period, the Earnest Money shall be returned to Buyer. If this Agreement is terminated by Buyer after the Inspection Period, other than as a result of Seller's default, Seller shall retain the Earnest Money. All the contingencies are specifically for the benefit of Buyer, and Buyer shall have the right to waive any contingency by written notice to Seller.

7. Seller's Contingency. The obligations of Seller under this Agreement are contingent upon the representations, warranties, and covenants of Buyer contained in this Agreement being true as of the Effective Date and as of the Closing Date.

8. Closing. The Closing shall occur on the Closing Date. The Closing shall take place at a location mutually agreeable to Seller and Buyer. Seller agrees to deliver possession of the Property to Buyer on the Closing Date.

8.1 Seller's Closing Documents. On the Closing Date, Seller shall execute and deliver to Buyer the following documents (collectively, the "Seller's Closing Documents"), all in form and content reasonably satisfactory to Buyer:

8.1.1 The Deed.

8.1.2 The Closing Statement.

8.1.3 A non-foreign affidavit, properly executed, containing such information as is required by Code Section 1445(b)(2) and the regulations promulgated thereunder.

8.1.4 Any executed documents that may be required in the State or other jurisdiction where the Property is located in order for the Deed to be recorded properly on the Closing Date.

8.1.5 All other documents determined by Buyer or the Title Company to be necessary to transfer the Property to Buyer free and clear of all encumbrances other than the Permitted Encumbrances.

8.2 Buyer's Closing Documents. On the Closing Date, Buyer will execute and deliver to Seller the following (collectively, the "Buyer's Closing Documents"):

8.2.1 The funds representing the remaining portion of the Purchase Price due hereunder, subject to any adjustments and/or prorations required hereunder.

8.2.2 The Closing Statement.

9. Prorations. Seller and Buyer agree to the following prorations and allocation of costs regarding this Agreement:

9.1 Title Insurance and Closing Fee. Seller will pay all costs of the issuance of the Title Commitment and the fees charged by the Title Company for any escrow required regarding Buyer's Title Objections. Buyer will pay all additional premiums required for the issuance of any lender's and owner's Title Policies and any endorsements requested by Buyer that are not necessary to cure Title Objections as provided in Section 5 of this Agreement. Seller and Buyer will each pay one-half (1/2) of any closing fee or charge imposed by any closing agent or by the Title Company.

9.2 Real Estate Taxes and Special Assessments. All real estate taxes payable in the years prior to the year in which the Closing occurs, any deferred taxes, and any and all and pending special assessments (regardless of when such assessments are due) shall be paid by Seller at the Closing. Real estate taxes payable in the year in which Closing occurs shall be prorated between Buyer and Seller based upon the Closing Date.

9.3 Recording Fees. Seller will pay any recording fees in connection with the release of all mortgages, liens and encumbrances and security interests against the Property that are not being assumed by Buyer. Seller shall also pay any deed tax due in connection with the sale of the Property pursuant to applicable State statutes. Buyer shall pay the recording fee in connection with the recording of the Deed.

9.4 Funds. Any account balances or other funds connected to the Property shall be retained by Seller.

9.5 Other Costs. All other operating costs of the Property shall be prorated between Seller and Buyer as of the Closing Date so that Seller pays that portion of operating costs payable before the Closing Date, and Buyer pays that part of operating costs payable from and after the Closing Date.

9.6 Attorneys' Fees. Each of the parties will pay its own attorney's fees, except that a party defaulting under this Agreement or any document referenced in this Agreement will pay the reasonable attorneys' fees and court costs incurred by the nondefaulting party to enforce its rights hereunder.

10. Seller's Covenants During Executory Period. During the Executory Period, Seller covenants to comply with the following conditions:

10.1 Seller shall maintain the Property in the ordinary course of business in accordance with prudent, reasonable business standards, including the maintenance of adequate liability insurance.

10.2 Without obtaining the Consent of Buyer, Seller shall refrain (i) from creating any mortgage, easement, lien, pledge or any other encumbrance in any way affecting the Property, (ii) from conveying any interest in the Property, (iii) from entering into any other contracts or agreements pertaining to the Property, except contracts or agreements which are consistent with Buyer's rights hereunder and that may be terminated on or prior to the Closing Date, and/or (iv) agreeing to any change in the property tax status of the Property or deferring any property taxes.

10.3 Seller shall refrain from committing any waste or nuisance upon the Property.

10.4 Seller shall not market the Property for sale and/or to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

10.5 Left blank intentionally.

10.6 Without the Consent of Buyer, Seller shall not allow any labor to be performed on the Property that could give rise to the filing of a mechanic's lien against any portion of the Property if the costs of such labor are not timely paid.

11. Representations and Warranties of Seller. Seller represents and warrants to Buyer as of the Effective Date and the Closing Date as follows:

11.1 Title to Property. Seller has good and marketable, fee simple title to the Property, subject only to the Permitted Encumbrances. The Property constitutes a separate tax parcel eligible for development in accordance with the Regulations without need for further subdivision.

11.2 Authority; Consents. Seller represents and warrants to and covenants with Buyer that: (i) Seller is duly organized and has received all requisite authority to transact business in the State in which the Property is located; (ii) Seller has the power and authority to enter into this Agreement and all of the Seller's Closing Documents signed or to be signed by it; (iii) the execution, delivery and performance of Seller of the Seller's Closing Documents do not conflict with or result in violation of Seller's organizational documents, any judgment, order or decree of any court or arbiter to which Seller is a party, or any local ordinance, or statute, rule, or law of the State; (iv) upon execution, the Seller's Closing Documents will be valid and binding obligations of Seller, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws; and (v) the consents of no other parties are required as a condition to the Closing.

11.3 Unrecorded Agreements. There are no unrecorded agreements, undertakings or restrictions which affect the Property.

11.4 Leases. There are no leases or possessory rights of others regarding the Property.

11.5 No Default Notice. Seller has not received notice of a default or breach of any agreement to which Seller is a patty, and is not aware of any facts that would result in Seller being in default or breach of any agreement to which it is a party.

11.6 Reports. The Reports delivered or to be delivered to Buyer hereunder are correct and complete and, to Seller's actual knowledge, do not contain any false information.

11.7 Operations. Seller has received no notice of actual or threatened cancellation or suspension of any utility services at or on the Property, nor has Seller received any notice of any violation of any Regulations. Except as disclosed in the Title Commitment, Seller has received no notice of actual or threatened special assessments or reassessments, condemnation, or eminent domain proceedings with respect to the Property.

11.8 Environmental Laws. To Seller's actual knowledge, no Hazardous Substances have been generated, treated, stored, transferred from, released or disposed of, or otherwise placed, deposited in or located on the Property, nor has any activity been undertaken on the Property that would cause or contribute to the Property becoming a treatment, storage or disposal facility within the meaning of, or otherwise bring the Property within the ambit of, any Regulations relating to the protection of the environment. To Seller's actual knowledge, there are no Hazardous Substances in or on the Property that may support a claim or cause of action under any Regulations relating to the protection of the environment. To Seller's actual knowledge, the Property is not now, and never has been, listed on any list of sites contaminated with Hazardous Substances, nor used as landfill, dump, disposal or storage site for Hazardous Substances.

11.9 FIRPTA. Seller is not a "foreign person," "foreign partnership," "foreign trust," or "foreign estate," as those terms are defined in Code Section 1445 and the regulations promulgated thereunder.

11.10 No Proceedings. No legal or administrative proceeding is pending or, to Seller's actual knowledge, threatened (i) against Seller or any of its affiliates which would adversely affect its right to convey the Property to Buyer as contemplated in this Agreement, or (ii) affecting the Property. There are no condemnation or eminent domain proceedings pending or, to Seller's knowledge, threatened with respect to the Property.

11.11 Additional Interests. There are no property interests or other improvements that are owned by Seller and which are necessary or useful for the use and operation of the Property that are not being conveyed pursuant to this Agreement.

11.12 Private Sewage Systems; Wells. There are no private sewage systems or wells located on the Property.

11.13 Use of Property. To the best of Seller's knowledge, no methamphetamine production has occurred on the Property.

11.14 Unpaid Labor and Materials. Neither Seller nor any other party is indebted for labor or material that might give rise to the filing of notice of mechanic's lien against any portion of the Property.

11.15 No Broker. Seller has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement except CBRE, to whom Seller will pay all real estate commissions due and owning no later than the Closing Date.

11.16 Property Notice / No Redemption Rights. There exist no outstanding redemption rights in any third parties with respect to all or any portion of the Property and the Seller has given all proper notices and obtained all requisite approvals necessary to sell and convey the Property to the Buyer pursuant to the terms of this Agreement.

Seller will indemnify the Indemnified Parties, against, and will hold each of the Indemnified Parties harmless from, any expenses or damages, including reasonable attorneys' fees, that the Indemnified Parties incur because of the breach of any of the above representations and warranties. Each of the foregoing representations and warranties shall be deemed remade as of the Closing Date with respect to the Property.

12. Representations and Warranties of Buyer. Buyer represents and warrants to Seller as of the Effective Date and the Closing Date as follows:

12.1 Buyer is duly organized or incorporated under the laws of the State of its formation and has received all requisite authority to transact business in the State in which the Property is located.

12.2 Buyer has the power and authority to enter into this Agreement and all of the Buyer's Closing Documents signed or to be signed by it.

12.3 Buyer's execution, delivery and performance this Agreement and of the Buyer's Closing Documents do not conflict with or result in violation of Buyer's organizational documents or any judgment, order or decree of any court or arbiter to which Buyer is a party

12.4 Upon execution, the Buyer's Closing Documents will be valid and binding obligations of Buyer, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws.

12.5 No consents or approvals from any third parties are required for Buyer to perform its obligations under this Agreement.

12.6 Buyer has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement. Buyer is purchasing the Property for an investment with the intent of making a profit.

13. Casualty; Condemnation. If all or any part of the Property is substantially damaged by fire, casualty, the elements, or any other cause, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to insurance proceeds resulting from such event. If eminent domain proceedings are threatened or commenced against all or any portion of the Property, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to appear in and receive any award from such proceedings.

14. Remedies.

14.1 If Buyer defaults in its obligation to proceed to the Closing in accordance with the terms of this Agreement and fails to cure such default within ten (10) days after being notified in writing thereof, Seller shall be entitled, as its sole and exclusive remedy, to terminate this Agreement and to retain the Earnest Money as liquidated damages. The parties agree that in the event of default by Buyer, subject to the expiration of the cure period above, Seller's damages will be difficult or impractical to ascertain and the Earnest Money will be deemed to constitute a reasonable estimate of Seller's damages and shall not be deemed to constitute a forfeiture or penalty. Seller shall not have the right to recover any other damages of any kind from Buyer or to obtain other equitable adjustment to the terms of the sale of the Property.

14.2 If Seller defaults on any of its material obligations under this Agreement and fails to cure such default within ten (10) days after receiving written notice thereof, Buyer shall be entitled to exercise any remedies available to Buyer at law or equity for a default by Seller hereunder including, without limitation, (i) the immediate return of the Earnest Money, (ii) to apply for and to receive from a court of competent jurisdiction equitable relief by way of specific performance to enforce Seller's performance of the terms of this Agreement, and/or (iii) to seek and recover from Seller damages for nonperformance of this Agreement for all of Buyer's out-of-pocket costs and fees, including without limitation, reasonable attorneys' fees, accountants' fees and other consultants' fees incurred by Buyer in preparing and negotiating this Agreement, preparing for the Closing, obtaining financing commitments, investigating the status, title and condition of the Property, and other similar and reasonable costs and expenses.

14.3 If either party hereto shall bring suit against the other to enforce the terms of this Agreement, the losing party shall pay to the prevailing party the prevailing party's cost and expenses (including, without limitation, reasonable attorneys' fees and costs) incurred in enforcing such prevailing party's rights under this Agreement.

15. Miscellaneous.

15.1 Construction. This Agreement shall not be construed more strictly against one party than against the other, merely by virtue of the fact that it may have been prepared primarily by counsel for one of the parties, it being recognized that both Buyer and Seller have contributed substantially and materially to the preparation of this Agreement.

15.2 Headings. The headings preceding the text of the paragraphs and subparagraphs hereof are inserted solely for convenience of reference and shall not constitute a part of this Agreement, nor shall they affect its meaning, construction or effect.

15.3 Further Acts. Each party hereto agrees to do such further acts and execute, deliver, file and record such further documents and instruments as may be reasonably necessary to effectuate, evidence, and record the transactions contemplated by this Agreement.

15.4 Severability. The invalidity or unenforceability of any term or terms of this Agreement shall not invalidate, make unenforceable or otherwise affect any other term of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted, and in such event, the remaining terms of this Agreement shall remain in full force and effect.

15.5 Governing Law; Parties in Interest. This Agreement shall be governed by and be construed in accordance with the laws of the State.

15.6 Computation of Time. In computing any period of time pursuant to this Agreement, the day of the act or event from which the designated period of time begins to run will not be included. The last day of the period so computed will be included, unless it is a Saturday, Sunday or legal holiday, in which event the period runs until the end of the next day which is not a Saturday, Sunday or such legal holiday.

15.7 Time of the Essence. All times, wherever specified herein for the performance by Seller or Buyer of their respective obligations hereunder, are of the essence of this Agreement.

15.8 Assignment. Neither party shall be entitled to assign or convey any interest in this Agreement to any third party, without first obtaining the prior written consent of the other party. Notwithstanding the foregoing, Buyer shall have the right to assign its interest in this Agreement to an entity affiliated with, or controlled by Buyer, without the consent of Seller; provided, however, that Buyer shall provide Seller with a copy of any such assignment promptly after it has been executed. The parties' rights and obligations under tills Agreement shall inure to the benefit of and shall be binding on successors and assigns.

15.9 Notices. All notices and other communications in respect to this Agreement shall be deemed to have been duly given, if in writing and delivered personally or if mailed in a sealed wrapper by United Sates registered or certified mail, return receipt requested, postage prepaid, or via facsimile, properly addressed to the parties as provided in Exhibit A attached hereto.

15.10 Complete Agreement. This instrument and any exhibits, schedules or addendums attached hereto contain the entire Agreement of the parties, and supersedes all prior negotiations, agreements or understandings, whether oral or in writing. This Agreement may not be changed orally but only by an Agreement in writing signed by the party against whom enforcement of any such waiver, change, modification, extension or discharge is sought.

15.11 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute an original but all of which, taken together, shall constitute but one and the same instrument.

16. Building and Site Design.

The Development Agreement required for development of the Land shall include, as exhibits, the site design and the front, side and rear elevations of the proposed structure(s). In light of the location of the Land and the importance of the COR to Seller's comprehensive planning, Seller expressly reserves the right to approve the site design and elevations to be utilized on this Property.

17. Option to Purchase.

17.1 Option Property. The property legally described in Exhibit B as Outlot A, Ramsey Town Center 7th Addition, Anoka County, Minnesota, will be subdivided prior to Closing. The portion being purchased by Buyer pursuant to this Agreement is the Land. The remaining property (approximately 1.36 acres) is subject to this Section 17 (the Option Property).

17.2 Option to Purchase. Seller grants Buyer the exclusive option to purchase the Option Property under the following terms:

17.2.1 Option Period. Buyer's option to purchase the Option Property shall remain available to Buyer for a period of five years from the Effective Date of this Agreement (the Option Period), provided Buyer fulfills its obligations under this Section 17. In the event the option to purchase is not exercised by the end of the Option Period, the option shall be deemed null and void without notice or action by either party.

17.2.2 Purchase Price. The purchase price for the Option Property is $2.08 per square foot for a total of $123,368. The Option Cost, as described below, is in addition to, and not part of, the Purchase Price.

17.2.3 Option Cost. In consideration for Seller providing Buyer with the exclusive option to purchase the Option Property, Buyer shall pay Seller $10,000.00 per year for each year Buyer chooses in its sole discretion to retain the option, up to five years. The first two years of option payments ($20,000.00) are due at Closing. In order to retain the right to purchase the Option Property, the subsequent option payments (beginning two years after the Closing) are due annually on the anniversary of the Closing

unless Buyer closes on the purchase of the Option Property. In the event an option payment is not received prior to or on the anniversary date of the Closing, and Buyer has not closed on the Option Property, this Option to Purchase shall be deemed null and void without notice or action by either party.

17.2.4 Exercising the Option. In the event Buyer chooses to exercise its option to purchase the Option Property, and the Option Period has not terminated and all option payments are current, the parties shall enter into a separate purchase agreement reflecting the purchase price set forth in this Section. Buyer will be subject to all City Codes in existence at the time the new purchase agreement is executed. A Development Agreement will be required for development of the Option Property and will be subject to the terms of Section 16, above. The Development Agreement will include deadlines for construction of improvements on the Option Property.

17.3 Survival. This Section 17 shall survive the Closing and continue to be fully enforceable by its terms.

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IN WITNESS WHEREOF, Seller and Buyer have executed this Purchase Agreement effective as of the Effective Date.

SELLER:

CITY OF RAMSEY, MINNESOTA,
a Minnesota municipal corporation

By: _____
Name: Sarah Strommen
Title: MAYOR

By: _____
Name: Kurtis G. Ulrich
Title: City Administrator

BUYER:

AEON PORTFOLIO II LLC,
a Minnesota limited liability company

By: _____
Name: Caroline Horton
Title: Secretary-Treasurer

ESCROW RECEIPT

The undersigned, Commercial Partners Title, LLC ("Escrow Agent"), acknowledges receipt of Nine Thousand One Hundred Fifty and No/100 Dollars ($9,150.00) (the "Initial Deposit") to be held by it pursuant to the Purchase Agreement to which this Escrow Receipt is attached. Additional deposits may be made with Escrow Agent (collectively with the Initial Deposit, the "Deposit") pursuant to the Purchase Agreement. Escrow Agent agrees to hold the Deposit in accordance with the terms of the Purchase Agreement and disburse the same strictly in accordance with such terms. Escrow Agent shall invest the Deposit in such interest-bearing accounts or instruments as shall be approved by both Buyer and Seller. Interest shall accrue for the benefit of Buyer.

Seller and Buyer represent that their respective Tax I.D. Numbers are as follows: Seller, _____; Buyer, 45-2430948.

Escrow Agent shall have no responsibility for any decision concerning performance or effectiveness of the Purchase Agreement or to resolve any disputes concerning the Purchase Agreement. Escrow Agent shall be responsible only to act in accordance with the joint and mutual direction of both Seller and Buyer, or in lieu thereof, the direction of a court of competent jurisdiction. Seller and Buyer undertake to hold Escrow Agent harmless from all claims for damages arising out of this Escrow Receipt and do hereby agree to indemnify Escrow Agent for any costs and expenses in connection with this escrow, including court costs and attorneys' fees, except for Escrow Agent's failure to account for the funds held hereunder, or acting in conflict with the terms hereof.

The fees and charges of the Escrow Agent shall be paid by Buyer.

ESCROW AGENT:

Commercial Partners Title, LLC

By:_____
Its: _____

[Signatures continued on following page]

[Signatures continued]

SELLER:

CITY OF RAMSEY, MINNESOTA,
a Minnesota municipal corporation

By: _____
Name: SARAH STRONEN
Title: MAYOR

By: _____
Name: Kurtis G. Ulrich
Title: City Administrator

BUYER:

AEON PORTFOLIO II LLC,
a Minnesota limited liability company

By: _____
Name: Caroline Horton
Title: Secretary - Treasurer

EXHIBIT A

Key Terms and Definitions

A. **Definitions**. For purposes of this Agreement, the following capitalized terms shall have the following meanings:

1. "Agreement" shall mean the Purchase Agreement between Buyer and Seller to which this Exhibit is attached.

2. "Buyer" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

3. "Buyer's Closing Documents" shall have the meaning assigned to such term in Section 8.2 of the Agreement.

4. "Closing" shall mean the closing of the purchase and sale of the Property contemplated by this Agreement.

5. "Closing Date" shall mean thirty (30) days after the expiration of the contingencies but no later than September 29, 2017.

6. "Closing Statement" means a closing statement prepared by the Title Company to be executed by Seller, Buyer, and the Title Company at the Closing that accurately describes the economic terms of transaction described this Agreement

7. "Code" shall mean the Internal Revenue Code of 1986, as amended.

8. "Consent" means the prior written consent of Buyer, which consent may be withheld in Buyer's sole discretion unless otherwise stated in this Agreement.

9. "Cure Period" has the meaning set forth in Section 5.3.

10. "Deed" shall mean a Limited Warranty Deed conveying the Property to Buyer, free and clear of all encumbrances, except the Permitted Encumbrances, at the Closing.

11. "Earnest Money" means Nine Thousand One Hundred Fifty Dollars ($9,150.00), along with any interest or earnings accrued thereon while such funds are held by the Title Company.

12. "Effective Date" shall be as defined in the opening paragraph of this Agreement.

13. "Escrow Agreement" shall mean any form of acknowledgement of escrow deposit in the form required by the Title Company upon its receipt of the Earnest Money.

14. "Executory Period" shall mean the period of time from the Effective Date through and including the Closing Date.

15. "Extended Closing Date" means the date which is 60 days after the Initial Closing Date.

16. "Governmental Authority" means any state, federal, local, municipal or other governmental authority, agency, or licensing authority of any kind having jurisdiction over the Property or Seller.

17. "Hazardous Substances" shall mean toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, and any hazardous substance as defined in any state, local or federal Regulations relating to the protection of the environment.

18. "Indemnified Parties" means collectively, Buyer, its officers, directors, members, partners, governors, managers, and employees and their respective successors and assigns

19. "Inspection Period" shall mean the period of time from the Effective Date through and including the date that is seven (7) months after the Effective Date.

20. "Land" shall mean 88,000 square feet of the parcel legally described on Exhibit B to this Agreement. The parcel legally described on Exhibit B shall be subdivided prior to Closing and the legal description for the new 88,000 square foot parcel shall constitute the Land for purposes of this Agreement.

21. "Permitted Encumbrances" means any defects or encumbrances on the Property to which Buyer does not submit a written Title Objection during the Inspection Period, or any defect or encumbrance that is waived by Buyer in accordance with the terms of this Agreement.

22. "Property" shall mean collectively the Land and all rights related thereto, including easements and adjacent street and alleys.

23. "Purchase Price" means One Hundred Eighty Three Thousand and No/100 Dollars ($183,000.00), as the same may be adjusted pursuant to the terms and conditions of this Agreement.

24. "Regulations" means the rules and regulations applicable to the Property or Seller of any Governmental Authority having jurisdiction.

25. "Reports" means all feasibility studies, soil reports, environmental reports, permits, licenses, service contracts, title policies, surveys, and other appraisals, inspections, tests, reports, or studies in the possession or reasonable control of Seller with respect to the Property.

26. "Seller" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

27. "Seller's Closing Documents" shall have the meaning assigned to such term in Section 8.1 of the Agreement.

28. "Seller's Title Notice" shall have the meaning set forth in Section 5.1.

29. "State" shall mean the State of Minnesota.

30. "Survey" means an updated ALTA/ACSM survey of the Property prepared by a surveyor acceptable to Buyer in its sole discretion.

31. "Title Commitment" means a commitment for an ALTA Owner's Policy of Title Insurance insuring fee simple title to the Property in the amount of the Purchase Price, which shall (i) commit the Title Company to insure fee simple title to the Property subject only to the Permitted Encumbrances, (ii) so long as Buyer obtains the Survey, affirmatively insure Buyer against any and all encroachments or mechanic's liens not of record, (iii) provide that the Title Company will increase its coverage at any time to reflect increase in the property values and /or improvements being made to the Property, upon payment to the Title Company of a standard policy premium for the amount of the increased insurance coverage; and (iv) provide that the Property is zoned properly for Buyer's intended use of the Property and that the Property is in compliance with all applicable zoning requirements.

32. "Title Company" shall mean Commercial Partners Title LLC, 200 South Sixth Street, Suite 1300, Minneapolis, MN 55402, or such other title insurance company as Buyer may select in its reasonable discretion.

33. "Title Evidence" shall mean the Title Commitment and the Survey, together.

34. "Title Objections" shall have the meaning assigned to such term in Section 5.2 of this Agreement.

B. **Notices**. Notices, as provided in this Agreement, shall be given to the parties at the following addresses, or such other address as any of the parties may reasonably notify the other parties of in accordance with this Agreement:

If to Buyer:	Aeon Portfolio II LLC 901 North Third Street, #150 Minneapolis, MN 55401 Attention: James Lehnhoff email: jlehnhoff@aeonmn.org Phone Number: (612) 746-0528
With a copy to:	Faegre Baker Daniels LLP 90 South Seventh Street, Suite 2200 Minneapolis, Minnesota 55402 Attention: Angela Christy email: angela.christy@faegrebd.com Phone Number: (612) 766-7000
If to Seller:	City of Ramsey 7550 Sunwood Drive NW Ramsey, Minnesota 55303 Attention: Patrick Brama

Email: pbrama@ci.ramsey.mn.us
Phone Number: (763) 433-9868

With a copy to:

Ratwik, Roszak & Maloney, P.A.
730 Second Ave. South, Suite 300
Minneapolis, MN 55402
Attention: Joseph J. Langel
Email: jjl@ratwiklaw.com
Phone Number: (612) 339-0060
Facsimile Number: (612) 339-0038

EXHIBIT B

Legal Description

Outlot A, Ramsey Town Center 7th Addition, Anoka County, Minnesota.

EXHIBIT C

List of Required Documents

Copies of the following:

- Existing title policies, title commitments and survey, if any;
- Real estate tax statements and other tax bills (including special assessments) affecting the Property for the last two calendar years;
- All inspections, reports, clearances and other documentation issued by any Governmental Authority having jurisdiction of the Property in the last three calendar years;
- Any environmental reports in connection with the Property in Seller's possession;
- Copy of the plat for the Property; and
- All Reports.

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, June 8, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Jim Steffen Member Brian Burandt Member Glen Hardin Member Chris Riley Member Wayne Skaff Member Kristine Williams (arrived at 7:42 a.m.)
Members Absent:	Member Philip Brunt
Also Present:	Patrick Brama, Econ. Dev. Mgr/Assistant City Administrator Tim Gladhill, Development Services Manager Kurt Ulrich, City Administrator Brian Pankratz, CBRE Jason Aarsvold, Ehlers and Associates

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:30 a.m.

2. APPROVE AGENDA

Motion by Member Skaff, seconded by Member Hardin, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated May 25, 2017

Motion by Member Skaff, seconded by Member Hardin, to approve the May 25, 2017, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

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4. EDA BUSINESS

4.01: Aeon Purchase Agreement: Multiple Actions

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Member Hardin asked if the parcels were being purchased under separate entities and received confirmation that is correct.

Motion by Member Skaff, seconded by Member Hardin, to recommend to City Council to approve the second amendment to the original Purchase Agreement between the City and Aeon and to approve the second Purchase Agreement with Aeon, for the second phase of their proposed development.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

4.02: Sharp and Associates Purchase Agreement

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Chairperson Steffen asked if the geotechnical was discovered as part of the last offer on the property.

Economic Dev. Mgr/Assistant City Administrator Brama explained that the issue was discovered during due diligence and was not part of the shovel ready process during the last offer. He confirmed that the soil test had an impact on the purchase price.

Member Hardin asked if there have been estimates on the soil corrections.

Dennis Sharp stated that there would need to be soil corrections and the site would need to be brought up to grade. He estimated $300,000 to $400,000, depending what is needed.

Chairperson Steffen asked and received confirmation that there is room for a second building on the site.

Member Riley asked and received confirmation that Mr. Sharp is comfortable with the language staff suggested regarding the building.

Economic Dev. Mgr/Assistant City Administrator Brama clarified that the building language is tied to phase one, the first building, and there is nothing tied to the second building. He provided additional information on the process Mr. Sharp follows in developing sites in this manner.

Member Hardin asked if this parcel has not been listed.

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Economic Dev. Mgr/Assistant City Administrator Brama stated that this parcel has never been listed with CBRE.

Member Hardin stated that he would be opposed to paying a broker fee for a parcel that has never been listed with the broker.

Member Williams arrived.

Brian Pankratz, CBRE, stated that he had been working with developers to find a parcel and attention was brought to this parcel through that process.

Member Hardin stated that the City has a long relationship with Mr. Sharp and the purchase agreement was drafted with staff, and therefore he would be opposed to paying a broker fee.

Chairperson Steffen asked how Mr. Sharp had discovered this parcel.

Mr. Sharp stated that he was alerted to the parcel through conversations with Economic Dev. Mgr/Assistant City Administrator Brama. He stated that the land is near his other parcels and is a good location for him. He stated that he thought the land was fairly undisturbed prior to the soil testing. He stated that most of his building have been speculative, noting that his last one was in 2009. He believed that there is a demand for this smaller space. He explained that when bigger companies come that tends to draw smaller companies as well and he enjoys working with the smaller companies. He stated that those businesses eventually grow and then he often builds a larger building for them. He confirmed that he builds the shell and the interior is then built out to match the size and needs of the company.

Member Riley asked for the input of staff on the brokerage commission.

Economic Dev. Mgr/Assistant City Administrator Brama stated that the property was identified as available land and was directed to work with CBRE to market the land. He noted that almost immediately a purchase agreement was brought forward from CBRE with Platinum Properties. He stated that it has been a fluid situation that Mr. Sharp and Platinum Properties were working on together and evolved into just Mr. Sharp. He stated that perhaps the EDA concern is expressed and he can have a discussion with CBRE prior to the Council review.

Chairperson Steffen noted that in the previous case CBRE brought forth the developer while in this case they did not, although there may have been a tie. He stated that he likes the project and is excited to have another project with Mr. Sharp.

Motion by Chairperson Steffen, seconded by Member Hardin, to recommend to City Council to approve/deny the purchase agreement between the City of Ramsey and Sharp & Associates LLC for 9.33 acres of City owned land, with direction for further discussion regarding the CBRE commission.

Further discussion: Member Hardin stated that he is opposed to the CBRE commission. Economic Dev. Mgr/Assistant City Administrator Brama stated that if there is strong consensus

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that would be good to know prior to the Council review. He noted that another option would be to reduce the payment to CBRE. City Administrator Ulrich stated that it would be helpful to have input as to whether the EDA is opposed to the full commission or whether a lower commission would be allowed. Member Hardin suggested amending the purchase agreement to remove the commission for CBRE. Members Skaff and Burandt agreed that the commission should not be paid. Member Hardin suggested amending the language in the purchase agreement to remove paragraph 16.

Motion by Chairperson Steffen, seconded by Member Hardin, to amend the motion to recommend to City Council to approve the purchase agreement between the City of Ramsey and Sharp & Associates LLC for 9.33 acres of City owned land, removing paragraph 16.

Further discussion: Member Williams stated that this deal has a structure different than the original purchase agreement. She was concerned that it would be more difficult to obtain funds after the fact rather than refunding the funds. Economic Dev. Mgr/Assistant City Administrator Brama provided additional details on the structures of the purchase agreements. Member Hardin noted that these are two different deals and that is why the structure is different. Economic Dev. Mgr/Assistant City Administrator Brama provided additional information on the letter of credit. Community Development Director Gladhill stated that letters of credit are used frequently and you can draw on them without approval from the developer. He did agree that there is some risk, compared to having straight cash. He noted that every project that goes before the Planning Commission has a letter of credit. He noted that in the mid-2000's there were several times the City had to draw on letters of credit. Mr. Pankratz stated that there is a difference in what Platinum was proposing compared to what Mr. Sharp is proposing. He noted that Platinum was going to build two buildings, while Mr. Sharp is proposing to build the first building and then future buildings as needed to client needs. He stated that the additional geotechnical information also changes the deal. Chairperson Steffen asked when Mr. Sharp would begin construction. Mr. Sharp stated that he would like to start construction this year but at the latest would be spring 2018.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Burandt, Riley, and Skaff. Voting No: Member Williams. Absent: Member Brunt.

4.03: PSD LLC Business Park: Approve MOU Related to New Internal Public Roadway

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report and reviewed all three requests from PSD, which are split between three cases.

Chairperson Steffen stated that at the last meeting this was discussed and there was one building, but now there are two buildings. He noted that the City cost requested was not changed.

Motion by Member Skaff, seconded by Member Burandt, to recommend to City Council to adopt the Memorandum of Understanding (MOU), authorizing a not to exceed $250,000 reimbursement to PSD LLC for the construction of a new public roadway located within the City's new business park.

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Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Hardin, Riley, and Williams. Voting No: None. Absent: Member Brunt.

4.04: PSD LLC Business Park: Establish TIF District 16 and Approve TIF Agreement (Building #1)

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report with the previous case.

Jason Aarsvold, Ehlers and Associates, stated that they review the project costs, total development costs, rents that will be charged, and other costs attached to evaluate that those are in line with the request for assistance. He stated that they are comfortable with the requests, given the nature of the building. He stated that the next step will be to determine the impact to the developer's return on investment to ensure that is not outside of the range of seven to nine percent. He noted that providing the assistance will help the developer obtain financing and will not be outside of the typical range of the return on investment.

Matt Kuker, PSD, stated that the first building is always the toughest and once that is established people will want to come into the business park.

Motion by Member Skaff, seconded by Chairperson Steffen, to recommend to City Council to Adopt Resolution #17-06-131 to Modify Development District 1, Establish TIF District 16, and Adopt a Plan for TIF District 16, subject to changes by the City Attorney; Adopt Resolution #17-06-132 Authorizing Execution of a TIF Agreement, subject to changes by the City Attorney; and Adopt Resolution #17-06-133 Authorizing the Establishment of an Inter Fund Loan for TIF District 16.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Hardin, Riley, and Williams. Voting No: None. Absent: Member Brunt.

4.05: PSD LLC Business Park: Accept Business Subsidy Application & Call for a Public Hearing (Building #2)

Economic Dev. Mgr/Assistant City Administrator Brama presented additional details on the staff report.

Chairperson Steffen noted that it seems a similar request to the last.

Economic Dev. Mgr/Assistant City Administrator Brama stated that the review is not as stringent with this request as this is not TIF.

Member Riley stated that he likes the idea that this is tied to the building.

Mr. Kuker provided additional details on the building and how it could be converted if Adrenalin leaves after their seven-year lease. He noted that the structure itself would be almost identical with the exception of the dock doors that would not be installed.

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Chairperson Steffen asked if TIF is not available because of the recreational use.

Economic Dev. Mgr/Assistant City Administrator Brama confirmed that recreational uses are not available for TIF.

Mr. Kuker noted that the rent would be slightly smaller for this second building because there is a lesser cost to build out the building. He noted that the cost for rent will be higher than the tenant was paying at their current location but confirmed that the tenant does have leases in place for this site which will be larger than their current location.

Chairperson Steffen noted that the timeline appears very tight.

Mr. Kuker agreed that the timing is very tight as the tenant has leases that start on January 1, 2018. He stated that in essence the tenant is paying rent for 12 months of the year while they will most likely only use the facility six months out of the year as the soccer will be outdoors in the warmer months. He noted that the tenant will be exploring options for additional activities that could occur during the warmer months. He confirmed that the tenant is currently not in a location as the site he was previously located in has been closed.

Chairperson Steffen asked if the developer could build the building within the timeline.

Mr. Kuker stated that the closing will occur on June 27th and he has received permission to begin grading.

Community Development Director Gladhill noted that it is a very aggressive schedule and some preapprovals can be given. He noted that the more they deviate from the regular schedule, the more risk that will come. He stated that the process can be sped up, but acknowledged that the developer is willing to take on the risk and liability regarding grading and stormwater. He stated that staff will do what they can to be flexible.

Mr. Kuker acknowledged that there is risk that would fall on him. He stated that Adrenalin would bring in additional traffic to The COR. He noted that if there is additional cost that arises from speeding this process up, that cost can be split up between the future pads that will be sold.

Member Williams asked if that sensitivity would be part of the business subsidy analysis.

Economic Dev. Mgr/Assistant City Administrator Brama confirmed that would be included in the review.

Chairperson Steffen stated that he loves the project and the signage.

Member Williams stated that she has experience as a parent of a child that went to Adrenalin Sports and once this is open she will go to Acapulco rather than stay at Adrenalin and believes that many other parents will do the same and frequent businesses in The COR.

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Motion by Member Williams, seconded by Member Hardin, to recommend to City Council to accept a business subsidy application from PDS LLC and call for a public hearing on July 25, 2017.

Motion carried. Voting Yes: Chairperson Steffen, Members Williams, Hardin, Burandt, Riley, and Skaff. Voting No: None. Absent: Member Brunt.

4.06: CBRE Update

Mr. Pankratz provided the first quarter statistics metro wide, noting that net absorption for office and retail are negative. He stated that the retail world is changing as many retailers continue to close their doors and follow the virtual trend. He stated that the trend is now on food and fitness. He stated that traffic patterns take time to change and people are now utilizing the Armstrong interchange more often. He stated that the residential market is booming. He stated that Ramsey is in between two retail nodes and with large stores closing in Riverdale, retailers will most likely backfill in that location. He noted that the additional homes being built in Ramsey will help to attract businesses. He stated that the restrictive covenant is no longer in force, which is good for additional food locations that may want to come. He stated that the additional industrial and PSD projects will bring in additional traffic and could attract more business. He stated that they continue to see interest from medical office tenants. He provided an update on marketing. He noted that he has been pushing Ramsey for quick food users and hard goods and has heard that Ramsey is on their growth plans. He noted that he has also reached out to gas stations in attempt to bring a tenant to Armstrong as traffic patterns push more vehicles on that route. He reviewed the marketing suggestions and next steps.

4.07: Review Architectural Design for Stonebrook Academy (Project #17-101); Case of Michael and Kristen Johnson

Community Development Director Gladhill presented the staff report.

Chairperson Steffen asked for details on the materials for the Sunwood side of the building.

Community Development Director Gladhill provided details on the proposed materials.

Member Williams stated that it appears that no landscaping is proposed for the west side. She asked if the windows are all real.

Community Development Director Gladhill confirmed the lack of landscaping for the west, noting that it would allow for future development on the adjacent parcel and meets the requirements of The COR. He stated that it is his understanding that they would be real windows, although they may be shaded.

Member Williams asked for the location of the two out parcels on the plat.

Community Development Director Gladhill noted that the case references the remnant parcels that are not used for the daycare center, to the west and the east.

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Member Williams stated that it appears there is not a door on the Sunwood side.

Community Development Director Gladhill noted that the existing plan is silent on whether a door is needed on Sunwood. He stated that the main entrance is not on Sunwood and the daycare center has concern with having even a security door that would allow children to leave the building to the Sunwood side.

Chairperson Steffen stated that he generally supports the plan and noted that the applicant has come a long way from the first rendition. He confirmed the consensus of the EDA.

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update.

City Administrator Ulrich provided an update on McDonald's. He noted that both USBank and Coborn's have installed their taller signs.

6. ADJOURNMENT

Motion by Chairperson Steffen, seconded by Member Riley, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Steffen, Members Riley, Burandt, Brunt, Hardin, Skaff, and Williams. Voting No: None. Absent: None.

The regular meeting of the Economic Development Authority adjourned at 9:02 a.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Patrick Brama
Econ. Dev. Mgr/Assistant City Administrator

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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CC Regular Session **4. 9.**

Meeting Date: 06/13/2017

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #17-06-135 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of May 18, 2017 through June 7, 2017

Action:

Motion to Adopt Resolution #17-06-135 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of May 18, 2017 through June 7, 2017.

Attachments

Bills List 6/13/2017

Resolution 6/13/2017

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	06/07/2017 02:32 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:49 PM
Form Started By: Jackie Lipski		Started On: 06/07/2017 02:05 PM
Final Approval Date: 06/08/2017		

RAMSEY CITY COUNCIL MEETING

6/13/2017

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 5/18/17-6/7/17	1,187,513.36
Accounts Payable 5/18/17-6/7/17	250,466.66
Payroll 5/19/17 and 6/2/17	315,185.40
Debt Service	362,658.76

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 2,115,824.18**

DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:	APPROVED PREV. MTG	2017 Y.T.D.
NET PAYROLL TOTAL	$ 144,970.71	$ 1,487,134.62
- CORRECTION TO PAYROLL		
PREPAIDS	229,010.98	2,542,727.63
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE		680,793.75
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	360,200.98	2,672,698.60
ADD (DELETE) BILLS LIST SUBMITTED PAY ESTIMATE(S)	24,516.55	410,413.44
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 758,699.22**	**$ 7,793,768.04**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102784	**5/18/2017**		**100031 ANOKA COUNTY**						
		200,000.00	RIGHT OF WAY RIVERDALE EXT		86467	051817	9402.6530	00201620	IMPROVEMENTS OTHER
		200,000.00							
102785	**5/18/2017**		**114740 BOND TRUST SERVICES CORPORATION**						
		11,275.00	BONDS 2015B		86468	35026	9350.6611		BOND INTEREST
		52,006.25	BONDS 2015A		86469	35025	9351.6611		BOND INTEREST
		63,281.25							
102786	**5/18/2017**		**110734 CITY OF RAMSEY**						
		313.11	#726443		86470	051817	9601.4651		WATER REVENUE
		24.00	#727377		86470	051817	9601.4651		WATER REVENUE
		300.00	#701128448		86470	051817	9601.4651		WATER REVENUE
		140.00	#722400		86470	051817	9601.4651		WATER REVENUE
		32.91	#721489		86470	051817	9601.4651		WATER REVENUE
		810.02							
102787	**5/18/2017**		**100289 METRO SALES INC**						
		287.22	BAL DUE 4/5/2017		86471	INV769344 BAL	0130.6405		OFFICE & DATA PROCES:
		85.79	BAL DUE 4/5/2017		86471	INV769344 BAL	0211.6405		OFFICE & DATA PROCES:
		373.01							
102788	**5/18/2017**		**108033 RAMSEY FOUNDATION**						
		3,000.00	DONATION DRAW EVENTS		86472	051617	9270.6315		MISCELLANEOUS PROFE
		3,000.00							
102789	**5/19/2017**		**100257 LAW ENFORCEMENT LABOR SRV INC**						
		539.00			86297	050417834492	9101.2177		UNION DUES
		539.00			86479	0518171023372	9101.2177		UNION DUES
		1,078.00							
102790	**5/19/2017**		**100298 MN AFSCME COUNCIL 5**						
		744.95			86298	050417834493	9101.2177		UNION DUES
		744.95			86480	0518171023373	9101.2177		UNION DUES
		1,489.90							
102791	**5/23/2017**		**113871 APPLIED MAINTENANCE SUPPLIES AND SOL.**						
		2,499.56	AERO PAINT/MISC		86487	96803640	0311.6249		MISCELLANEOUS OPERA
		259.52	AERO PAINT/MISC		86487	96803640	0301.6249		MISCELLANEOUS OPERA
		2,759.08							
102792	**5/23/2017**		**106670 CENTRAL POWER DISTRIBUTORS INC**						
		4.82	SPARK PLUGS		86488	688597	0452.6257		OTHER VEHICLE PARTS
		43.56	CASTER YOKE		86489	683375	0452.6257		OTHER VEHICLE PARTS
		48.38							
102793	**5/23/2017**		**100111 COMMERCIAL ASPHALT COMPANY**						
		1,630.21	ASPHALT		86490	170515	0311.6265		ASPHALT
		1,630.21							
102794	**5/23/2017**		**106583 DELTA DENTAL PLAN OF MINNESOTA**						
		2,408.20	JUNE 2017 DENTAL INS		86491	6911046	9101.2170		DENTAL/DISABILITY/LIFE
		2,408.20							
102795	**5/23/2017**		**113651 ELECTRO WATCHMAN INC**						
		608.96	PROXIMITY CARDS		86492	287722	0452.6249		MISCELLANEOUS OPERA

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102795	5/23/2017		113651 ELECTRO WATCHMAN INC						Continued.
		608.96							
102796	5/23/2017		100204 GRAFIX SHOPPE						
		843.00	MISC FOR 373		86493	114420	0211.6550		MOTOR VEHICLES
		843.00							
102797	5/23/2017		100209 HAKANSON ANDERSON ASSOC INC						
		6,850.00	RE: OUTLOT B-COR ONE		86494	37946	9214.6315		MISCELLANEOUS PROFE
		6,850.00							
102798	5/23/2017		115574 HEALTHPARTNERS						
		36,871.00	JUNE 17 MEDICAL INS		86495	72924623	9101.2176		LIFE/HEALTH-EMPLOYEE
		36,871.00							
102799	5/23/2017		100276 MCFOA						
		36.00	CERT- K. SCHMITZ		86496	051717	0130.6451		MEMBERSHIP DUES
		36.00							
102800	5/23/2017		115260 SYSAID TECHNOLOGIES LTD						
		1,825.00	RENEWAL- CLOUD 2017-2018		86497	OP-0507571	0192.6405		OFFICE & DATA PROCES:
		1,825.00							
102874	5/25/2017		111377 ANOKA MUNICIPAL UTILITY						
		123.15	CTY RD 116 & HWY 47 SIGNAL		86531	22-613120-01 MAY 17	0260.6371		ELECTRIC UTILITIES
		48.21	14034 DYSPROSIUM ST LIGHT		86532	22-610280-00 MAY 17	9603.6371		ELECTRIC UTILITIES
		37.77	BUNKER LK BLVD/DYSPOSIUM SIG		86533	22-612000-01 MAY 17	0260.6371		ELECTRIC UTILITIES
		56.80	RAMSEY ST LIGHTS		86534	22-990005-01 MAY 17	9603.6371		ELECTRIC UTILITIES
		265.93							
102875	5/25/2017		100297 CENTERPOINT ENERGY						
		1,377.77	7550 SUNWOOD DR		86537	6702493-5 MAY 17	0194.6373		GAS
		74.33	14515 E TOWN CENTER DR		86538	8782239-1 MAY 17	9601.6373		GAS
		103.13	6701 HIGHWAY 10		86539	6011580-5 MAY 17	9410.6373	00041012	GAS
		119.66	15050 ARMSTRONG BLVD		86540	5914352-9 MAY 17	0220.6373		GAS
		1,674.89							
102876	5/25/2017		106670 CENTRAL POWER DISTRIBUTORS INC						
		5.40	MOWER SUPPLIES		86541	699796	0452.6249		MISCELLANEOUS OPERA
		5.40							
102877	5/25/2017		110734 CITY OF RAMSEY						
		140.65	# 724431		86542	052517	9601.4651		WATER REVENUE
		128.00	# 722258		86542	052517	9601.4651		WATER REVENUE
		161.24	#726525		86542	052517	9601.4651		WATER REVENUE
		136.27	#1017457		86542	052517	9601.4651		WATER REVENUE
		44.00	#723050		86542	052517	9601.4651		WATER REVENUE
		161.24	# 718889		86542	052517	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102877	5/25/2017		110734 CITY OF RAMSEY						Continued.
		145.28	# 700617252		86542	052517	9601.4651		WATER REVENUE
		150.00	# 118718918		86542	052517	9601.4651		WATER REVENUE
		24.00	# 398002818		86542	052517	9601.4651		WATER REVENUE
		26.17	# 45123529		86542	052517	9601.4651		WATER REVENUE
		1,116.85							
102878	5/25/2017		100116 CONNEXUS ENERGY						
		131.68	16300 ST FRANCIS BLVD-IRRIG		86543	444931-267449 MAY 17	0452.6371		ELECTRIC UTILITIES
		131.68							
102879	5/25/2017		106624 EHLERS AND ASSOCIATES, INC						
		1,100.00	RE: TIF DISTRICT 16		86544	73470	9230.6315		MISCELLANEOUS PROFE
		4,272.50	RE: INDUSTRIAL PARK STUDY		86545	73468	9230.6315		MISCELLANEOUS PROFE
		767.50	GENERAL TIF		86546	73467	9230.6315		MISCELLANEOUS PROFE
		161.25	RE: PLATINUM PROPERTIES		86547	73469	9230.6315		MISCELLANEOUS PROFE
		6,301.25							
102880	5/25/2017		100209 HAKANSON ANDERSON ASSOC INC						
		4,585.00	RE: CENTRAL PARK-PARK LOT		86548	37945	9805.6530	00201698	IMPROVEMENTS OTHER
		4,585.00							
102881	5/25/2017		114068 IDEAL SERVICES INC						
		418.75	SERVICE AT ELMCREST		86549	8598	0452.6489		OTHER CONTRACTED SE
		418.75							
102882	5/25/2017		100258 LEAGUE OF MINNESOTA CITIES						
		800.00	CONF-STROMMEN,SHRYOCK,ULRICH		86550	255508	0111.6335		TRAINING
		400.00	CONF-STROMMEN,SHRYOCK,ULRICH		86550	255508	0130.6335		TRAINING
		1,200.00							
102883	5/25/2017		100288 METRO NORTH CHAMBER OF COMMERCE						
		170.00	BNSF BIZ CAR TRAIN RIDE		86551	20255	0111.6249		MISCELLANEOUS OPERA
		170.00							
102884	5/25/2017		107484 MN DEPARTMENT OF HEALTH						
		150.00	PLAN REVIEW ARMSTRONG/PUMA		86552	052417	9601.1730	00201709	IMPROVEMENTS OTHER
		150.00							
102885	5/25/2017		107484 MN DEPARTMENT OF HEALTH						
		150.00	PLAN REVIEW TRAPROCK/RAMSEY BL		86553	052417A	9402.6530	00201620	IMPROVEMENTS OTHER
		150.00							
102886	5/25/2017		100678 PETTY CASH						
		57.13	PD TRAINING MEALS		86554	052417	0211.6331		TRAVEL & LODGING
		57.13							
102887	5/25/2017		112515 WSB AND ASSOCIATES INC						
		135.00	MARCH 17- 2017 MILL/OVERLAY		86555	2 01973-290 MAY 17	9435.6530	00201702	IMPROVEMENTS OTHER
		135.00							
102888	5/30/2017		100297 CENTERPOINT ENERGY						
		216.85	5650 ALPINE DR NW		86556	5961540-1 MAY 17	0220.6373		GAS

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102888	5/30/2017		100297 CENTERPOINT ENERGY						Continued.
		216.85							
102889	5/30/2017		115738 MEGEGA, VALERIY AND OXANA						
		6,000.00	REFUND LAND ESC 16734 LIMONITE		86557	052617	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REFUND ERO ESC 16734 LIMONITE		86558	053017A	9804.6433	00115178	REFUNDS
		7,500.00							
102890	5/30/2017		113771 RICE CREEK BUILDING AND REMODELING INC						
		1,500.00	REFUND ERO ESC 15200 HELIUM ST		86559	053017	9804.6433	00114803	REFUNDS
		6,500.00	REFUND LAND/GRADE 15200 HELIUM		86560	053017A	9252.1155.1		MANUAL-ACCOUNTS RE(
		8,000.00							
102891	5/30/2017		105706 TINKLENBERG GROUP INC						
		5,000.00	RETAINER JUNE 17 5 OF 5		86561	052617	9400.6315		MISCELLANEOUS PROFE
		5,000.00							
102892	6/1/2017		114834 ALL AMERICAN TITLE						
		285.73	UB REFUND 15326 RADIUM WAY		86620	053017	9601.4651		WATER REVENUE
		285.73							
102893	6/1/2017		113692 ALL AMERICAN TITLE CO						
		152.63	UB REFUND 15236 HELIUM ST		86660	053017	9601.4651		WATER REVENUE
		152.63							
102894	6/1/2017		114740 BOND TRUST SERVICES CORPORATION						
		6,502.50	SERIES 2014A		86621	35024	9349.6611		BOND INTEREST
		29,700.00	SERIES 2016A		86622	35027	9352.6611		BOND INTEREST
		36,202.50							
102895	6/1/2017		110734 CITY OF RAMSEY						
		136.27	# 62855296		86623	060117	9601.4651		WATER REVENUE
		35.66	# 55994616		86623	060117	9601.4651		WATER REVENUE
		171.93							
102896	6/1/2017		113795 CONCIERGE TITLE INC						
		61.54	UB REFUND 14647 RHINESTONE		86624	053017	9601.4651		WATER REVENUE
		61.54							
102897	6/1/2017		115741 FSA TITLE SERVICES						
		134.42	UB REFUND 6130 145TH LN NW		86625	053017	9601.4651		WATER REVENUE
		134.42							
102898	6/1/2017		115742 GAMM, JASON						
		63.34	UB REFUND 7027 139TH AVE		86626	053017	9601.4651		WATER REVENUE
		63.34							
102899	6/1/2017		112588 GIBRALTAR TITLE AGENCY LLC						
		156.21	UB REFUND 14850 GERMANIUM ST		86627	053017	9601.4651		WATER REVENUE
		156.21							
102900	6/1/2017		113464 LAND TITLE						
		174.67	UB REFUND 5751 157TH LANE NW		86628	053017	9601.4651		WATER REVENUE
		174.67							
102901	6/1/2017		111865 LIBERTY TITLE INC						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102901	6/1/2017		111865 LIBERTY TITLE INC						
		22.80	UB REFUND 17159 POTASSIUM ST		86629	053017	9601.4651		WATER REVENUE
		128.45	UB REFUND 15252 FLUORINE ST NW		86630	053017A	9601.4651		WATER REVENUE
		151.25							
102902	6/1/2017		115747 LUOMA, MARISSA						
		155.00	REFUND DAMAGE/KEY DEPOSIT		86631	060117	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102903	6/1/2017		101235 MESSER, CINDY						
		155.00	REFUND DAMAGE/KEY DEPOSIT		86632	060117	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102904	6/1/2017		107244 NORTHLAND TRUST SERVICES INC						
		234,406.26	BONDS SERIES 2012A		86633	041817	9339.6611		BOND INTEREST
		28,768.75	BONDS SERIES 2011B		86634	041817A	9340.6611		BOND INTEREST
		263,175.01							
102905	6/1/2017		100678 PETTY CASH						
		39.75	PD TRAINING MEALS		86661	060117	0211.6331		TRAVEL & LODGING
		43.50	PD TITLE TRANSFERS		86661	060117	0243.4609		OTHER MISCELLANEOUS
		83.25							
102906	6/1/2017		115743 PILLAR TITLE SERVICES						
		167.41	UB REFUND 6951 137TH AVE NW		86635	053017	9601.4651		WATER REVENUE
		167.41							
102907	6/1/2017		115746 PRASKE, TERESA						
		155.00	REFUND DAMAGE/KEY DEPOSIT		86650	053117	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102908	6/1/2017		115745 SHEIKH, IBRAHAM						
		150.00	UB REFUND 13873 IRONSTONE TRL		86651	053017	9601.4651		WATER REVENUE
		150.00							
102909	6/1/2017		101103 SPRINT						
		53.82	APR/MAY 2017 BILLING		86652	570683319-186	0130.6323		CELLULAR PHONES
		107.64	APR/MAY 2017 BILLING		86652	570683319-186	0191.6323		CELLULAR PHONES
		53.82	APR/MAY 2017 BILLING		86652	570683319-186	0240.6323		CELLULAR PHONES
		547.52	APR/MAY 2017 BILLING		86652	570683319-186	0211.6323		CELLULAR PHONES
		107.64	APR/MAY 2017 BILLING		86652	570683319-186	0192.6321		TELEPHONE
		247.58	APR/MAY 2017 BILLING		86652	570683319-186	0301.6323		CELLULAR PHONES
		118.79	APR/MAY 2017 BILLING		86652	570683319-186	0220.6323		CELLULAR PHONES
		117.78	APR/MAY 2017 BILLING		86652	570683319-186	0194.6323		CELLULAR PHONES
		256.88	APR/MAY 2017 BILLING		86652	570683319-186	0311.6323		CELLULAR PHONES
		275.79	APR/MAY 2017 BILLING		86652	570683319-186	0452.6323		CELLULAR PHONES
		231.75	APR/MAY 2017 BILLING		86652	570683319-186	9601.6323		CELLULAR PHONES
		2,119.01							
102910	6/1/2017		114172 TITLE GROUP INC						
		171.70	UB REFUND 15821 OSMIUM ST		86653	053017	9601.4651		WATER REVENUE
		8.82	UB REFUND 6741 165TH LANE		86654	053017A	9601.4651		WATER REVENUE
		180.52							
102911	6/1/2017		113903 TITLE ONE INC						
		37.23	UB REFUND 7333 148TH LN NW		86655	053017	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102911	6/1/2017		113903 TITLE ONE INC						
		37.23							
102912	6/1/2017		115744 TITLE ONE PREMIER GROUP						
		45.32	UB REFUND 6201 144TH LN		86656	053017	9601.4651		WATER REVENUE
		45.32							
102913	6/1/2017		115456 TITLE SMART						
		26.47	UB REFUND 15971 ST ANDREWS		86658	053017	9601.4651		WATER REVENUE
		26.47							
102914	6/1/2017		114606 TITLE SMART INC						
		6.12	UB REFUND 15496 TUNGSTEN ST		86657	053017	9601.4651		WATER REVENUE
		6.12							
102915	6/1/2017		105628 WELLS CATERING SERVICE						
		1,872.77	DEP ON EDA GOLF TOURNEY		86659	42848	9230.6249	00923002	MISCELLANEOUS OPERA
		1,872.77							
102916	6/6/2017		100297 CENTERPOINT ENERGY						
		222.46	MISC PW ACCOUNTS		86702	8000014064-2 MAY 17	0311.6373		GAS
		178.34	MISC PW ACCOUNTS		86702	8000014064-2 MAY 17	0452.6373		GAS
		74.15	MISC PW ACCOUNTS		86702	8000014064-2 MAY 17	9601.6373		GAS
		74.15	MISC PW ACCOUNTS		86702	8000014064-2 MAY 17	9602.6373		GAS
		74.16	MISC PW ACCOUNTS		86702	8000014064-2 MAY 17	9605.6373		GAS
		623.26							
102917	6/6/2017		115318 CITI CARDS						
		110.00	MEMBERSHIP 17/18		86704	053117	0211.6451		MEMBERSHIP DUES
		110.00							
102918	6/6/2017		100111 COMMERCIAL ASPHALT COMPANY						
		179.69	ASPHALT		86703	170531	0311.6265		ASPHALT
		179.69							
102919	6/6/2017		114189 GOOR, JOHN AND AMY						
		155.00	DAMAGE/KEY DEP REFUND		86705	060517	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102920	6/6/2017		115751 PAZEN, MELINDA						
		155.00	DAMAGE/KEY DEP REFUND		86707	060617	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102921	6/6/2017		106729 STROMMEN, SARAH						
		125.20	REIMBURSE- MAYOR CONF 17		86706	060517	0111.6331		TRAVEL & LODGING
		125.20							
102922	6/6/2017		100510 VERIZON WIRELESS						
		13.01	APR/MAY 17 SERVICE		86708	9785421280	0301.6323		CELLULAR PHONES
		13.01	APR/MAY 17 SERVICE		86708	9785421280	9601.6323		CELLULAR PHONES
		308.11	APR/MAY 17 SERVICES		86709	9785516722	0220.6323		CELLULAR PHONES

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102922	6/6/2017		100510 VERIZON WIRELESS						
		334.13							
102923	6/6/2017		115752 VERKE, ALLISON						
		155.00	DAMAGE/KEY DEP REFUND		86710	060517	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
102924	6/6/2017		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						
		24.95	7650 SUNWOOD DR-RAMP		86711	150-1681-4280 MAY 17	9240.6315		MISCELLANEOUS PROFE
		24.95	7550 SUNWOOD DR NW		86712	150-1681-6340 MAY 17	0194.6489		OTHER CONTRACTED SE
		27.95	6701 HWY 10- YOUTH FIRST		86713	150-1687-1105 MAY 17	9410.6315	00041012	MISCELLANEOUS PROFE
		77.85							
90418847	5/19/2017		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		50.00			86439	0516171218311	9101.2174		PERA-EMPLOYEE
		50.00			86440	0516171218312	9101.2183		PERA-EMPLOYER
		17,994.54			86481	0518171023374	9101.2174		PERA-EMPLOYEE
		23,860.76			86482	0518171023375	9101.2183		PERA-EMPLOYER
		41,955.30							
90420342	6/2/2017		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		18,191.04			86644	060117958104	9101.2174		PERA-EMPLOYEE
		24,178.67			86645	060117958105	9101.2183		PERA-EMPLOYER
		42,369.71							
93344576	6/2/2017		100601 MN DEPT OF REV WH						
		10,795.60			86646	060117958106	9101.2172		STATE WITHHOLDING
		10,795.60							
93861824	5/19/2017		100601 MN DEPT OF REV WH						
		305.59			86419	0515171520151	9101.2172		STATE WITHHOLDING
		122.90			86441	0516171218313	9101.2172		STATE WITHHOLDING
		10,509.91			86483	0518171023376	9101.2172		STATE WITHHOLDING
		10,938.40							
94838324	5/19/2017		101306 IRS						
		299.23			86420	0515171520152	9101.2171		FEDERAL WITHHOLDING
		1,344.90			86421	0515171520153	9101.2173		FICA & MEDICARE-EMPL(
		1,344.90			86422	0515171520154	9101.2182		FICA & MEDICARE-EMPL(
		436.24			86442	0516171218314	9101.2171		FEDERAL WITHHOLDING
		383.40			86443	0516171218315	9101.2173		FICA & MEDICARE-EMPL(
		383.40			86444	0516171218316	9101.2182		FICA & MEDICARE-EMPL(
		26,544.17			86484	0518171023377	9101.2171		FEDERAL WITHHOLDING
		11,825.74			86485	0518171023378	9101.2173		FICA & MEDICARE-EMPL(
		11,825.74			86486	0518171023379	9101.2182		FICA & MEDICARE-EMPL(
		54,387.72							
95682114	6/2/2017		101306 IRS						
		27,043.13			86647	060117958107	9101.2171		FEDERAL WITHHOLDING
		12,194.29			86648	060117958108	9101.2173		FICA & MEDICARE-EMPL(
		12,194.29			86649	060117958109	9101.2182		FICA & MEDICARE-EMPL(
		51,431.71							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
98051917	5/19/2017		115568 ALERUS FINANCIAL NA						
		741.00			86478	05181710233714	9101.2176		LIFE/HEALTH-EMPLOYEE
		741.00							
98060217	6/2/2017		115568 ALERUS FINANCIAL NA						
		741.00			86641	0601179581014	9101.2176		LIFE/HEALTH-EMPLOYEE
		741.00							
99013050	6/2/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		4,475.00			86639	0601179581012	9101.2175		DEFERRED COMPENSAT
		4,475.00							
99014016	6/2/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		1,338.94			86640	0601179581013	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,338.94							
99051917	5/19/2017		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		3,114.56			86474	05181710233710	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,114.56							
99060217	6/2/2017		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		3,114.56			86637	0601179581010	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,114.56							
99060717	6/7/2017		111471 COMMERCIAL PARTNERS TITLE						
		643,963.77	Sunfish Lake Gas Station Purch		86764		9410.1420	00041017	LAND HELD FOR RESALE
		643,963.77							
99395053	5/19/2017		100223 ICMA RETIREMENT TRUST 457						
		1,895.33			86473	0518171023371	9101.2175		DEFERRED COMPENSAT
		1,895.33							
99403062	6/2/2017		100223 ICMA RETIREMENT TRUST 457						
		1,895.33			86636	060117958101	9101.2175		DEFERRED COMPENSAT
		1,895.33							
99485567	5/19/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		4,475.00			86476	05181710233712	9101.2175		DEFERRED COMPENSAT
		4,475.00							
99485975	5/19/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		1,300.71			86477	05181710233713	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,300.71							
99724517	5/19/2017		114486 SUN LIFE ASSURANCE COMPANY OF CANADA						
		855.92			86293	0504178344911	9101.2176		LIFE/HEALTH-EMPLOYEE
		855.83			86475	05181710233711	9101.2176		LIFE/HEALTH-EMPLOYEE
		112.80-	Paplham COBRA CR JAN-MAR		86475	05181710233711	9101.2176		LIFE/HEALTH-EMPLOYEE
		21.40	Johnson and Lueck COBRA		86475	05181710233711	9101.2176		LIFE/HEALTH-EMPLOYEE
		829.93	LTD		86475	05181710233711	9101.2170		DENTAL/DISABILITY/LIFE
		2,450.28							
		1,550,172.12	Grand Total						

Payment Instrument Totals

Checks	668,788.20
EFT Payments	881,383.92

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CITY OF RAMSEY

Council Check Register by GL

Council Check Register and Summary

5/18/2017 -- 12/31/2017

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
		1,550,172.12	Grand Total						

Payment Instrument Totals

Checks	668,788.20
EFT Payments	881,383.92
Total Payments	1,550,172.12

Bank Account 00002224 CASH IN BANK
Version LOGIS004V
Originator JLIPSKI
Payment Instrument Check Payment
Pay Through Date 12/31/2017

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
111610	A DYNAMIC DOOR CO. INC.	REPAIR DOOR 4 AT PW	PV	86715	001	09101	6/5/2017	21706022	407.03
	A DYNAMIC DOOR CO. INC.	REPAIR DOOR 4 AT PW	PV	86715	002	09101	6/5/2017	21706022	1,131.08
	4588 194TH AVENUE NE EAST BETHEL MN 55092				Summary Total				1,538.11
					Payment Amount				1,538.11
100017	AIRGAS USA, LLC	MISC GASES	PV	86562	001	09101	5/9/2017	9063259085	82.25
	AIRGAS USA LLC	MISC GASES	PV	86562	002	09101	5/9/2017	9063259085	82.26
	P O BOX 802576				Summary Total				164.51
	CHICAGO IL 60680-2576	MISC GAS	PV	86716	001	09101	5/23/2017	9063748433	25.20
					Summary Total				25.20
					Payment Amount				189.71
106641	AMERICAN PRESSURE INC	PRESSURE WASHER SOAP	PV	86563	001	09101	5/22/2017	95787	128.15
	AMERICAN PRESSURE INC	PRESSURE WASHER SOAP	PV	86563	002	09101	5/22/2017	95787	128.15
	3810 W BROADWAY	PRESSURE WASHER SOAP	PV	86563	003	09101	5/22/2017	95787	128.15
	ROBBINSDALE MN 55422				Summary Total				384.45
					Payment Amount				384.45
102953	AMERIGAS OF ANOKA	PROPANE GAS	PV	86564	001	09101	5/19/2017	99330051	91.28
	AMERIGAS OF ANOKA P O BOX 371473 PITTSBURGH PA 15250-7473				Summary Total				91.28
					Payment Amount				91.28
100026	ANDERSON IRRIGATION	SPRING START UP	PV	86565	001	09101	5/19/2017	07-7092	3,065.00
	ANDERSON IRRIGATION				Summary Total				3,065.00
	3200 MAIN STREET NE SUITE 240	FERTILIZE CITY PROPERTIES	PV	86662	001	09101	6/1/2017	07-7125	11,308.75
	MINNEAPOLIS MN 55448				Summary Total				11,308.75
					Payment Amount				14,373.75
100033	ANOKA COUNTY ATTORNEY	FORFEITURE UA16008821	PV	86498	001	09290	5/22/2017	052217	196.00
	ANOKA COUNTY ATTORNEY 2100 - 3RD AVENUE NORTH ANOKA MN 55303				Summary Total				196.00

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				Payment Amount					196.00
100035	ANOKA COUNTY CENTRAL COMMUNICATIONS	MOTOROLA RADIO/CHARGERS	PV	86499	001	09101	5/9/2017	2017045	4,718.00
	ANOKA COUNTY CENTRAL COMMUNICATIONS 325 EAST MAIN STREET ANOKA MN 55303			Summary Total					4,718.00
				Payment Amount					4,718.00
100041	ANOKA COUNTY HIGHWAY DEPARTMENT	EVENT PERMIT-5K/BIKE TOUR	PV	86663	001	09297	6/1/2017	060117	50.00
	ANOKA COUNTY HIGHWAY DEPARTMENT 1440 BUNKER LAKE BLVD NW ANDOVER MN 55304			Summary Total					50.00
				Payment Amount					50.00
100058	ANOKA RAMSEY FARM AND GARDEN	MULCH	PV	86566	001	09101	5/19/2017	051917	135.00
	ANOKA RAMSEY FARM AND GARDEN 7435 HIGHWAY 10 RAMSEY MN 55303			Summary Total					135.00
				Payment Amount					135.00
108636	ASCAP	HAPPY DAYS 2017	PV	86500	001	09297	5/18/2017	500613612MAY17	341.00
	ASCAP P O BOX 331608-7515 NASHVILLE TN 37203-9998			Summary Total					341.00
				Payment Amount					341.00
100063	ASPEN MILLS	EQ BAG A. PIPENHAUGEN	PV	86501	001	09101	5/11/2017	197949	69.85
	ASPEN MILLS 8201 C CENTRAL AVE NE SPRING LAKE PARK MN 55432			Summary Total					69.85
		DEVICE-EAR TO MIC (25)	PV	86664	001	09101	5/17/2017	198217	1,498.50
				Summary Total					1,498.50
		S. SCHLENDER MISC	PV	86665	001	09290	5/24/2017	198466	1,168.90
				Summary Total					1,168.90
		R. WEBB MISC	PV	86666	001	09101	5/24/2017	198467	128.20
				Summary Total					128.20

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		PIPENHAGEN- MISC	PV	86667	001	09101	5/25/2017	198523	1,431.52
				Summary Total					1,431.52
		J. ERICKSON- FIRE BADGE	PV	86668	001	09101	5/24/2017	198465	66.50
				Summary Total					66.50
				Payment Amount					4,363.47
101084	BATTERIES PLUS BULBS BATTERIES PLUS BULBS 18180 ZANE STREET NW ELK RIVER MN 55330	12 VOLT BATTERY	PV	86718	001	09101	6/2/2017	033-932218	167.60
				Summary Total					167.60
				Payment Amount					167.60
106346	BAUER BUILT INCORPORATED BAUER BUILT INCORPORATED 8270 W 35W SERVICE DR BLAINE MN 55449	WORK ON 662	PV	86567	001	09101	5/10/2017	940043927	154.00
				Summary Total					154.00
				Payment Amount					154.00
108513	BLAINE LOCK AND SAFE, INC. BLAINE LOCK AND SAFE, INC. 12052 CENTRAL AVE NE BLAINE MN 55434	KEYS	PV	86568	001	09101	5/10/2017	20103	41.00
				Summary Total					41.00
				Payment Amount					41.00
100086	BLUE VELVET INC BLUE VELVET INC 14101 ST FRANCIS BLVD RAMSEY MN 55303	FD JUNE 2017 WASHES	PV	86753	001	09101	6/1/2017	060117	119.80
				Summary Total					119.80
				Payment Amount					119.80
103641	BOYER TRUCKS ROGERS BOYER TRUCKS 2601 NE BROADWAY MINNEAPOLIS MN 55413	MISC PARTS 662	PV	86669	001	09101	5/23/2017	181559R	477.34
				Summary Total					477.34
		WORK ON 662	PV	86719	001	09101	5/23/2017	474761	1,420.05
				Summary Total					1,420.05
		MISC PARTS 662	PV	86754	001	09101	6/1/2017	181559RX1	274.42
				Summary Total					274.42

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				Payment Amount					2,171.81
100619	BRAUN INTERTEC CORPORATION	RE: SUNFISH EXPRESS	PV	86569	001	09410	5/19/2017	B092602	6,222.30
	BRAUN INTERTEC CORPORATION NW 7644 PO BOX 1450 MINNEAPOLIS MN 55485-7644			Summary Total					6,222.30
				Payment Amount					6,222.30
115596	C AND J ENTERTAINMENT LLC	9/8/17 DEP ON MOVIE IN PARK	PV	86570	001	09101	5/16/2017	1256	495.00
	C AND J ENTERTAINMENT LLC 4743 EUROPA TRAIL NORTH			Summary Total					495.00
		7/21 & 8/11 MOVIE NIGHT	PV	86720	001	09101	6/5/2017	060517	990.00
	HUGO MN 55038			Summary Total					990.00
				Payment Amount					1,485.00
106670	CENTRAL POWER DISTRIBUTORS INC	MOWER PARTS	PV	86670	001	09101	5/31/2017	728000	107.16
	CENTRAL POWER DISTRIBUTORS INC 3801 THURSTON AVENUE ANOKA MN 55303			Summary Total					107.16
				Payment Amount					107.16
100116	CONNEXUS ENERGY	MISC CITY ACCOUNTS	PV	86671	001	09230	5/22/2017	759126-303107 MAY 17	73.79
	CONNEXUS ENERGY	MISC CITY ACCOUNTS	PV	86671	002	09230	5/22/2017	759126-303107 MAY 17	1,214.89
	PO BOX 1808	MISC CITY ACCOUNTS	PV	86671	003	09230	5/22/2017	759126-303107 MAY 17	31.10
	MINNEAPOLIS MN 55480-1808	MISC CITY ACCOUNTS	PV	86671	004	09230	5/22/2017	759126-303107 MAY 17	740.76
		MISC CITY ACCOUNTS	PV	86671	005	09230	5/22/2017	759126-303107 MAY 17	6,650.60
		MISC CITY ACCOUNTS	PV	86671	006	09230	5/22/2017	759126-303107 MAY 17	3,409.97
		MISC CITY ACCOUNTS	PV	86671	007	09230	5/22/2017	759126-303107 MAY 17	124.15
				Summary Total					12,245.26
		STREET LIGHTS	PV	86672	001	09603	5/22/2017	759126-303101 MAY 17	9,669.34

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				Summary Total					9,669.34
		WTR TWRS/WELLS/LIFT STATS	PV	86673	001	09601	5/22/2017	759126-303102 MAY 17	6,707.77
		WTR TWRS/WELLS/LIFT STATS	PV	86673	002	09601	5/22/2017	759126-303102 MAY 17	663.59
				Summary Total					7,371.36
		SIRENS	PV	86674	001	09101	5/22/2017	759126-303095 MAY 17	85.00
				Summary Total					85.00
		TRAFFIC LIGHTS	PV	86721	001	09101	5/22/2017	759126-303100 MAY 17	866.25
				Summary Total					866.25
		MISC PW ACCOUNTS	PV	86722	001	09101	5/22/2017	759126-303106 MAY 17	480.42
		MISC PW ACCOUNTS	PV	86722	002	09101	5/22/2017	759126-303106 MAY 17	160.14
		MISC PW ACCOUNTS	PV	86722	003	09101	5/22/2017	759126-303106 MAY 17	160.14
		MISC PW ACCOUNTS	PV	86722	004	09101	5/22/2017	759126-303106 MAY 17	160.14
		MISC PW ACCOUNTS	PV	86722	005	09101	5/22/2017	759126-303106 MAY 17	1,070.66
				Summary Total					2,031.50
				Payment Amount					32,268.71
114117	CRAWFORD'S EQUIPMENT INC CRAWFORD'S EQUIPMENT INC 4853 HIGHWAY 95 NW CAMBRIDGE MN 55008	MOWER PARTS	PV	86755	001	09101	6/1/2017	01-3319	68.76
				Summary Total					68.76
				Payment Amount					68.76
100144	DEHN OIL COMPANY DEHN OIL COMPANY 6735 141ST AVENUE NW RAMSEY MN 55303	DIESEL FUEL	PV	86571	001	09101	5/19/2017	53968	721.05
				Summary Total					721.05
		DIESEL FUEL	PV	86572	001	09101	5/19/2017	53969	665.00
				Summary Total					665.00
		HYDRAULIC FLUID	PV	86573	001	09101	5/18/2017	25102289	379.12
				Summary Total					379.12
		DIESEL FUEL	PV	86723	001	09101	6/2/2017	52219	617.50
				Summary Total					617.50
		DIESEL FUEL	PV	86724	001	09101	6/2/2017	52218	983.25

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				Summary Total					983.25
				Payment Amount					3,365.92
101185	DO ALL PRINTING COM INC	MAYORS FOR MONARCHS	PV	86574	001	09101	5/18/2017	35754	18.90
	DO ALL PRINTING COM INC			Summary Total					18.90
	6360 HIGHWAY 10 NW								
	RAMSEY MN 55303			Payment Amount					18.90
106565	DRYDEN EXCAVATING	161ST STREET DRAIN REPAIR	PV	86575	001	09101	5/24/2017	052417	15,000.00
	DRYDEN EXCAVATING	161ST STREET DRAIN REPAIR	PV	86575	002	09101	5/24/2017	052417	30,982.00
	6700 VIKING BLVD NW			Summary Total					45,982.00
	ANOKA MN 55303			Payment Amount					45,982.00
100158	ECM PUBLISHERS INC	ORD-17-04 IRRIGATION SYSTEMS	PV	86502	001	09101	5/12/2017	489544	64.50
	ECM PUBLISHERS INC			Summary Total					64.50
	4095 COON RAPIDS BLVD	STONE BROOK HEARING	PV	86675	001	09804	5/19/2017	491524	80.63
	COON RAPIDS MN 55433			Summary Total					80.63
		RE: DANNER'S CABINET HEARING	PV	86676	001	09804	5/19/2017	491523	69.88
				Summary Total					69.88
		RE: SUNWOOD DRIVE	PV	86725	001	09435	5/19/2017	491522	204.25
				Summary Total					204.25
		RE: ALPINE RECON.	PV	86726	001	09435	5/19/2017	491521	193.50
				Summary Total					193.50
				Payment Amount					612.76
100169	EMERGENCY APPARATUS MAINTENANCE INC	WORK ON LADDER 21	PV	86677	001	09101	4/20/2017	91710	1,789.11
	EMERGENCY APPARATUS MAINTENANCE INC			Summary Total					1,789.11
	7512 4TH AVENUE	WORK ON LADDER 21	PV	86678	001	09101	5/18/2017	93183	401.72
	LINO LAKES MN 55014			Summary Total					401.72
				Payment Amount					2,190.83

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115231	EVERGREEN RECYCLING	RECYCLING SPRING 2017	PV	86576	001	09604	5/8/2017	2032	1,776.00
	EVERGREEN RECYCLING 8505 540TH STREET RUSH CITY MN 55069						Summary Total		1,776.00
							Payment Amount		1,776.00
104205	EXPRESS SIGNS INC	SIGNS- HAPPY DAYS AD	PV	86679	001	09297	5/31/2017	2216	465.00
	EXPRESS SIGNS INC PO BOX 475 ANOKA MN 55303						Summary Total		465.00
							Payment Amount		465.00
113321	FACTORY MOTOR PARTS CO	OIL FILTER/SHOP SUPPLIES	PV	86503	001	09101	5/17/2017	6-1473667	40.43
	FACTORY MOTOR PARTS CO BIN 139107						Summary Total		40.43
		BRAKE PADS	PV	86577	001	09101	5/22/2017	6-1474017	64.80
	P O BOX 9107 MINNEAPOLIS MN 55480-9107						Summary Total		64.80
		BRAKE PADS	PV	86578	001	09101	5/22/2017	6-1474013	318.00
							Summary Total		318.00
		BRAKES 341	PV	86680	001	09101	5/24/2017	1-5263515	95.66
							Summary Total		95.66
		BRAKES 341	PV	86681	001	09101	5/24/2017	6-1474234	156.85
							Summary Total		156.85
		OIL FILTERS	PV	86682	001	09101	5/26/2017	1-5265944	29.88
							Summary Total		29.88
		RETURN- CREDIT	PD	86727	001	09101	5/22/2017	6-1474065	154.80-
							Summary Total		154.80-
		BRAKES 333	PV	86756	001	09101	6/2/2017	6-1474937	175.20
							Summary Total		175.20
		BRAKE PADS 333	PV	86757	001	09101	6/2/2017	1-5271091	61.20
							Summary Total		61.20
							Payment Amount		787.22
107099	FASTENAL	MISC PARTS	PV	86579	001	09101	5/19/2017	MNTC8152930	70.38
	FASTENAL COMPANY P O BOX 978						Summary Total		70.38
		MISC SUPPLIES	PV	86580	001	09101	5/11/2017	MNTC8152622	69.80

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	WINONA MN 55987			Summary Total					69.80
		MISC PARTS	PV	86728	001	09101	5/25/2017	MNTC8153158	12.51
				Summary Total					12.51
		MISC PARTS	PV	86729	001	09101	5/24/2017	MNTC8153103	24.20
				Summary Total					24.20
				Payment Amount					176.89
107737	FINANCE AND COMMERCE INC	ALPINE DR RECON AD	PV	86730	001	09435	5/19/2017	743283644	168.69
	FINANCE AND COMMERCE INC			Summary Total					168.69
	SDS 12-2619	SUNWOOD DR RECON	PV	86731	001	09435	5/19/2017	743283643	171.12
	P O BOX 86			Summary Total					171.12
	MINNEAPOLIS MN 55486-2619			Payment Amount					339.81
110760	FIRE SAFETY USA, INC	EXTRICATION TOOL/MISC	PV	86581	001	09101	5/18/2017	100486	1,855.00
	FIRE SAFETY USA, INC			Summary Total					1,855.00
	3253 19TH STREET NW	MISC SUPPLIES- FIRE	PV	86582	001	09101	5/17/2017	98828	395.00
	ROCHESTER MN 55901			Summary Total					395.00
				Payment Amount					2,250.00
100186	FRANKENSIGNS INC	RETAPE/INSTALL SIGNS	PV	86683	001	09101	5/15/2017	269658	75.00
	FRANKENSIGNS			Summary Total					75.00
	9133 DAVENPORT STREET NE								
	P O BOX 490301								
	BLAINE MN 55449			Payment Amount					75.00
100189	G AND K SERVICES INC	FIRE STATION- MATS	PV	86504	001	09101	5/10/2017	6006476205	16.56
	G AND K SERVICES INC			Summary Total					16.56
	P O BOX 842385	FIRE- MATS	PV	86583	001	09101	5/17/2017	6006487415	13.20
	BOSTON MA 02284-2385			Summary Total					13.20
		UNIFORM CLEANING	PV	86584	001	09101	5/17/2017	6006487413	25.04
		UNIFORM CLEANING	PV	86584	002	09101	5/17/2017	6006487413	25.04
		UNIFORM CLEANING	PV	86584	003	09101	5/17/2017	6006487413	21.00
		UNIFORM CLEANING	PV	86584	004	09101	5/17/2017	6006487413	5.00
				Summary Total					76.08
		UNIFORM CLEANING	PV	86732	001	09101	5/31/2017	6006509623	21.00

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		UNIFORM CLEANING	PV	86732	002	09101	5/31/2017	6006509623	5.00
		UNIFORM CLEANING	PV	86732	003	09101	5/31/2017	6006509623	25.04
		UNIFORM CLEANING	PV	86732	004	09101	5/31/2017	6006509623	25.04
				Summary Total					76.08
		UNIFORM CLEANING	PV	86733	001	09101	5/24/2017	6006498541	21.00
		UNIFORM CLEANING	PV	86733	002	09101	5/24/2017	6006498541	5.00
		UNIFORM CLEANING	PV	86733	003	09101	5/24/2017	6006498541	29.21
		UNIFORM CLEANING	PV	86733	004	09101	5/24/2017	6006498541	29.21
				Summary Total					84.42
				Payment Amount					266.34
100650	GRAINGER GRAINGER INC DEPT. 806511127 PALATINE IL 60038-0001	MISC PARTS	PV	86505	001	09101	5/15/2017	9445208995	426.18
				Summary Total					426.18
		MISC SUPPLIES	PV	86684	001	09101	5/30/2017	9458249514	121.66
				Summary Total					121.66
		TRASH CAN	PV	86734	001	09101	6/1/2017	9461070493	28.49
				Summary Total					28.49
				Payment Amount					576.33
110568	GREEN VALLEY GREENHOUSE GREEN VALLEY GREENHOUSE 6530 GREEN VALLEY ROAD RAMSEY MN 55303	MISC FLOWERS	PV	86586	001	09101	5/18/2017	303265	160.55
				Summary Total					160.55
		MISC FLOWERS- CITY HALL	PV	86587	001	09101	5/17/2017	302931	297.85
				Summary Total					297.85
		FLOWERS- PLANTER	PV	86735	001	09101	5/25/2017	305082	7.00
				Summary Total					7.00
				Payment Amount					465.40
115724	GREENLIFE SUPPLY LLC GREENLIFE SUPPLY LLC 1112 HIGHWAY 13 EAST BURNSVILLE MN 55337	MISC SUPPLIES	PV	86585	001	09101	5/17/2017	615600	451.40
				Summary Total					451.40
				Payment Amount					451.40
100211	HAWKINS INC HAWKINS INC P O BOX 860263 MINNEAPOLIS MN 55486-0263	CHEMICALS	PV	86506	001	09601	5/11/2017	4073878	2,600.83
				Summary Total					2,600.83

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				Payment Amount					2,600.83
112564	HEALTH PARTNERS GROUP HEALTH-WORKSITE	EAP MAY 2017	PV	86588	001	09101	5/22/2017	W813811	28.00
	HEALTH PARTNERS GROUP HEALTH-WORKSITE	EAP MAY 2017	PV	86588	002	09101	5/22/2017	W813811	45.00
	MAIL STOP # 21109A P O BOX 64059 ST PAUL MN 55164-0059			Summary Total					73.00
				Payment Amount					73.00
103819	HELMETS R US	HELMETS	PV	86685	001	09290	5/17/2017	50490	990.60
	HELMETS R US 2705 PACIFIC AVE TACOMA WA 98402			Summary Total					990.60
				Payment Amount					990.60
101247	INTERSTATE BATTERIES COON RAPIDS	BATTERIES	PV	86758	001	09101	6/1/2017	1901202003103	421.90
	INTERSTATE BATTERIES COON RAPIDS 335 78TH STREET EAST BLOOMINGTON MN 55420			Summary Total					421.90
				Payment Amount					421.90
115284	JOURNAL COMMUNICATIONS INC	YEARLY MN DEED AD	PV	86589	001	09230	4/26/2017	089924	4,795.00
	JOURNAL COMMUNICATIONS INC 725 COOL SPRINGS BLVD SUITE 400 FRANKLIN TN 37067			Summary Total					4,795.00
				Payment Amount					4,795.00
100256	LANO EQUIPMENT INC	PULLEY	PV	86763	001	09101	6/5/2017	02-456201	96.77
	LANO EQUIPMENT INC 6140 HIGHWAY 10 NW ANOKA MN 55303			Summary Total					96.77
				Payment Amount					96.77
100266	LOGIS	APRIL 2017 BILLING	PV	86686	001	09101	4/30/2017	43501	12,372.00

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Originator	JLIPSKI	
Payment Instrument		Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	LOCAL GOVERNMENT INFORMATION SYSTEMS ASS					Summary Total			12,372.00
	5750 DULUTH STREET	4/8/17 NETWORK	PV	86687	001	09101	4/30/2017	43474	143.75
	GOLDEN VALLEY MN 55422-4036					Summary Total			143.75
						Payment Amount			12,515.75
100270	MACQUEEN EQUIPMENT INC	FLEXIBLE DRAW	PV	86590	001	09605	5/19/2017	P06494	34.22
	MACQUEEN EQUIPMENT INC					Summary Total			34.22
	1125 7TH STREET EAST								
	ST PAUL MN 55106					Payment Amount			34.22
100271	MAIN MOTORS	MISC PARTS 637	PV	86759	001	09101	5/31/2017	326032	47.55
	MAIN MOTORS					Summary Total			47.55
	435 WEST MAIN STREET								
	ANOKA MN 55303					Payment Amount			47.55
100273	MALLOY MONTAGUE	AUDIT SERVICES	PV	86507	001	09101	5/12/2017	42343	17,085.00
	KARNOWSKI RADOSEVIC	4/30/17							
	MALLOY MONTAGUE KARNOWSKI RADOSEVIC					Summary Total			17,085.00
	410 PARK NATIONAL BANK BLDG								
	5353 WAYZATA BLVD								
	MINNEAPOLIS MN 55416					Payment Amount			17,085.00
100283	MENARDS COON RAPIDS	MISC SUPPLIES	PV	86508	001	09101	5/9/2017	45132	42.51
	MENARDS COON RAPIDS					Summary Total			42.51
	3045 MAIN STREET	LADDER	PV	86591	001	09101	5/12/2017	45432	159.00
	COON RAPIDS MN 55433					Summary Total			159.00
		MISC SUPPLIES	PV	86592	001	09101	5/11/2017	45330	41.75
						Summary Total			41.75
		MISC SUPPLIES	PV	86689	001	09101	5/23/2017	46405	49.05
						Summary Total			49.05
						Payment Amount			292.31
100284	MENARDS ELK RIVER	MISC SUPPLIES	PV	86688	001	09101	5/20/2017	32811	60.75
	MENARDS ELK RIVER					Summary Total			60.75
	19521 EVANS STREET NW								

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Payment Instrument		Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELK RIVER MN 55330-1077								
				Payment Amount					60.75
101164	MILLER CHEVROLET	SERVICE ON 343	PV	86509	001	09101	5/11/2017	CTCS576690	804.00
	MILLER CHEVROLET	SERVICE ON 343	PV	86509	002	09101	5/11/2017	CTCS576690	323.09
	21150 JOHN MILLESS DR P O BOX 130				Summary Total				1,127.09
	ROGERS MN 55374	WORK ON 323	PV	86510	001	09101	5/12/2017	CVCS576722	910.00
		WORK ON 323	PV	86510	002	09101	5/12/2017	CVCS576722	230.47
					Summary Total				1,140.47
				Payment Amount					2,267.56
106555	MINNEAPOLIS, CITY OF	APR 2017 TRANSACTIONS	PV	86691	001	09101	5/11/2017	400451001185	118.80
	MINNEAPOLIS FINANCE DEPT				Summary Total				118.80
	P O BOX 77038								
	MINNEAPOLIS MN 55480-7738								
				Payment Amount					118.80
100435	MINNESOTA EQUIPMENT	MOWER BLADES	PV	86512	001	09101	5/18/2017	P35874	285.76
	MINNESOTA EQUIPMENT				Summary Total				285.76
	13725 MAIN STREET								
	ROGERS MN 55374								
				Payment Amount					285.76
101032	MN CITY COUNTY MGMT ASSOCIATION	MEMBERSHIP P. BRAMA	PV	86511	001	09101	5/17/2017	051717	320.00
	MN CITY COUNTY MGMT ASSOCIATION				Summary Total				320.00
	LEAGUE OF MN CITIES								
	145 UNIVERSITY AVE W								
	ST PAUL MN 55103-2044								
				Payment Amount					320.00
100328	MN DEPT OF HEALTH WATER	APR-JUNE 2017	PV	86593	001	09601	5/30/2017	1020035 RAMSEY APR-JUN 17	6,843.00
	MN DEPT OF HEALTH				Summary Total				6,843.00
	DRINKING WATER PROTECTION SECTION								
	P O BOX 64494								
	ST PAUL MN 55164-0494								
				Payment Amount					6,843.00

CITY OF RAMSEY
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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100314	MN SAFETY COUNCIL	ONSITE ADULTS PADS	PV	86690	001	09101	5/24/2017	50453	217.75
	MN SAFETY COUNCIL 474 CONCORDIA AVENUE ST PAUL MN 55103				Summary Total				217.75
					Payment Amount				217.75
109208	MNFIAM BOOK SALES	FIRE OFFICER 3 (4)	PV	86513	001	09101	5/17/2017	2438	304.00
	MNFIAM BOOK SALES P O BOX 545 WAYZATA MN 55391				Summary Total				304.00
					Payment Amount				304.00
100341	MTI DISTRIBUTING INC	V BELTS	PV	86736	001	09101	5/26/2017	1118730-00	64.14
	MTI DISTRIBUTING INC				Summary Total				64.14
	SDS 12-1900	PUMP ASY.	PV	86737	001	09101	5/25/2017	1118728-00	526.65
	P O BOX 86				Summary Total				526.65
	MINNEAPOLIS MN 55486-1900	NOZZLE	PV	86738	001	09101	5/25/2017	1118754-00	28.58
					Summary Total				28.58
		DRIVESHAFT/BEARING	PV	86739	001	09101	5/25/2017	1118796-00	66.18
					Summary Total				66.18
					Payment Amount				685.55
100345	NAPA AUTO PARTS ELK RIVER	ALARM/ FUEL FILTER	PV	86514	001	09101	5/15/2017	909474	58.04
	NAPA AUTO PARTS ELK RIVER				Summary Total				58.04
	17137 YALE STREET NW	AIR/LUBE FILTERS	PV	86515	001	09605	5/16/2017	909670	68.49
	P O BOX 1041				Summary Total				68.49
	ELK RIVER MN 55330	AIR FILTERS	PV	86760	001	09101	6/2/2017	912249	64.29
					Summary Total				64.29
					Payment Amount				190.82
114244	NAVAL SURFACE WARFARE CENTER, CRANE DIV.	RE:NIGHT VISION GOGGLES	PV	86516	001	09101	5/19/2017	N00164LE0779-17	300.00
	NAVAL SURFACE WARFARE CENTER, CRANE DIV. COMMANDING OFFICER 300 HWY 361				Summary Total				300.00

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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELECTRO OPTIC TECH DIV BLDG 2044 ATTEN: S. SUTTON / D. OWENS CRANE IN 47522								
				Payment Amount					300.00
114775	NEOGOV	RENEW SOFTWARE 6/17-6/18	PV	86517	001	09101	5/31/2017	INV21112	3,000.00
	NEOGOV 300 CONTINENTAL BLVD SUITE 565 EL SEGUNDO CA 90245								
				Summary Total					3,000.00
				Payment Amount					3,000.00
113815	NEOPOST USA	RENTAL JUN-SEPT 17	PV	86740	001	09101	5/21/2017	54864406	99.00
	NEOPOST USA DEPT 3689 P O BOX 123689 DALLAS TX 75312-3689								
				Summary Total					99.00
				Payment Amount					99.00
115167	NET TRANSCRIPTS INC	TRANSCRIPTION	PV	86692	001	09101	4/30/2017	0013170	336.81
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014								
				Summary Total					336.81
				Payment Amount					336.81
115731	NORTHERN LIGHTS SOCCER	REIMBURSE- MOVIE IN THE PRK	PV	86518	001	09101	5/24/2017	052417	187.24
	NORTHERN LIGHTS SOCCER P O BOX 265 2168 7TH AVENUE ANOKA MN 55303								
				Summary Total					187.24
				Payment Amount					187.24
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	86519	001	09101	5/10/2017	185927	260.08
	NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD MINNEAPOLIS MN 55433								
				Summary Total					260.08
		FLOOR FINISH	PV	86594	001	09101	5/16/2017	186013	38.70
				Summary Total					38.70
		MISC SUPPLIES	PV	86741	001	09101	5/26/2017	186198	224.31
				Summary Total					224.31

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					523.09
115232	NORTHERN TECHNOLOGIES LLC	MUNI DEMO	PV	86595	001	09412	4/30/2017	21466	424.75
	NORTHERN TECHNOLOGIES LLC			Summary Total					424.75
	3522 4TH AVENUE S	WOODLAND-COUNTRY CLUB	PV	86596	001	09804	4/30/2017	21401	1,074.75
	FARGO ND 58103			Summary Total					1,074.75
				Payment Amount					1,499.50
108671	NORTHLAND BUSINESS SYSTEMS INC	OLYMPUS CONTRACT 17/18	PV	86520	001	09101	5/11/2017	IN73815	37.28
	NORTHLAND BUSINESS SYSTEMS INC			Summary Total					37.28
	12150 NICOLLET AVENUE	OLYMPUS AS7000	PV	86521	001	09101	5/11/2017	IN73813	361.72
	BURNSVILLE MN 55337			Summary Total					361.72
				Payment Amount					399.00
115071	NORTHLAND OCCUPATIONAL HEALTH	PRE EMPLY DRUG TEST	PV	86522	001	09101	5/20/2017	1312	50.00
	NORTHLAND OCCUPATIONAL HEALTH 7533 SUNWOOD DRIVE NW SUITE 212 RAMSEY MN 55303			Summary Total					50.00
				Payment Amount					50.00
110547	NORTHWEST LIGHTING SYSTEMS CO.	MISC SUPPLIES	PV	86693	001	09101	5/22/2017	102288	78.25
	NORTHWEST LIGHTING SYSTEMS CO.			Summary Total					78.25
	12001 RIVERWOOD DRIVE	MISC SUPPLIES	PV	86742	001	09240	6/1/2017	102387	346.77
	BURNSVILLE MN 55337			Summary Total					346.77
				Payment Amount					425.02
111368	POLLARDWATER.COM	MISC PARTS	PV	86523	001	09101	5/9/2017	0076335	396.87
	POLLARDWATER.COM			Summary Total					396.87
	200 ATLANTIC AVENUE	MISC SUPPLIES	PV	86597	001	09601	5/24/2017	0077820	179.93
	NEW HYDE PARK NY 11040			Summary Total					179.93
		HOSE	PV	86743	001	09101	5/17/2017	0076405	85.67
				Summary Total					85.67
				Payment Amount					662.47

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Payment Instrument		Check Payment
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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113444	PRECISE	APRIL 2017 SERVICE	PV	86744	001	09101	5/30/2017	IN200-1012777	527.38
	PRECISE 501 EAST CLIFF ROAD SIUTE 100 BURNSVILLE MN 55337			Summary Total					527.38
				Payment Amount					527.38
106991	QUILL	BLUE PAPER	PV	86598	001	09101	5/11/2017	6708526	70.86
	QUILL PO BOX 37600 PHILADELPHIA PA 19101-0600			Summary Total					70.86
				Payment Amount					70.86
100413	RANDALL GOODRICH AND HAAG PLC	APR/MAY 17 PROSECUTION	PV	86524	001	09101	5/18/2017	051817	2,833.00
	RANDALL GOODRICH AND HAAG PLC			Summary Total					2,833.00
	2140 FOURTH AVENUE NORTH	2ND HALF MAY 17 PROSECUTION	PV	86745	001	09101	6/5/2017	060517	2,868.00
	ANOKA MN 55303			Summary Total					2,868.00
				Payment Amount					5,701.00
115671	RCM EQUIPMENT COMPANY LLC	RENTAL	PV	86761	001	09101	5/30/2017	3560	8,020.00
	RCM EQUIPMENT COMPANY LLC 12090 MARGO AVE SO SUITE B HASTINGS MN 55033			Summary Total					8,020.00
				Payment Amount					8,020.00
114163	RCM SPECIALTIES INC	DRESSER	PV	86599	001	09101	5/15/2017	6041	981.76
	RCM SPECIALTIES INC			Summary Total					981.76
	12090 MARGO AVENUE SOUTH SUITE B	EMULSION	PV	86600	001	09101	5/15/2017	6040	3,280.75
	HASTINGS MN 55033			Summary Total					3,280.75
		DRESSER	PV	86746	001	09101	5/18/2017	6062	1,953.12
				Summary Total					1,953.12
				Payment Amount					6,215.63
115381	RUMRIVER ART CENTER	ART PROJECTS	PV	86601	001	09101	5/15/2017	1207203	150.00

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	RUMRIVER ART CENTER 2665 4TH AVENUE SUITE 102 ANOKA MN 55303			Summary Total					150.00
				Payment Amount					150.00
107711	SCHINDLER ELEVATOR	JUN/AUG 17 PARK RAMP	PV	86694	001	09240	6/1/2017	8104545325	1,292.13
	SCHINDLER ELEVATOR P O BOX 93050 CHICAGO IL 60673-3050			Summary Total					1,292.13
				Payment Amount					1,292.13
102204	SIRCHIE FINGER PRINT LAB INC	EZ DRY SWABS	PV	86525	001	09101	5/11/2017	0300614	228.10
	SIRCHIE FINGER PRINT LAB INC 100 HUNTER PLACE YOUNGSVILLE NC 27596			Summary Total					228.10
				Payment Amount					228.10
114269	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC	MOWING APRIL/MAY 2017	PV	86602	001	09101	5/18/2017	4736	3,900.06
	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC 18523 OLSON STREET NW ELK RIVER MN 55330			Summary Total					3,900.06
				Payment Amount					3,900.06
100461	STAR TRIBUNE	JUNE-DEC (26 WKS)	PV	86747	001	09101	6/6/2017	7805754 JUNE 17	171.60
	STAR TRIBUNE P O BOX 790387 ST LOUIS MO 63179-0387			Summary Total					171.60
				Payment Amount					171.60
113273	STATE OF MINNESOTA	DRUG FOREITURE UA16008821	PV	86526	001	09290	5/22/2017	052217	98.00
	STATE OF MINNESOTA DEPARTMENT OF FINANCE TREASURY DIVISION- SEIZED PROPERTY P O BOX 64577 ST PAUL MN 55164-0577			Summary Total					98.00
				Payment Amount					98.00

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100468	STOP STICK LTD	STOP STICKS	PV	86695	001	09290	5/22/2017	0009124	2,236.00
	STOP STICK LTD 365 INDUSTRIAL DRIVE HARRISON OH 45030-1483					Summary Total			2,236.00
						Payment Amount			2,236.00
100469	STREICHER'S POLICE EQUIPMENT	RIOT SHIELD	PV	86527	001	09290	5/11/2017	I1262175	194.00
	STREICHER'S POLICE EQUIPMENT 10911 WEST HWY 55 MINNEAPOLIS MN 55441					Summary Total			194.00
		C. GARDNER- BOOTS	PV	86696	001	09101	5/16/2017	I1262982	159.99
						Summary Total			159.99
						Payment Amount			353.99
100485	TIMESAVER OFF SITE SECRETARIAL INC	APR/MAY 17 MTGS	PV	86748	001	09101	5/12/2017	M22919	956.75
	TIMESAVER OFF SITE SECRETARIAL INC 5291 RIVER OAK DRIVE SAVAGE MN 55378					Summary Total			956.75
		MAY 2017 MTGS	PV	86749	001	09101	5/30/2017	M22960	1,117.75
						Summary Total			1,117.75
						Payment Amount			2,074.50
112688	TITAN MACHINERY	REPAIR HYDRAULIC LEAK	PV	86750	001	09605	5/22/2017	780088 CL	855.77
	TITAN MACHINERY 14375 JAMES ROAD ROGERS MN 55374	REPAIR HYDRAULIC LEAK	PV	86750	002	09605	5/22/2017	780088 CL	268.60
						Summary Total			1,124.37
						Payment Amount			1,124.37
100822	WARGO NATURE CENTER	BIRDING CLASSES	PV	86616	001	09101	5/18/2017	1374	150.00
	WARGO NATURE CENTER 7701 MAIN STREET CENTERVILLE MN 55038					Summary Total			150.00
						Payment Amount			150.00
105628	WELLS CATERING SERVICE	CC MEAL 5/23/17	PV	86751	001	09101	5/23/2017	42821	81.23
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303					Summary Total			81.23

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				Payment Amount					81.23
100529	WENDELL'S INC	STAMP-KATIE SCHMIDT	PV	86752	001	09101	5/30/2017	2181605	11.35
	WENDELL'S INC 6601 BUNKER LAKE BLVD PO BOX 458 RAMSEY MN 55303-0458			Summary Total					11.35
				Payment Amount					11.35
113539	WINSUPPLY TWIN CITIES MN CO.	MISC PARTS	PV	86528	001	09101	5/4/2017	10103600	70.55
	WINSUPPLY TWIN CITIES MN CO. 13930 RADIUM STREET NW RAMSEY MN 55303			Summary Total					70.55
				Payment Amount					70.55
100539	WRIGHT TIRE SERVICE INC	TIRES FOR 679	PV	86529	001	09101	5/16/2017	47621	616.82
	WRIGHT TIRE SERVICE INC 710 WEST MAIN STREET ANOKA MN 55303			Summary Total					616.82
		MOWER SUPPLIES	PV	86762	001	09101	6/1/2017	48144	51.58
				Summary Total					51.58
				Payment Amount					668.40
112515	WSB AND ASSOCIATES INC	RE: RIVERSTONE EAW REVIEW	PV	86603	001	09804	4/25/2017	1 01973-350 APRIL 17	2,248.00
	WSB AND ASSOCIATES INC 701 XENIA AVENUE SOUTH SUITE 300 MINNEAPOLIS MN 55416			Summary Total					2,248.00
		YEOLITE ST - STUDY	PV	86604	001	09804	4/25/2017	4-01973-270 APRIL 17	286.00
				Summary Total					286.00
		ROEDER VARI MARCH 2017	PV	86605	001	09804	4/25/2017	1-01973-340 APR 17	251.00
				Summary Total					251.00
		2017 RAMSEY CODE ENF. MAR 2017	PV	86606	001	09101	4/25/2017	3-01973-220 APR 17	1,050.00
				Summary Total					1,050.00
		2017 GENERAL PLAN MARCH 2017	PV	86607	001	09101	4/25/2017	3-01973-210 APR 17	6,711.00
		2017 GENERAL PLAN MARCH 2017	PV	86607	002	09101	4/25/2017	3-01973-210 APR 17	609.00
				Summary Total					7,320.00

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		WOODLANDS 4TH MARCH 2017	PV	86608	001	09804	4/25/2017	6-01973-190 APR 17	252.00
				Summary Total					252.00
		2040 COMP PLAN APR 2017	PV	86609	001	09101	4/25/2017	7-01973-160 APR 17	5,298.00
				Summary Total					5,298.00
		2017 RAMSEY CODE ENF. MAY 17	PV	86610	001	09101	5/17/2017	4-0-001973-220 MAY 17	630.00
				Summary Total					630.00
		WOODLANDS 4TH ADD APR 17	PV	86611	001	09804	5/17/2017	7-0-001973-190 MAY 17	336.00
				Summary Total					336.00
		REGENCY COMMONS APR 17	PV	86612	001	09804	5/17/2017	4-0-001973-250 MAY 17	102.00
				Summary Total					102.00
		BROOKVIEW SKETCH PLAN APR 17	PV	86613	001	09804	5/17/2017	4-0-001973-300 MAY 17	336.00
				Summary Total					336.00
		RIVERSTONE APRIL 2017	PV	86614	001	09804	5/17/2017	2-0-001973-350 MAY 17	494.00
				Summary Total					494.00
		SUNWOOD DR/ ALPINE DR APR 17	PV	86615	001	09435	5/17/2017	3-0-001973-280 MAY 17	405.00
				Summary Total					405.00
		2040 COMP PLAN APR 2017	PV	86617	001	09101	5/17/2017	8-0-001973-160 MAY 17	3,535.25
		2040 COMP PLAN APR 2017	PV	86617	002	09101	5/17/2017	8-0-001973-160 MAY 17	357.00
				Summary Total					3,892.25
		2017 GENERAL PLANNING	PV	86618	001	09214	5/17/2017	4-0-001973-210 MAY 17	3,182.00
		2017 GENERAL PLANNING	PV	86618	002	09214	5/17/2017	4-0-001973-210 MAY 17	4,187.50
				Summary Total					7,369.50
		BROOKFIELD 8TH ADD MAR 2017	PV	86619	001	09804	4/25/2017	6-01973-180 APR 17	336.00
				Summary Total					336.00
				Payment Amount					30,605.75
				Total Amount to be Processed					250,466.66
				Total Number of Payments to be Processed					

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Document Itm	Document Co	Due Date	Invoice Number	Payment Amount

BOND TRUST SERVICES

Debt Service Statement

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303-5137

Statement #: 35026
Statement Date: April 17, 2017

RE: $1,205,000.00 General Obligation Street Reconstruction Bonds, Series 2015B

Debt Service Date	CUSIP	Principal	Interest	Total Due
06-01-2017	751813	$0.00	$11,275.00	**$11,275.00**

Payment Instructions

WIRES due by May 31, 2017
Wells Fargo Bank, San Francisco, CA
ABA #: 121000248
BNF: BTSC Paying Agent Account
Account #: 4126695238
Ref: 327787

CHECKS due by May 25, 2017
Make check payable to:
Bond Trust Services Corporation
Ref: 327787
Send to:
Bond Trust Services Corporation
Attn: Accounts Receivable
3060 Centre Pointe Drive, Suite 110
Roseville, MN 55113-1105

Please direct any questions to:
Accounts Receivable
(651) 209-1010

114740
9 350. 6611
11,275.00

For your convenience, multiple Statements/Invoices may be combined in one payment.
Thank you for your business!

BOND TRUST SERVICES

Debt Service Statement

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303-5137

Statement #: 35025
Statement Date: April 17, 2017

RE: $3,880,000.00 General Obligation Capital Improvement Plan Bonds, Series 2015A

Debt Service Date	CUSIP	Principal	Interest	Total Due
06-01-2017	751813	$0.00	$52,006.25	**$52,006.25**

Payment Instructions

WIRES due by May 31, 2017
Wells Fargo Bank, San Francisco, CA
ABA #: 121000248
BNF: BTSC Paying Agent Account
Account #: 4126695238
Ref: 327741

CHECKS due by May 25, 2017
Make check payable to:
Bond Trust Services Corporation
Ref: 327741
Send to:
Bond Trust Services Corporation
Attn: Accounts Receivable
3060 Centre Pointe Drive, Suite 110
Roseville, MN 55113-1105

Please direct any questions to:
Accounts Receivable
(651) 209-1010

#114740
9351.6611

For your convenience, multiple Statements/Invoices may be combined in one payment.
Thank you for your business!

BOND TRUST SERVICES

Debt Service Statement

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303-5137

Statement #: 35027
Statement Date: April 17, 2017

RE: $1,650,000.00 General Obligation Street Reconstruction Bonds, Series 2016A

Debt Service Date	CUSIP	Principal	Interest	Total Due
06-15-2017	751813	$0.00	$29,700.00	**$29,700.00**

Payment Instructions

WIRES due by June 14, 2017
Wells Fargo Bank, San Francisco, CA
ABA #: 121000248
BNF: BTSC Paying Agent Account
Account #: 4126695238
Ref: 328798

CHECKS due by June 8, 2017
Make check payable to:
Bond Trust Services Corporation
Ref: 328798
Send to:
Bond Trust Services Corporation
Attn: Accounts Receivable
3060 Centre Pointe Drive, Suite 110
Roseville, MN 55113-1105

Please direct any questions to:
Accounts Receivable
(651) 209-1010

9352.66 il

For your convenience, multiple Statements/Invoices may be combined in one payment.
Thank you for your business!

BOND TRUST SERVICES

Debt Service Statement

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303-5137

Statement #: 35024
Statement Date: April 17, 2017

RE: $875,000.00 General Obligation Equipment Certificates, Series 2014A

Debt Service Date	CUSIP	Principal	Interest	Total Due
06-15-2017	751813	$0.00	$6,502.50	**$6,502.50**

Payment Instructions

WIRES due by June 14, 2017
Wells Fargo Bank, San Francisco, CA
ABA #: 121000248
BNF: BTSC Paying Agent Account
Account #: 4126695238
Ref: 327537

CHECKS due by June 8, 2017
Make check payable to:
Bond Trust Services Corporation
Ref: 327537
Send to:
Bond Trust Services Corporation
Attn: Accounts Receivable
3060 Centre Pointe Drive, Suite 110
Roseville, MN 55113-1105

Please direct any questions to:
Accounts Receivable
(651) 209-1010

9349.6611

For your convenience, multiple Statements/Invoices may be combined in one payment.
Thank you for your business!

NORTHLAND TRUST SERVICES

45 S. 7th Street, Suite 2000
Minneapolis, MN 55402
Phone 612-851-4931
Fax 612-851-4933

INVOICE

CITY OF RAMSEY
ATTN: FINANCE OFFICER
7550 SUNWOOD DRIVE NW
RAMSEY MN 55303-5137

04/18/2017
RAMS11B

RE: CITY OF RAMSEY, MINNESOTA
$3,090,000 GENERAL OBLIGATION
IMPROVEMENT CROSSOVER REFUNDING
BOND, SERIES 2011B

9340.611

Debt Service: 06/15/2017

Principal:	0.00
Interest:	28,768.75
Total Principal & Interest:	28,768.75
Less Cash on Hand (Escrow Funds)	(0.00)
Paying Agent Annual Fee	0.00

Total Amount Due: 28,768.75

CHECK PAYMENTS due: 06-08-17

Make Checks payable to:
NORTHLAND TRUST SERVICES INC.

WIRE PAYMENTS due: 06-12-17

Wells Fargo Bank, San Francisco, CA
ABA: 121-000-248
ACCT: 143-6412710 Northland Trust Services
REF: Issuer name & series number

***MN SCHOOL DISTRICTS should wire funds 3 days prior to debt service date according to State Credit Enhancement requirements.**

Thank you for your business!

If you have questions please contact:

Rhonda Magee
PH:612-851-4931
rmagee@northlandtrust.com

Scott Miles
PH: 612-851-5914
smiles@northlandtrust.com

RECEIVED

APR 20 2017

NORTHLAND TRUST SERVICES

45 S. 7th Street, Suite 2000
Minneapolis, MN 55402
Phone 612-851-4931
Fax 612-851-4933

INVOICE

CITY OF RAMSEY
ATTN: FINANCE OFFICER
7550 SUNWOOD DRIVE NW
RAMSEY MN 55303-5137

04/18/2017
RAMS12A

RE: CITY OF RAMSEY, MINNESOTA
$16,875,000 GENERAL OBLIGATION CAPITAL IMPROVEMENT PLAN BONDS, SERIES 2012A

9339, 6611

Debt Service: 06/15/2017

Principal:	0.00
Interest:	234,406.26
Total Principal & Interest:	234,406.26
Less Cash on Hand (Escrow Funds)	(0.00)
Paying Agent Annual Fee	0.00

Total Amount Due: 234,406.26

CHECK PAYMENTS due: 06-08-17

Make Checks payable to:
NORTHLAND TRUST SERVICES INC.

WIRE PAYMENTS due: 06-12-17

Wells Fargo Bank, San Francisco, CA
ABA: 121-000-248
ACCT: 143-6412710 Northland Trust Services
REF: Issuer name & series number

***MN SCHOOL DISTRICTS should wire funds 3 days prior to debt service date according to State Credit Enhancement requirements.**

Thank you for your business!

If you have questions please contact:

Rhonda Magee
PH:612-851-4931
rmagee@northlandtrust.com

Scott Miles
PH: 612-851-5914
smiles@northlandtrust.com

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-135

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF MAY 18, 2017 THROUGH JUNE 7, 2017.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of May 18, 2017, through June 7, 2017, in the amount of $ 2,115,824..18 and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period May 18, 2017, through June 7, 2017, in the amount of $ 2,115,824.18.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember , and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

Councilmember LeTourneau

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____

Mayor

ATTEST:

_____

City Clerk

CC Regular Session **4. 10.**

Meeting Date: 06/13/2017

By: Colleen Lasher, Administrative Services

Information

Title

Adopt Resolution #17-06-136 to Hire Seasonal Public Works Maintenance Workers

Purpose/Background:

The purpose of this case is to request authorization to hire three Seasonal Public Works Maintenance Workers.

Annually the City employs Seasonal Public Works Maintenance Workers to perform work in the Parks, Streets, and Utilities Divisions of Public Works. The process to fill these positions includes an open competitive recruitment, interviews, background checks, pre-employment testing, City Council approval to hire and on-boarding.

At this time, staff selected three qualified seasonal candidates. All candidates have passed the pre-employment screenings and staff recommends hiring the candidates listed below.

Notification:

Entry level seasonal pay: First year seasonal employees earn $10.00 per hour. Each year that seasonal employees return they received a twenty-five cent per hour increase in pay, to a maximum of $12.00 per hour.

Observations/Alternatives:

Option #1 To hire the selected 2017 Seasonal Public Works Maintenance Workers.

Option #2: Not moving ahead with hiring the Seasonal Public Works Maintenance Workers. Staff does not recommend this option due to the inability to meet the highly labor intensive seasonal work demands in the Public Works Department.

Funding Source:

The funding required to fill these positions is included within the approved 2017 budget.

Recommendation:

Staff recommends option #1 above, hiring the following 2017 Seasonal Public Works Maintenance Workers:

Olivia Pint at $10.00 per hour with a start date on or near May 24, 2017; and
James Ringold at $10.00 per hour with a start date on or near May 30, 2017; and
Odessa Fogelson at $10.00 per hour with a start date on or near June 12, 2017.

Action:

Motion to adopt resolution #17-06-136 to hire the following employees:

Olivia Pint at $10.00 per hour with a start date on or near May 24, 2017; and
James Ringold at $10.00 per hour with a start date on or near May 30, 2017; and
Odessa Fogelson at $10.00 per hour with a start date on or near June 12, 2017.

Attachments

Resolution 1706136

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:25 PM
Form Started By: Colleen Lasher		Started On: 06/06/2017 07:51 AM
Final Approval Date: 06/08/2017		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-136

RESOLUTION TO HIRE SEASONAL PUBLIC WORKS MAINTENANCE WORKERS

WHEREAS, annually the City employs seasonal public works maintenance workers to perform work in the Parks, Streets, and Utilities Divisions of Public Works; and

WHEREAS, staff has found a significant benefit to seasonal public works maintenance workers; and

WHEREAS, staff selected 3 qualified entry level seasonal candidates; and

WHEREAS, all candidates passed the pre-employment screening; and

WHEREAS, staff recommends hiring the selected 2017 candidates listed below.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

Motion to adopt resolution #17-06-136 to hire the following employees:

Olivia Pint at $10.00 per hour with a start date on or near May 24, 2017; and

James Ringold at $10.00 per hour with a start date on or near May 30, 2017; and

Odessa Fogelson at $10.00 per hour with a start date on or near June 12, 2017.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

CC Regular Session **4. 11.**

Meeting Date: 06/13/2017

By: Katy Hauan, Community Development

Information

Title

Adopt Resolution #17-06-141 International Code Council (ICC) Nonexclusive License Agreement

Purpose/Background:

The Ramsey City Council has approved the development and use of ProjectDox, a new electronic plan review option for permits and land use application applicants. Staff are working with software developers to develop the most robust, cutting edge electronic plan review process possible. ProjectDox is a web-based workflow and collaboration system that allows applicants and City of Ramsey staff to collaborate electronically during the plan review process. ProjectDox provides an alternative to printing and shipping paper construction documents to the City for review and allows for numerous cost- and time-saving efficiencies. Applicants apply for a permit electronically, and upload construction documents. Notations by the plan reviewer(s) are added as an overlay on the electronic plans to provide clear direction for required corrections. Code language is frequently used to convey these requirements. Code language or drawings copied from the ICC are copyright material.

Notification:

Staff collaborated with Casey L. Thomas; Executive Assistant, International Code Council, and City Attorney; Joe Langel, to determine the best way to navigate the Copyright material use. Mr. Thomas had his legal team put together an agreement, and City Attorney Langel reviewed the agreement to ensure that it accurately represented the City. After a through review, the agreement is now ready to be reviewed and approved by Council, and subsequently signed by the Mayor and City Administrator.

Observations/Alternatives:

The International Codes are Copyright material. In an effort to provide applicants with Code requirements, it became apparent that copying Sections of Code into the electronic format would be the most effective and efficient way to provide the information. Items called Attributes and Requirements are used within ePermits and ProjectDox, to both ask applicants specific questions about their projects and provide applicants with Code specific requirements. As such, Sections of the International Codes were copied into these programs.

Recommendation:

Staff recommends Council Approve the International Code Council (ICC) Nonexclusive License Agreement.

Action:

Motion to Approve Resolution #17-06-141; International Code Council (ICC) Nonexclusive License Agreement.

Attachments

ICC Nonexclusive License Agreement

Resolution #17-06-141

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/08/2017 02:21 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:13 PM

Form Started By: Katy Hauan Started On: 06/02/2017 04:11 PM
Final Approval Date: 06/08/2017

NONEXCLUSIVE LICENSE AGREEMENT

This Agreement, entered into on May 30th, 2017 by and between: INTERNATIONAL CODE COUNCIL, INC., with offices at 500 New Jersey Avenue NW, 6th Floor, Washington, DC 20001 ("ICC"); CITY OF RAMSEY, located at 7550 Sunwood Drive, NW, Ramsey, MN 55303 ("Licensee").

WITNESSETH:

WHEREAS, ICC is the publisher and copyright owner or licensee of the titles listed in Appendix A (herein referred to as the "Licensed Materials"), which copyright ownership or right to use, adapt, modify, distribute, publicly display and create derivative works is acknowledged by Licensee; and

WHEREAS, the Licensee desires to include the Licensed Materials in Licensee's Logis and ProjectDox Software, including all updates, upgrades and future versions of such software (hereinafter, referred to collectively as "Licensee's Developed Software"); and

WHEREAS, ICC desires to provide Licensee the Licensed Materials on the terms and conditions contained herein;

NOW, THEREFORE, in consideration of the mutual promises contained herein, it is agreed by and between ICC and Licensee as follows:

1. **Licensee's Developed Software.**

(a) **Delivery of Licensed Materials.**

Licensee has in its possession one copy of the Licensed Materials in a PDF format.

(b) **Licensee to Prepare Licensee's Developed Software.**

Licensee's Developed Software shall incorporate the Licensed Materials. In the event Licensee's Developed Software does not incorporate the Licensed Materials, this Agreement shall terminate pursuant to Paragraph 5(b) below. Licensee's Developed Software shall be developed with functionality that can limit (i) the number of concurrent users that can access the Licensee's Developed Software at any one time to ensure that only the licensed number of concurrent users for which Licensee has paid ICC royalties pursuant to Paragraph 4 below have access to the Licensee's Developed Software at any one time and (ii) the amount of Licensed Materials that can be printed by a user at any one time to a minimal amount of such Licensed Materials. For the avoidance of doubt, in no event shall the Licensee's Developed Software permit a licensed user to print any more than ten percent (10%) of any one title of the Licensed Materials at one time or permit the reproduction of Licensed Materials in their entirety.

(c) **Protection of Licensed Materials in Licensee's Delivery System.**
Licensee is hereby granted nonexclusive rights to modify with DRM protection, or any protection that consistent with current industry standards and distribute copies of ICC Documents as listed, for use in Licensee's software for use by Licensee staff only.

(d) **Program to include copyright and trademark notices.**

Licensee's Developed Software shall include prominent notice to the user that some of the information contained therein is developed from the copyrighted Licensed Materials and is reproduced under written license with ICC using the language listed in Appendix B to this Agreement. Licensee shall obtain ICC's prior written approval of the content and location within Licensee's Developed Software of such notice. A disclaimer that ICC is not responsible for the performance and the technical accuracy of the software and the software technical support shall be included. Such disclaimer may be included in the same location as the copyright notice.

(e) **Licensee to obtain ICC approval of Licensee's Developed Software and related materials.**

Licensee may not allow others to use Licensee's Developed Software until Licensee has received the written approval of ICC as to its faithful reproduction of the content of the Licensed Materials. Such faithful reproduction of the content of the Licensed Materials shall be shown by Licensee to ICC by means of a blackline of the section of source code in Licensee's Developed Software containing the Licensed Materials, marked against the file of each code title provided by ICC to Licensee for incorporation into the Licensee's Developed Software. Any modification, amendment, change or alteration of the Licensed Materials as provided by ICC without ICC's prior written approval shall be considered a material breach of this Agreement and shall absolve ICC of its indemnity obligations under Paragraph 6 below.

(f) **ICC may change the content of Licensed Materials.**

ICC may, with or without notice to Licensee, make such changes to the content of Licensed Materials as it deems desirable.

(g) **Licensee to update Licensee's Developed Software.**

Licensee may, from time to time, update Licensee's Developed Software with respect to its operating functions. If Licensee's update(s) modify the Licensed Materials contained in Licensee's Developed Software, such updates are subject to ICC prior written approval as provided in Paragraph 1(e) herein.

2. **Licensee to market and license Licensee's Developed Software.**

(a) **Licensee to license all users.**

Licensee may not permit others to use Licensee's Developed Software that incorporates Licensed Materials unless they are a Licensee employee.

3. **Grant of License.**

(a) **Copyrighted property licensed.**

ICC hereby grants to Licensee a nonexclusive license to incorporate into Licensee's Developed Software the Licensed Materials specifically for use by the Licensee. Licensee may employ a vendor, contractor, or other service provider ("Vendor") to incorporate the Licensed Materials into Licensee's Developed Software, provided that: (i) Vendor's access to the Licensed Materials, and Licensee's Developed Software that incorporates Licensed Materials, is contractually permitted only to the extent necessary to incorporate the Licensed Materials into Licensee's Developed Software; (ii) Vendor is contractually prohibited from disclosing any portion of the Licensed Materials, or Licensee's Developed Software that

incorporates the Licensed Materials, to any third party; and (iii) Licensee and Vendor are jointly and severally liable to ICC for Vendor's misuse or infringement of the Licensed Materials, or Licensee's Developed Software that incorporates the Licensed Materials. Licensee may not use the Licensed Materials as provided in electronic form by ICC pursuant to this Agreement for any purpose other than to incorporate them in their entirety into the Licensee's Developed Software. For the avoidance of doubt, Licensee shall not be permitted to incorporate excerpts of the Licensed Materials, or otherwise reproduce, use, adapt, modify, distribute, publicly display or create any derivative works of the Licensed Materials other than as set forth in this Paragraph 3(a).

(b) **Trademark and service marks NOT licensed.**

ICC does not grant to Licensee the use of its trademarks and service marks except as part of copyright notices as described in Paragraph 1(c).

(c) **Licenses extend to materials associated with Licensee's Developed Software.**

The license granted in Paragraph 3(a) extends to the use of the Licensed Materials by Licensee in instructions, users' manuals, and other written materials intended by Licensee to be supplied in conjunction with Licensee's Developed Software, provided that such use is limited to identifying ICC as the source of a portion of the Licensee's Developed Software. ICC reserves the right to review and approve such material pursuant to Paragraph 1(d) above.

(d) **Licenses do not permit general marketing of Licensed Materials.**

The licenses granted by this Agreement do not permit Licensee to advertise, market, promote or sell the Licensed Materials, provided, however, that Licensee shall be permitted to advertise, market or promote the fact that the Licensed Materials are a feature of Licensee's Developed Software. For the avoidance of doubt, Licensee shall not be permitted to use any ICC logo on or in connection with Licensee's Developed Software, the packaging for such software or the advertising, marketing or promotion of such software, and any use of ICC trademarks or service marks must be approved by ICC pursuant to Paragraph 1(d) above.

4. **Payments by Licensee to ICC.**

File and Licensing Fee
The fees listed below shall apply and be paid prior to ICC providing data files. The fees shall be payable to ICC and mailed to: 3060 Saturn St. Suite 100, Brea, CA 92821 Attn: Mark Gerry.

a. A one-time prepaid, non-refundable licensing fee of $583.00 for a total of 10 users. This shall cover the initial term of this agreement pursuant to 5(a)(1).
b. Additional users can be added for a fee.

5. **Term; termination.**

(a) **Term.**

(1) The term of this Agreement is three (3) years beginning on the Effective Date.

(2) This Agreement may be renewed for a term of three (3) years from the date of its original expiration by either party. The party desiring the renewal shall notify the other party in writing

no later than ninety (90) days prior to the expiration of the original term that it has exercised the option provided for in this paragraph. Additional fees may apply.

(b) **Termination.**

(i) In the event that a party commits a material breach of any term of this Agreement, the other party may terminate this Agreement in accordance with the following:

The party against whom the breach is committed shall notify the defaulting party in writing of the breach. The defaulting party shall then have thirty (30) days after receipt of such notice to remedy the default. If, in the opinion of the party against whom the breach is committed, the default has not been remedied, or the defaulting party has not taken steps to remedy the default within a reasonable time, the party against whom the breach is committed shall notify the defaulting party that the Agreement is terminated. Within thirty (30) days of receipt of the defaulting party's notice to terminate the Agreement, the distribution of the Licensee's Developed Software containing the Licensed Materials shall cease, and any remaining royalties, if any, due to ICC at the date of termination shall be paid within sixty (60) days of the date of termination.

(ii) Upon termination of this Agreement, (A) Licensee shall return the Licensed Materials (including all copies thereof, user manuals and other written materials intended by Licensee to be supplied in conjunction with Licensee's Developed Software (collectively, "Related Materials")), or at the request of ICC, destroy the Licensed Materials and Related Materials and confirm to ICC that such Licensed Materials and Related Materials have been destroyed, and (B) all rights and licenses granted to Licensee hereunder shall automatically terminate and revert back to ICC. This Paragraph 5 and Paragraphs 6 - 10 shall survive any expiration or termination of this Agreement.

6. **Confidentiality**.

(a) **Definition**. "Confidential Information" means non-public information of a party to this Agreement. Confidential Information of Licensee includes, but is not limited to, Licensee's Developed Software and all materials related thereto, all information disclosed pursuant to paragraph 1(d) hereof; all information disclosed in connection with paragraph 4(c) hereof; all non-public business and financial information, marketing plans, sales strategies, and other internal information. Confidential Information does not include information that: (i) is or becomes known to the public without fault or breach of the recipient; (ii) the discloser regularly discloses to third parties without restriction on disclosure; (iii) the recipient obtains from a third party without restriction on disclosure and without breach of a non-disclosure obligation; or (iv) information required to be disclosed by law.

(b) **Non-Disclosure; Restricted Use.** Except as otherwise permitted under this Agreement, the recipient of Confidential Information belonging to the other party will not knowingly disclose to any third party, or make any use of the discloser's Confidential Information. The recipient will use at least the same standard of care to maintain the confidentiality of the discloser's Confidential Information that it uses to maintain the confidentiality of its own Confidential Information of equal importance. Except in connection with Licensee's Developed Software and materials related thereto, the non-disclosure and non-use obligations of this Agreement will remain in full force with respect to each item of Confidential Information for a period of ten (10) years after recipient's receipt of that item. ICC's obligations to maintain both Licensee's Developed Software and any materials related thereto as confidential will survive in perpetuity.

7. **Proprietary Rights.** Licensee acknowledges and agrees that:

(a) The Licensed Materials remain the sole property of ICC subject to the non-exclusive rights and license granted to Licensee hereunder. In the event Licensee creates any modifications to or translations or derivative works based upon the Licensed Property, such works are and shall be deemed a breach of this Agreement. Notwithstanding the foregoing, such modifications, translations or derivative works shall be the exclusive property of ICC, and Licensee hereby agrees to assign and hereby assigns all of its rights, title and interests in the same and all related intellectual property rights (including all patent, copyright and trade secret rights and rights of attribution or other "moral rights") therein to ICC.

(b) Licensee shall promptly transmit to ICC an electronic copy of all such modifications, translations or derivative works prepared by Licensee. Licensee further agrees to cooperate with ICC (at Licensor's expense) as reasonably requested by ICC to perfect and enforce any of the intellectual property rights hereby assigned by Licensee to ICC, including executing confirmatory assignments, giving testimony or similar actions as reasonably requested by ICC; and

(c) The Licensed Materials are provided to Licensee on a confidential basis and incorporates trade secrets.

8. **Miscellaneous provisions.**

(a) **No Warranty.**

LICENSEE ACKNOWLEDGES AND AGREES THAT THERE ARE NO WARRANTIES, GUARANTEES, CONDITIONS, COVENANTS, OR REPRESENTATIONS BY ICC AS TO THE MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT OF THIRD PARTY INTELLECTUAL PROPERTY RIGHTS OR OTHER ATTRIBUTES, WHETEHER EXPRESS OR IMPLIED (IN LAW OR IN FACT), ORAL OR WRITTEN, OF THE DATA FILES, LICENSED MATERIALS OR ANY OTHER INFORMATION SUPPLIED OR TO BE SUPPLIED BY ICC, OR OBTAINED BY LICENSEE, UNDER THIS AGREEMENT. ALL SUCH WARRANTIES ARE HEREBY EXPRESSLY DISCLAIMED. THE STATE CODES WHICH MAKE UP A PORTION OF THE LICENSED MATERIALS ARE LICENSED TO LICENSEE ON AN "AS-IS, WITH ALL FAULTS" BASIS.

(b) **Parties to notify each other of infringements.**

Each party shall promptly notify the other party of any infringements, imitations, or unauthorized possession, knowledge or use of the Licensed Materials by a party or any third party of which either party becomes aware.

(c) **Notices.**

All notices required or permitted by this Agreement shall be in writing and shall be sent by registered or certified mail, return receipt requested, with postage fully prepaid.

Notices to ICC shall be addressed as follows:

Mark A. Johnson
International Code Council
Western Regional Office
3060 Saturn St. Suite 100
Brea, CA 92821

Notices to Licensee shall be addressed as follows:

Building Official
City of Ramsey Building Permits & Inspections
7550 Sunwood Drive, NW
Ramsey, MN 55303

(d) **Governing Law.**

This Agreement shall be construed in accordance with the laws of the District of Columbia.

(e) **Assignment.**

This Agreement may not be assigned by either party without the prior written consent of the other party.

(f) **Compliance with Law.**

Licensee agrees to comply with all relevant laws and regulations relating to the Licensed Materials or Licensee's use thereof, including any applicable privacy or export control laws or otherwise, and Licensee agrees to indemnify and hold ICC harmless from any losses, obligations, costs and expenses (including attorneys and experts' fees and costs) arising or resulting from Licensee's failure to so comply.

(g) **Sales or Use Taxes.**

In the event that any sales or use tax (if any) is owed in connection with this Agreement or the transactions or matters contemplated herein, Licensee shall bear and pay such tax and shall hold ICC harmless therefrom.

(h) **Attorneys' Fees.**

In the event of any litigation between the parties arising from or relating to this Agreement, the prevailing party therein shall be entitled to recover its attorneys and experts' fees and costs in addition to any other relief to which it may be entitled.

(i) **Force Majeure.**

Neither party shall be liable for any failure or delay in its performance under this License due to causes beyond its reasonable control, including, without limitation, to acts of God, acts of civil or military authorities, fires, epidemics, floods, earthquakes, riots or wars.

(j) **Severability.**

Should any portion of this Agreement be held to be invalid for any reasons whatsoever, the remainder of the Agreement shall be in full force and effect. The invalidity of any copyrights in the Licensed Materials

by a court of competent jurisdiction shall constitute a material breach of this agreement by ICC and subject the Agreement to termination by the Licensee pursuant to Paragraph 5(b)(i).

(k) **Entire Agreement.**

This instrument constitutes the entire Agreement between the parties and incorporates all prior understandings, whether written or oral, between them with respect to the matters contained in this Agreement. This Agreement may not be modified except by a writing signed by authorized representatives of both parties.

(l) **Equitable Relief**.

Licensee acknowledges and agrees that (i) the unauthorized use or disclosure of the Licensed Materials would cause irreparable harm and significant injury to ICC which would be difficult to ascertain and which would not be compensable by damages alone, and (ii) ICC shall have the right to seek injunctive relief, specific performance or other equitable relief without prejudice to any other rights and remedies that it may have for such a breach of this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by its duly authorized representatives as of the day and the year first above written.

By: _____ Date: 6-30-2017
Mark A Johnson
Executive Vice President & Director of Business Development
International Code Council, Inc.

By: _____ Date: _____
Mayor, City of Ramsey

By: _____ Date: _____
City Administratory, City of Ramsey

APPENDIX A: Copyrighted Material Owned by or Licensed to ICC

ICC is the publisher and copyright owner or licensee of the following titles:

2015 Minnesota Building Code

APPENDIX B: Copyright Notice

1. Software containing all or any part of State codes shall reproduce the copyright notice contained on the copyright page within such State code.

2. Additionally the following statement, to the extent not otherwise already included pursuant to paragraph 1 above, shall be included in Software containing all or any part of the Licensed Material:

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Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-141

RESOLUTION APPROVING AGREEMENT WITH INTERNATIONAL CODE COUNCIL (ICC)

WHEREAS, ProjectDox has been approved by City Council, and is being developed for use. Applicants apply online and upload documents electronically. Notations by the plan reviewer are added as an overlay on the electronic plans to provide clear direction for required corrections. Code language is frequently used to convey said requirements. Code language or drawings copied from the ICC are copyright material.

WHEREAS, ICC is approving the use of language from their Code to be used by the City of Ramsey plan reviewers in the PIMS/ProjectDox electronic format for a period of three (3) years, for $583.00.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby approves the agreement with ICC for a three (3) year period, for $583.00.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 12.**

Meeting Date: 06/13/2017

By: Colleen Lasher, Administrative Services

Information

Title

Adopt Resolution 17-06-143 to Approve Participation in the Public Employees Retirement Association Phased Retirement Option

Purpose/Background:

The purpose of this case is for the City Council to formally approve the City's participation in the Public Employees Retirement Association (PERA) Phased Retirement Option (PRO) as discussed at the May 23, 2017 work-session.

Background
In 2009, the Minnesota Legislature adopted a law that allows for phased retirements by eligible PERA members. The program is intended to provide employers with a workforce planning tool that can help transfer knowledge from long-time employees to new or less tenured employees and to facilitate a transition into retirement for a PERA member.

If the PRO is approved by the City Council, the decision to submit a PRO Agreement to PERA would be made on a case-by-case basis by the City Administrator, in cooperation with the HR Manager and Department Head, as deemed beneficial to the City in meeting the goals of the strategic plan. In the event the PRO does not satisfactorily meet the expectations of either the City or the employee, the agreement can be terminated at any time.

Quick Facts
•An employer is under no obligation to offer the phased retirement option.
•If participation is offered, the employer must reduce the employee's hours of work, when compared to the individual's previous work schedule, by at least 25 percent and limit the hours per year to 1,044 or fewer.
•The initial offer of employment under the PRO program is limited to one year.
•No employee deductions or employer contributions are payable to the retirement plan on the earnings of the phased retirement position.
•Participation in PERA's phased retirement program stops at the conclusion of the employee's initial or renewed agreement, whichever is later.

If the City would like to have the option of offering this program as an alternative to full retirement of its retirees and as a means to achieving its staffing needs, the following is a summary of the steps that would occur:

1) When an eligible employee requested the PRO, the City Administrator, in cooperation with the HR Manager and Department Head, would determine if the PRO is within the approved budget and beneficial to City business.
2) If so, a Phased Retirement Agreement would be submitted PERA.
3) The employee would begin working a reduced work schedule not greater than 1044 hours in a 12-month period.
4) The employee who begins the PRO terminates PERA membership, begins collecting a pension and continues to work with a reduction of hours, reviewed on an annual basis, for a maximum of five years.
5) The employee would participate in the City's benefit plan based on the current eligibility guidelines of the Personnel Policy.

Offering the Phased Retirement Option can be beneficial in the City's succession planning efforts, the ability to effectively evaluate the structure of certain positions, the opportunity for staff development and retention of talent.

With regard to Strategic Imperative III: Smart, Citizen-Focused Government, the Phased Retirement Option speaks to tactic #23, affording the City the opportunity to thoroughly evaluate staffing deployment and process effectiveness.

Note: There are several attachments to this case offering additional information, including the May 23, 2017 draft work-session minutes.

Funding Source:

There is no additional funding required to offer the phased retirement option; offering the phased retirement option to eligible employees would be a reduction to costs when compared to employees receiving the City's PERA contributions.

Recommendation:

To approve the City of Ramsey's participation in the Public Employees Retirement Association Phased Retirement Option.

Action:

Motion to approve Resolution 17-06-143 Approving the City of Ramsey's Participation in the Public Employees Retirement Association Phased Retirement Option.

Attachments

Draft Work-session Minutes
Brochure
PRO FAQs
Resolution 1706143

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:24 PM
Form Started By: Colleen Lasher		Started On: 06/06/2017 07:45 AM
Final Approval Date: 06/08/2017		

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, May 23, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Councilmember Chris Riley

Also Present: Asst. City Administrator/Economic Development Manager Patrick Brama
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood
Human Resources Manager Colleen Lasher
Community Development Director Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:35 p.m.

2. TOPICS FOR DISCUSSION

2.01: Discussion Regarding Participation in the Public Employees Retirement Association (PERA) Phased Retirement Option (PRO)

Human Resources Manager Lasher reviewed the staff report.

Mayor Strommen stated that the State has a post retirement option, which sounds similar to the PRO, which allows employees to retire and then return to assist with the transfer of duties, mentoring of the new employee, and assist with special projects. She stated that it is a really effective option.

Councilmember Kuzma asked what impact there would be if the program ends in 2019.

Human Resources Manager Lasher stated that the decision would be up to PERA.

Councilmember Kuzma stated that it sounds like a nice program that the City could offer to staff and would not have an additional cost but would actually provide a savings.

Councilmember Shryock stated that she also agrees and asked if there is any feeling whether the program would be extended.

Human Resources Manager Lasher stated that although the program can be labor intensive for PERA, there has been a lot of positive feedback from the cities that have used it and therefore those comments might outweigh the additional labor required by PERA.

The consensus of the Council was to participate in the Phase Retirement Option through PERA.

2.02: Update on Request for Proposals (RFP) Process for Towing Contract

Police Chief Katers reviewed the staff report. He noted that a recommendation for a proposal would come back before the Council on June 22nd. He stated that he will mail directly the RFP to the four past vendors but noted that additional proposals could be received.

2.03: Update on Pollinator Habitat Initiatives and Restoration at the Lake Itasca Trail

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report.

Councilmember Kuzma received confirmation on the time and date of the planting event.

Mayor Strommen stated that this will be great to get people out to the site.

Parks and Assistant Public Works Superintendent Riverblood stated that about 270 monarch coloring sheets were provided to Ramsey Elementary. He stated that the fourth graders are going to color the sheets which will become the backdrop at the signing event. He noted that this event will also serve as an educational opportunity to show people an example of sustainable landscaping.

Councilmember LeTourneau suggested that the Environmental Policy Board are notified of the event as well.

Parks and Assistant Public Works Superintendent Riverblood confirmed that the EPB did recommend approval of the project at their meeting the previous week but agreed that a reminder for the event would be helpful.

It was also suggested that the Park and Recreation Commission, the press, and QCTV be invited to the event.

Councilmember Shryock asked if the City had involvement in the Connexus beehive event.

Parks and Assistant Public Works Superintendent Riverblood stated that he believed that City Administrator Ulrich attended a workshop on the topic. He stated that it is an emerging trend to create landscaping of that nature near solar gardens.

DRAFT

Councilmember Shryock noted that the City has to approve beekeeping licenses for residents and asked if a similar license would be needed for this activity.

Community Development Director Gladhill stated that the City did not receive a license application but the beehives are there.

Mayor Strommen stated that she believes that it was a multi-agency project which involved the Pollution Control Agency as well.

Councilmember LeTourneau asked if staff knew the number of beekeeping licenses in the City.

Community Development Director Gladhill noted that he would have to run a report. He explained that the license is new, as is the trend.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Mayor Strommen noted that the budget process will begin in about a month.

4. MAYOR / COUNCIL / STAFF INPUT

Parks and Assistant Public Works Superintendent Riverblood stated that last fall a member of the Ramsey Lions spoke at citizens input to ask how they could donate a bench at Central Park. He stated that the Lions have purchased a very secure and durable bench to install at Central Park and a small concrete patio will be installed around the bench to offer protection. He stated that the bench will be dedicated to a former longtime member that passed away and the dedication event will occur on June 7th. He stated that the National Lions Governor will be attending the event as well. He stated that the Lions have been longtime contributors to many causes within the City and have been a great community partner.

Mayor Strommen asked staff to send out an email reminder for the event.

Asst. City Administrator/Economic Development Manager Brama provided an update on recent economic development activity. He stated that the process has begun to consider using TIF to assist with the PSD project. He stated that Adrenalin Sports has also been speaking with both developers within the future business park and there seem to be plans to create two buildings along Highway 10 which would be a great addition to the corridor. He stated that a party continues to show interest in the City owned property in the northern portion of the future business park and is working with staff to develop a purchase agreement.

Councilmember Shryock stated that Youth First is working to expand their programing. She noted that the organization currently serves Ramsey, Anoka and Andover and will be expanding to service Coon Rapids as well. She stated that the organization will be expanding their summer programming to provide programming every week during the summer.

Thinking of easing into retirement? We have an option for you

If you are age 62 or over, you may be able to ease into retirement with the Phased Retirement option, at the discretion of your employer. PERA's termination requirements and earnings limits are waived if you meet the requirements.

To qualify, you must ...

- be age 62 or over and a vested member of PERA.
- have worked a minimum of 1,044 hours in each of the five years immediately preceding the offer of a phased retirement by your employer or another PERA-covered employer.
- agree to reduce your hours of work by at least 25 percent and will not exceed 1,044 hours per year.

Other requirements:

- Five years is the maximum length for a Phased Retirement option and you must renew the agreement annually.
- You and your employer (or a new PERA-covered employer) must sign a *Phased Retirement Agreement* form provided by PERA. This replaces PERA's normal *Termination Verification* form.

The benefits of the plan

When a member retires, there are certain restrictions that apply. Under the Phased Retirement option, these restrictions do not apply. You will receive the full PERA retirement benefit you have earned, based upon your years of service, age at retirement, and high-five salary.

In addition, during your Phased Retirement, you and your employer do not make contributions to PERA. Since you receive a retirement benefit, there is no accrual of service credit or adjustment of the high-five salary.

Employer's discretion

Your employer is under no obligation to offer you a Phased Retirement or to renew any agreement that is made. You should also investigate the impact a reduction of hours may have on your other employee benefits.

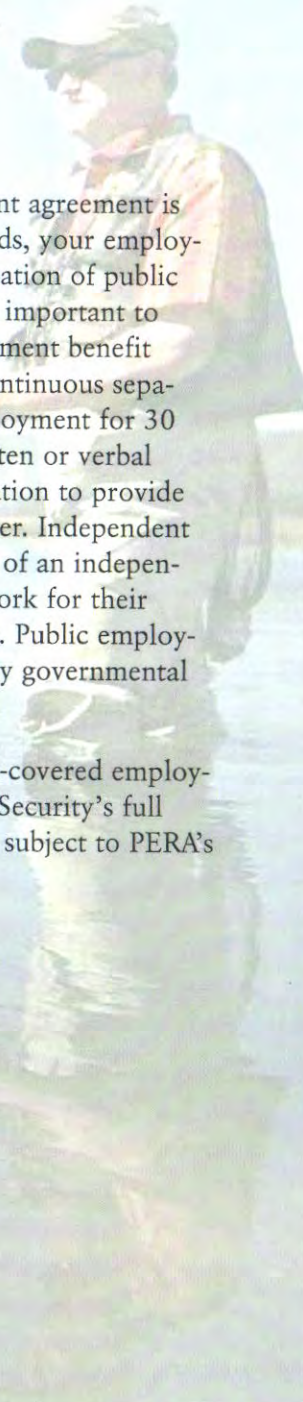
The procedure

Phased retirement requires a written agreement between you and the PERA-covered employer offering you the option. You must file both a *Phased Retirement Agreement* form and an *Application for PERA Retirement Benefits* with PERA. All other PERA benefit and application requirements must be met.

When you retire

If your phased retirement agreement is not renewed or when it ends, your employer must report your termination of public employment to PERA. It is important to note that a right to a retirement benefit requires a complete and continuous separation from all public employment for 30 days. There can be no written or verbal agreement prior to termination to provide services to a public employer. Independent contractors and employees of an independent contractor may not work for their same employer for 30 days. Public employment includes service to any governmental employer in Minnesota

If you later rejoin PERA-covered employment and are under Social Security's full retirement age, you will be subject to PERA's annual earnings limit.



Back to Web Site

Public Employees Retirement Association of Minnesota
Administering and Promoting Sustainable Retirement Plans

Phased Retirement Option

Legislation passed in 2009 allows Coordinated and Basic members age 62 and over the option to begin receiving a PERA pension without formally resigning. However, the decision to make *Phased Retirement* available to members is strictly up to the employer, and participants must agree to substantially reduce the hours they work.

In order to qualify for *Phased Retirement*, a number of requirements must be met.

Requirements
First, the member's employer or another PERA-covered employer has sole discretion on offering the phased retirement option to an employee. The initial offer must not exceed one year, but it can be renewed for periods of up to a year for a total of five years. An employer is under no obligation to renew a phased retirement agreement.

To qualify, a member must:

- Meet all other requirements for a pension from PERA;
- Be at least 62 years of age;
- Have worked a minimum of 1,044 hours (half time) in each of the five years immediately prior to beginning phased retirement; and
- Not be eligible for the State Employee Postretirement Option program (for PERA members who are state employees).

In addition, the member must also agree to a reduction of hours worked of at least 25 percent, not to exceed 1,044 hours per year--essentially half time or less. To participate, the member and employer must file a *Phased Retirement Agreement* form with PERA.

The Benefit
If mutually agreeable between the member and his or her employer, the member may begin collecting a PERA benefit without the normally required 30-day break in service and prohibition against having any agreement to return to work with the current employer. Participants are also exempt from PERA's earnings limits that apply prior to full Social Security retirement age. In addition, neither the member nor the employer are required to make any further contributions to PERA.

Since the member is now receiving a pension, he or she will cease to earn service credits and there will be no future adjustment to the high-five average salary.

Upon the completion of the phased retirement, a member must meet the requirements normally applied to someone who is terminating public service, including the prohibition of any future employment agreement, and the minimum 30-day break in public service. If the retiree later returns to PERA-covered employment, the earnings limits would apply.

A current retiree cannot participate in the program. **The option is set to sunset June 30, 2019.**

Links
Phased Retirement Brochure

Phased Retirement Agreement Form (For Employers)
Employer Responsibilities

Frequently Asked Questions (FAQs)

1. Q: Do I contact PERA in order to enter a Phased Retirement Option (PRO) Agreement?

   A: No. The PRO Agreement is between you and your employer, so the offer of a PRO must come from your employer – your employer has sole authority to determine whether PRO Agreements are going to be offered and to whom PRO Agreements are offered.

2. Q: Can I agree to enter a PRO Agreement before I terminate my PERA membership?

   A: Yes. While retirement requires a separation without an agreement to return, entering a PRO Agreement naturally occurs prior to any termination of PERA membership – you are not required to terminate employment in order to be eligible to enter a PRO Agreement.

3. Q: Can I enter a PRO Agreement after I terminate my PERA-covered employment?

   A: No. You may not enter a PRO Agreement after you retire, regardless of whether you retired one week, one month, or one year ago. These agreements are not intended to apply to individuals who retired from public employment and now want to return to the PERA-covered workforce. The PRO Agreements are intended to allow a transition into retirement for someone approaching full retirement while providing employers with a workforce planning tool that can, for example, help transfer knowledge from the long-time employee to a new person.

4. Q: Do I have to be eligible for the Rule of 90 to be eligible for a PRO Agreement?
   A: **No**. To be eligible for a PRO Agreement, you must be offered a PRO Agreement by your employer, you must meet all other retirement benefit eligibility requirements, be at least age 62, you must have worked at least half-time in a PERA-covered position for a minimum of five years immediately prior to entering a PRO Agreement, and not be eligible for the State Employee Postretirement Option program.

5. Q: If I am eligible for the Rule of 90 but not yet age 62, am I eligible for a PRO Agreement?

   A: **No.** You must be at least age 62 to be eligible for a PRO Agreement regardless of whether you are eligible for the Rule of 90. PERA allows early full retirement for persons who qualify for the Rule of 90 (when age plus years of service equal 90), even if they meet the Rule of 90 before age 62. The Internal Revenue Service has regulations in place that direct when a person can collect a retirement benefit while continuing to work in the same job for which the person earned that benefit. The regulations state that a person can only collect the retirement benefit while continuing to work in the same job if he or she is at least age 62.

6. Q: Can I enter a PRO Agreement to take a position covered by MSRS or TRA?

   A: **No.** PERA members who are eligible for a PRO and offered a PRO by their employer only terminate PERA membership for purposes of entering a PRO Agreement – the PRO position must be one that would otherwise be covered by PERA.

7. Q: I am in PERA's Police and Fire Plan, can I enter a PRO Agreement?

   A: **No.** The PRO program is available only to PERA Coordinated Plan participants.

8. Q: If I enter a PRO Agreement, do I have to begin collecting my retirement benefit right away?

   A: **No.** Since PERA cannot accept an application for retirement benefits more than six months prior to the effective date of the benefits, both your benefit and your PRO employment must begin within six months of your termination of membership. If the "Termination Date" on your Retirement Application is more than a month prior to the "Begin Date" on the PRO Agreement you submit, the PRO agreement effective date determines the effective date of your retirement benefit. If the "Begin Date" of your PRO employment is the first of the month, that will also be the begin date of your retirement benefit; if the "Begin Date" of your PRO employment is any other date of the month, your benefit will begin the first day of the following month.

9. Q: Does my employer have to do anything specific for me to enter a PRO Agreement?

   A: **Yes**. First, your employer's governing body must vote to participate in offering PRO Agreements to eligible employees. Second, your employer must offer a PRO Agreement to you. However, the law does not require that your employer offer a PRO to any employee.

10. Q: Do I have to terminate my employment at the end of my PRO Agreement?I

    A: **Yes**. You must terminate public employment at the end of your PRO Agreement, have no agreement to return at a later date, and remain out of PERA-covered employment for at least 30 calendar days. You should also know that, while an initial PRO Agreement may only be one year in length, PRO Agreements may be renewed annually for up to five years of total PRO participation. Again, any offer of a PRO and any renewal are at the discretion of your employer.

11. Q: Do I have to start work under a PRO within 30 days of terminating PERA membership?

    A: **No.** When you begin work after terminating membership is largely between you and your employer. However, you must begin working under the PRO within six months of terminating membership in PERA. (See FAQ #8.)

12. Q: Can I take an additional PERA-covered position with a different employer during employment under a PRO Agreement?

    A: **No.** While employment with multiple employers in PERA-covered positions under PRO Agreements is allowed, all employment in PERA-covered positions under PRO Agreements must begin prior to the beginning of any PRO Agreement (at the time of termination of membership and beginning of retirement). However, the "different" employer must offer you a PRO Agreement and your total hours worked in all PERA-covered positions must represent at least a 25 percent reduction of your pre-PRO regularly scheduled hours and not exceed 1,044 hours in a year.

13. Q: Can I take a position with my current employer that is different than my current position?

A: **Yes**, provided all other criteria (hour reduction of at least 25 percent for no more than 1, 044 hours annually, you are at least age 62, etc.) are met.

14. Q: Can a PERA-covered employer other than my current employer offer me a PRO Agreement?

A: **Yes.** But remember, the PRO Agreement must be entered prior to any termination of employment with your current employer and the agreement must adhere to the employment hour reduction requirement (at least 25 percent when compared to your pre-PRO hours and a maximum of 1,044-hours annually) and all other PRO eligibility criteria.

15. Q: Can I take an additional position with the same employer with whom I've entered a PRO Agreement?

A: **Yes.** However, your combined hours worked would have to be a reduction of at least 25 percent when compared to your pre-PRO hours and you would not be able to exceed the annual 1,044-hour limit.

16. Q: Will I accrue vacation and sick leave or be covered by employer health insurance while working under a PRO Agreement?

A: **Perhaps**. Whether you accrue vacation and sick leave or are covered by an employer health insurance plan while working under a PRO Agreement will be up to the agreement between you and your employer – PERA has no authority to direct what, if any, other benefits will be made available. Employers participating in PERA each have their own "other employee" benefit provisions, either through collective bargaining or personnel agreements.

17. Q: If my employer allows me to accrue vacation, sick and holiday leave while working under the PRO, will the hours associated with the leave pay, when taken, count towards the maximum number of hours I may work under the PRO?

A: **Yes.** The hours you take off from work – for which you receive pay – will count towards the maximum number of hours you may work.

18.Q: Will I be eligible for disability benefits from PERA if I become disabled while working under a PRO Agreement?

A: **No.** Part of your eligibility for a retirement benefit under a PRO Agreement is that your membership in PERA will be terminated, so your right to any benefit other than the retirement benefit for which you become eligible under a PRO Agreement also terminates.

19.Q: Is there a maximum length of time for a PRO Agreement?

A: **Yes.** The PRO Agreements may only be a maximum of one year in length, but may be renewed annually for up to five years. Any renewal beyond the first agreement is negotiated between you and your employer.

20. Q: The PRO Program expires June 30, 2019. If I am working under a PRO Agreement, does the

expiration date mean that I can really only work under a PRO prior to that date?

A: **No**. The law allows for anyone already working under the terms of a PRO Agreement before June 30, 2019 to continue for up to the allowable five years.

21. Q: Why does the provision expire on June 30, 2019?

A: The PERA Board wanted a chance to make sure there is no adverse impact on the funding of the plan by the phased retirement option. The Board's actuarial consultants have indicated that there should be no negative impact on the plan, but the Board wants to review actual experience before making this provision a permanent part of PERA's benefit structure. Originally scheduled to expire in 2014, the program was extended an additional five years to allow more time for evaluation.

22.Q: If I am in a part-time position now, am I eligible for a PRO Agreement?

A: **Yes**, provided you are offered a PRO from your employer and you have worked at least 1,044 hours per year for the past 5 years. Also, you must reduce your hours by at least 25% when compared to the hours you are working now, immediately before entering a PRO Agreement, and you cannot work more than 1,044 total hours annually.

23.Q: Can I work full-time for a certain period and then not work at all for the remainder of a year covered by a PRO Agreement?

A: **No.** You must reduce your regularly scheduled hours of work by at least 25%. If you were scheduled to work 80 hours per pay period prior to the PRO, you may not work more than 60 hours in any pay period covered by the PRO, and you may not work more than 1,044 total hours for the year.

24.Q: Does the PRO Agreement have to cover 12 consecutive months or can the agreement cover more than one calendar year?

A: PRO Agreements may only cover 12 consecutive calendar months from the date you terminate PERA membership for the purpose of entering the PRO Agreement. The agreement may be renewed at the end of those 12 months if you and your employer agree to do so.

25.Q: Can I work in a PERA-covered position at the end of the PRO Agreement?

A: **Yes.** You may return to work with the same employer at the end of the PRO Agreement. However, you will have to have a 30-day separation from the employment for which you had the PRO Agreement and must not have an agreement to return to employment with that employer prior to the end of the agreement. If you are under Social Security's full retirement age, you would also be subject to PERA's reemployed retiree earnings limit.

26.Q: If I have already reached my normal retirement age (age 65 to 66, depending on your birthday), can I still enter a PRO Agreement?

A: **Yes**, provided your employer offers you a PRO Agreement and you meet the other eligibility criteria (see requirements above).

27.Q: Will I lose my PERA life insurance if I enter into a Phased Retirement Agreement?

A: **No**. If you wish to continue your PERA life insurance, you can do so and PERA will deduct your monthly premium from your pension check. Your employer will no longer deduct the insurance payments from your paycheck.

28.Q: If I currently have employment with more than one PERA-covered employer and want to continue working for these employers, do I have to enter a PRO with those PERA-covered employers?

A: **Yes,** if you intend to continue employment with multiple PERA-covered employers, you have to enter a PRO Agreement with each employer for whom you will continue to work.

If you enter a PRO Agreement with one employer and not others (and continue to work for multiple PERA employers), your PRO Agreement will be considered invalid and all retirement benefit payments will have to be returned to PERA when PERA is notified of the employment for which no PRO Agreement was entered.

In order to remain eligible for your retirement benefit under a PRO, you must either 1) terminate the employment not covered by a PRO Agreement (and remain out of that employment for at least 30 days without an agreement to return) or 2) enter a PRO Agreement for any position you intend to maintain during the term of a PRO Agreement.

29.Q: Can I work in an elected position under a PRO?

A: **No**. An elected position does not fit the provisions authorizing the PRO outlined in Minn. Stat. § 353.371.

A PRO agreement is available when the eligibility requirements of Minn. Stat. § 353.371, subd. 1, are met. In addition, the governing body of the governmental subdivision must have the sole discretion to determine whether a PRO will be offered and the terms and duration of the PRO Agreement under Minn. Stat. § 353.371, subd. 3 and 4. As an elected official, the voters, not the governing body, have discretion over the position. Additionally, Minn. Stat. § 353.371, subd. 1, includes eligibility requirements regarding hours worked that are inconsistent with how elected positions are monitored or compensated.

30.Q: If I am a Minneapolis employee active in MERF, can I participate in PRO agreeements available to PERA Coordinated Plan members?

A: No, the PRO offered under Minn. Stat. §353.371 is not available to MERF members. Benefit options available to MERF members remain governed by Minn. Stat. Chapter 422A, which does not include provision for PRO agreements.

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60 Empire Drive, Suite 200, St. Paul, MN 55103 / 1-800-652-9026 or 651-296-7460 / FAX 651-297-2547

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-143

RESOLUTION TO APPROVE PARTICIPATION IN THE PUBLIC EMPLOYEES RETIREMENT ASSOCIATION PHASED RETIREMENT OPTION

WHEREAS, the City Council wishes to offer employment arrangements in the best interest of the City; and

WHEREAS, Public Employees Retirement Association (PERA) offers a Phased Retirement Option (PRO) that allows for a workforce planning tool and to ease employees into retirement; and

WHEREAS, on a case-by-case basis, upon receipt of an eligible employee's request to participate the PRO, the City Administrator will determine if the PRO is within the approved budget and beneficial in meeting the City's goals; and

WHEREAS, the City Administrator will either approve or deny the request; and

WHEREAS, if the request is approved the employee will begin Phased Retirement which will be re-evaluated every twelve months for up to a maximum of five years.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) Motion to adopt resolution #17-06-143 to approve participation in the Public Employees Retirement Association Phased Retirement Option

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

CC Regular Session **4. 13.**

Meeting Date: 06/13/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title

Report from Public Works Committee dated May 16, 2017

1. Review Pedestrian Safety Concerns at Variolite Street and 161st Avenue: Ratify the recommendation of the Public Works Committee that City Staff request that the Police Department use the speed trailer at the Variolite Street/161st Avenue NW intersection periodically to help reduce traffic speeds, and to consider an amendment to the Capital Improvement Plan regarding lowering the grade at the Variolite Street/161st Avenue NW intersection to improve the sight line to the north.
2. Parking Concern Near Rhinestone Street and Ramsey Parkway: Ratify the recommendation of the Public Works Committee to recommend that the yellow curb markings be extended, as needed, to ensure uniform "No Parking" restrictions on all legs of the intersection at Rhinestone Street/Ramsey Parkway.
3. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements: Ratify the recommendation of the Public Works Committee to recommend that the City Council approve plans and specifications for Project 17-03 - 2017 Crackseal and Sealcoat Program, and to recommend that the following related items be funded through the 2017 Street Maintenance Contract under the Streets Department Budget: Analyze pavement sections using ground penetrating radar - $35,000; Spray patching machine rental - $35,000.

Purpose/Background:

The Public Works Committee held its regular meeting on May 16, 2017 and discussed the following cases:
1. Review Pedestrian Safety Concerns at Variolite Street and 161st Avenue: PW Superintendent Riemer reviewed the Staff Report, and explained that the Public Works Committee, at their April 18, 2017, meeting, directed City Staff to gather traffic data and other information regarding pedestrian safety at the intersection of Variolite Street and 161st Avenue. Staff is reporting that Variolite Street has a posted speed limit of 50 miles per hour (mph), with a restricted sight line view to the north of 161st Avenue because of a hill. Additional information gathered from the police speed trailer over a two-day period shows that 85% of traffic at this intersection have an average speed of 65 mph. Visibility to the south is clear, but the sightline to the north is only 330 feet, which creates safety concerns for pedestrians. The trial camera showed only 8 pedestrians crossing the intersection over a 3-day period so the intersection does not meet Minnesota Department of Transportation (MnDOT)'s recommendations for a crosswalk, which is 20 pedestrians per hour. Engineering studies that found that crosswalks in uncontrolled intersections are not recommended unless speed can be reduced to 40 mph and a refuge median installed. Motion to ratify the recommendation of the Public Works Committee to recommend that the City Council approve City Staff request that the Police Department use the speed trailer at the Variolite Street/161st Avenue NW intersection periodically to help reduce traffic speeds, and to consider an amendment to the Capital Improvement Plan regarding lowering the grade at the Variolite Street/161st Avenue NW intersection to improve the sight line to the north.
2. Parking Concern Near Rhinestone Street and Ramsey Parkway: PW Superintendent Riemer reviewed the staff report, and explained that City Staff received an email from a resident expressing concerns about pedestrian safety at the Rhinestone Street/Ramsey Parkway intersection. He added on-street parking near the intersection limits visibility for pedestrians trying to cross the street to The Draw and Park View East Apartments. After looking at the intersection and reviewing the Manual for Uniform Traffic Control Devices, City Staff determined that there should be no on-street parking within 20 feet of the intersection in all directions. City staff recommends that the yellow curb markings be extended, as needed, to ensure uniform "No Parking" restrictions on all legs of the intersection. Motion to ratify the recommendation of the Public Works Committee to recommend City Council approve that the yellow curb markings be extended, as needed, to ensure uniform "No Parking" restrictions on all legs of the

intersection at Rhinestone Street/Ramsey Parkway.
3. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements: This was presented as a separate case under the May 23, 2017 City Council agenda.

Action:

Motion to ratify the recommendation of the Public Works Committee.

Attachments

Agenda

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/07/2017 07:28 AM
Bruce Westby	Bruce Westby	06/07/2017 07:38 AM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:09 PM
Form Started By: MaryJo Warner		Started On: 06/01/2017 02:29 PM
Final Approval Date: 06/08/2017		

City of Ramsey
Agenda
Public Works Committee
Tuesday, May 16, 2017
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve Public Works Committee Meeting Minutes

5. Committee Business

1. Review Pedestrian Safety Concerns at Variolite St and 161st Ave

2. Parking Concern Near Rhinestone St and Ramsey Parkway

3. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements

6. Committee/Staff Input

1. Review Green Valley Road/County Road 63 Speed Zone Study Results

2. Review Preliminary Plans for Improvement Project #17-04, Sunwood Drive Striping Improvements.

3. Staff Updates on Improvement Projects and Items of Interest

4. Review Future Topics Calendar

7. Adjournment

Public Works Committee **4. 1.**

Meeting Date: 05/16/2017
Submitted For: Grant Riemer, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Title:
Approve Public Works Committee Meeting Minutes

Purpose/Background:
To review and approve attached meeting minutes.

Timeframe:
5 minutes

Observations/Alternatives:
n/a

Funding Source:
n/a

Recommendation:

Action:
Motion to approve Public Works Committee meeting minutes dated March 21, 2017 and April 18, 2017.

Attachments

March Minutes
April Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/10/2017 08:22 PM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: MaryJo Warner		Started On: 04/25/2017 09:06 AM
Final Approval Date: 05/11/2017		

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, March 21, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Chris Riley Councilmember Jill Johns Councilmember Mark Kuzma
Absent:	Councilmember Melody Shryock
Also Present:	City Administrator Kurtis Ulrich Public Works Superintendent Grant Riemer City Engineer Bruce Westby Utilities Supervisor John Nelson

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

4. APPROVE MINUTES

4.01: Approve January 17, 2017, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the Regular Meeting Minutes dated January 17, 2017.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair of the Public Works Committee

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend nomination of Chris Riley for Committee Chair and Mark Kuzma for Committee Vice Chair.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.02: Consider Recommending Council Approval of City Cost Participation for Looped Watermain Connection through Brookfield 8th Addition

City Engineer Westby explained the Brookfield 8th Addition development includes a 1,200-foot-long cul-de-sac street that is proposed to be served by City water and sanitary sewer. The development plans, submitted by Capstone Homes, shows the 8" diameter watermain coming to a dead end at the edge of the plat. City Engineering staff have directed the developer to extend the dead-end watermain line to connect with an existing watermain stub north of 166th Avenue. The line would extend through a City-owned right-of-way to create a looped trunk watermain system, which provides numerous benefits. The line could be either trenched or drilled, at an overall cost of $100,000. The developer has agreed to share up to 50% of the costs.

In terms of benefits, the looped watermain will improve public safety, enhance water pressure and water quality, and reduce maintenance costs. This unique situation will not set a precedent for future developers as the extension will not be within the plat for Brookfield 8th Addition. Capstone Homes would complete the connection as part of their development, and the City's share of costs will be covered under the Water Funds.

City Staff are requesting a recommendation to the City Council to approve connecting the watermain from Brookfield 8th Addition to the existing trunk watermain at 166th Avenue, at a not to exceed amount of $50,000.

City Engineer Westby introduced Barry Onufrock, a representative of Capstone Homes. He added Mr. Onufrock was present to answer the Committee's questions and receive comments.

Councilmember Kuzma asked where the City's Water Funds come from.

City Engineer Westby stated the Water Funds are comprised of water trunk fees that are collected when new development occurs.

Councilmember Kuzma asked whether there is any future development anticipated to the south of this area.

City Engineer Westby stated no new development has been proposed.

Chairperson Riley asked whether City Staff supports the developer's estimated water usage calculations.

City Engineer Westby confirmed this, adding the developer calculated the volume of water in the pipe and the development's daily water requirements, and the totals are reasonable.

Councilmember Kuzma asked whether trenching or drilling is recommended for this project.

City Engineer Westby stated the developer is recommending drilling the line as there is less surface disturbance, and trenching will require additional de-watering costs.

Councilmember Johns asked whether the total project cost estimate is reasonable, and whether City staff expects any fluctuation.

City Engineer Westby stated this type of project has a defined cost with few potential changes, and the City's portion should not exceed $50,000 in any case.

Chairperson Riley asked whether Mr. Onufrock had any comments.

Mr. Onufrock stated Capstone Homes plans to begin construction in Brookfield 8th Addition in the fall of 2017. He added the development's model homes can be built at the end of the cul-de-sac to alleviate concerns regarding water quality.

Chairperson Riley asked whether the looped watermain connection was a requirement for the plat development.

City Engineer Westby stated City Staff recommended the loop connection but the costs were prohibitive for the developer alone, and there are benefits for the City.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council approve City cost participation to connect the watermain from Brookfield 8th Addition to the existing trunk watermain at 166th Avenue at a not to exceed amount of $50,000.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.03: Review of Municipal Water System Control and Alarm Systems

Utilities Supervisor Nelson reviewed the City's SCADA (Supervisory Control and Data Acquisition) system and gave a demonstration of its capabilities. The SCADA computer program controls the City's water towers, municipal wells and sanitary sewer lift stations. The SCADA system allows City Staff to monitor infrastructure, determine cause when an alarm is triggered, and respond appropriately.

Utilities Supervisor Nelson stated there is a UPS (Uninterruptable Power Supply) at every facility location, providing enough power during an outage to initiate an alarm and continue to monitor the site.

Public Works Superintendent Riemer asked whether there is an alarm in case of UPS failure.

Utilities Supervisor Nelson confirmed this, adding UPS failure contributed to the City of Blaine's recent water outages.

Utilities Supervisor Nelson stated there are eleven Public Works staff – four Utilities employees and seven on-call employees – with SCADA password access, and all activity is recorded for security purposes. He added the SCADA system controller is an easily accessed online application. Utilities Supervisor Nelson stated the system is securely stored on a computer in the Public Works Department. He added the City's SCADA System integrator, who lives in Ramsey, has a duplicate software back-up.

Councilmember Kuzma asked how old the computer system is that is running the SCADA software.

Utilities Supervisor Nelson stated it is approximately five years old.

Councilmember Kuzma requested that City staff review the possibility of upgrading the computer system.

Councilmember Johns asked whether the SCADA system provides an "at a glance" option for viewing all facilities, rather than viewing them one at a time.

Utilities Supervisor Nelson stated current data is located on each individual page and must be viewed separately, but any alarm messages will be visible on the bottom of the screen.

Councilmember Kuzma asked whether the City has a reciprocal water agreement with the City of Anoka.

Utilities Supervisor Nelson confirmed this, adding the reciprocal water connection, located near Anoka Technical College, is currently being upgraded. Utilities Supervisor Nelson stated access to well station cabinets and lift stations is continuously monitored.

Councilmember Kuzma requested that City staff compile a review of SCADA system function redundancy for discussion at the Committee's next meeting.

Utilities Supervisor Nelson agreed.

Public Works Superintendent Riemer stated City staff have initiated a new policy that the on-call system monitor must log in and review the system once a day while they are on call.

Councilmember Kuzma asked whether future water storage growth and solutions will be included in the 2040 Comprehensive Plan.

Utilities Supervisor Nelson stated all 19 sites are being updated one at a time, and updates will be included in the Comprehensive Pan.

Chairperson Riley thanked Utilities Supervisor Nelson for his report.

5.04: Authorize Professional Services for Design and Installation of Emergency Generator at Well House #3

Public Works Superintendent Riemer explained that City staff is requesting consideration of work authorization for design and installation of an emergency generator at Well #3, 731 Bunker Lake Boulevard. The City currently has a back-up generator operating Well #5. Proposals were received from two engineering firms for design and construction management – SEH Inc. for $15,000.00, and Bolton & Menk Inc. for $11,310.00. Staff's recommendation is to enter a contract with Bolton & Menk Inc.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to accept staff recommendation to enter a contract with Bolton & Menk Inc. to provide design and construction management for the installation of an emergency back-up natural gas generator for Well #3 for a not to exceed amount of $11,310.00

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.05: Consider Recommending City Council Approval for Speed Zone Study on Sunfish Lake Boulevard

City Engineer Westby explained that the Anoka County Highway Department received a complaint on March 13 from a resident who lives on Sunfish Lake Boulevard, regarding excessive traffic speed on that road near 155th Avenue. Anoka County contacted City staff to request support for a speed zone study, as the last study was undertaken in 1975.

The traffic speed zone study will be conducted by Mn/DOT, who require that speed zone studies are performed on segments that are more than one mile in length. City staff recommends the study be conducted between Bunker Lake Boulevard/CSAH 116 and Nowthen Boulevard/CSAH 5, where Sunfish Lake Boulevard terminates. The existing speed limit north of Bunker Lake Boulevard is 55 mph, so the speed can only be lowered or stay the same as a result of the study.

Councilmember Kuzma asked whether there will be any cost to the City.

City Engineer Westby stated there will be no cost to the City for the speed study.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend City Council approval for a request to Mn/DOT for a Speed Zone Study on Sunfish Lake Boulevard between Bunker Lake Boulevard/CSAH 116 and Nowthen Boulevard/CSAH 5.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Review of Rivers Bend Street Reconstruction Assessments

City Engineer Westby stated the Public Works Committee requested that the issue of Rivers Bend assessments be reviewed and discussed again after the feasibility report was approved. He added a copy of the feasibility report was included in the meeting packet. He noted residents to be assessed will be contacted soon by City staff, and the feasibility report will be made available to them.

City Engineer Westby stated this street reconstruction was originally proposed as a mill and overlay project, but borings have indicated that the roadway does not have enough pavement to mill so reconstruction is necessary.

Councilmember Kuzma stated the road should be reconstructed, and the full cost of construction should be applied to assessments, as per the City's assessment policy.

Councilmember Johns agreed, adding that making an exception in this case could set a precedent for other developments.

Chairperson Riley expressed concern that road reconstruction has not been publicized or discussed. He added the increased project assessment amounts may seem unfair to residents who were expecting lower assessment costs related to a mill and overlay project. Chairperson Riley asked whether there will be two separate projects with different assessments.

City Engineer Westby confirmed the assessments will most likely be different and City staff is currently reviewing project timelines and materials costs.

6.02: Update on The COR Wear Course Improvements

City Engineer Westby explained there are several streets in The COR that have only base course, and the pavement is starting to show signs of wear and tear. He added City staff recommends completion of wear course improvements for the following streets: 146th Avenue between Center Street and Peridot Street, and Traprock Street between 146th Avenue and Ramsey Parkway.

Chairperson Riley asked whether escrow funds are available.

City Engineer Westby stated the previous developers are no longer involved in The COR development, and escrow funds were insufficient to complete the necessary public improvements.

6:03: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby stated Alpine Drive between Variolite Street NW and Armstrong Boulevard is scheduled for reconstruction from July 10 through August 25, 2017, and City staff recommends road closure for the project duration. He added closing the road will shorten the construction schedule and create a safer environment for workers. He noted mail and garbage pick-up will be temporarily re-located to Armstrong Boulevard, and City staff intends to mail letters to Alpine Drive residents regarding this closure.

City Engineer Westby stated Anoka County plans to begin several improvement projects, including partial road reconstruction and grade separation on Hanson Boulevard. He added modification of three intersections to flashing yellow arrows is planned, which will involve short-term single lane closures. He noted Anoka County is completing a cost analysis for the modification at Sunwood Drive/Armstrong Boulevard, for which the City of Ramsey will be responsible.

City Engineer Westby stated City staff received an email on March 17 from Mn/DOT regarding the cable median barrier that is planned for Highway 10. He added City staff hopes to have a meeting with Mn/DOT soon, and an update will be provided for the Public Works Committee at their next meeting.

City Engineer Westby stated pavement corings are planned for street reconstruction projects in 2018 and 2019, but ground penetrating radar is now being considered. He added this new technology is non-invasive and more efficient in terms of time and cost than pavement coring. He noted City staff is researching cost and feasibility.

Chairperson Riley stated the new technology would be a positive change in the way pavements are tested, and would result in fewer pre-construction problems and issues.

Councilmember Kuzma requested an update on the City records scanning project.

City Engineer Westby stated City staff has reviewed possible methods and has consulted with a scanning service provider. He added the biggest issue is determining a File Naming Convention, to describe what the files contain, and how they inter-relate with other files. He noted staff are moving forward with this important initiative.

City Engineer Westby stated the City of Ramsey commissioned a stormwater retrofit study from the Anoka Conservation District (ACD) in 2016. He added the ACD's report outlines opportunities for implementing future projects to improve water quality. He noted the report would be added to an upcoming Public Works Committee meeting agenda for review and comment.

City Engineer Westby stated ACD staff is considering the use of boulevard bioretention swales, or rain gardens, on Waco Street and in River's Bend in 2017 or 2018, and that staff will work with ACD staff to ensure proper coordination with City street reconstruction projects. He added rain gardens are an effective way to provide infiltration and reduce run-off. He noted ACD staff plan to contact residents in designated areas to discuss the benefits of rain gardens, as the improvements will be voluntary.

Councilmember Kuzma asked whether there is available funding for planning and implementing rain gardens.

City Engineer Westby stated the Clean Water Fund grant will be utilized with no cost to the City, and street grades will not change.

Councilmember Johns asked whether there are any outlots in the project area that could have a rain garden, like the Brookfield development.

Public Works Superintendent Riemer confirmed there are outlots near the tennis courts at River's Bend Park.

6:04: Review Future Topics Calendar

City Engineer Westby stated City staff have completed comprehensive water and sewer plans to be included in the 2040 Comprehensive Plan. He added a review of the plans will be added to an upcoming Public Works Committee meeting agenda.

Councilmember Johns stated stop sign requests were discussed at the recent Highway 10 public meeting. She requested that stop sign requests are added to the Public Works Committee's topics calendar.

City Engineer Westby agreed.

Chairperson Riley requested an update on the Highway 10 public meeting.

City Engineer Westby stated City staff were well prepared for the meeting, and provided a review of the City's proposed plans. He added the general feeling from local commercial businesses was one of frustration, and that something needs to be done quickly so they can properly utilize their properties.

7. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:05 p.m.

Respectfully submitted,

_____
Grant Riemer
Public Works Superintendent

Drafted by Mary Mullen
TimeSaver Off Site Secretarial, Inc.

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, April 18, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Mark Kuzma

Absent:

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Parks and Assistant Public Works Superintendent Riverblood
Utilities Supervisor John Nelson
Craig LaFreniere, Total Control, Inc.

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

Clint Seul, 7496 161st Avenue NW, presented a contribution of $480 for the Sweetbay Ridge Median Fund. He added the funds were raised by residents who want to support the median beautification.

Chairperson Riley thanked Mr. Seul and the Sweetbay Ridge residents on behalf of the City for their contribution.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

4. APPROVE MINUTES

There were no minutes to approve.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to table approval of Meeting Minutes.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Preventative Maintenance for 29-year old Well Pump and Motor at Central Park

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and explained that preventative maintenance is recommended for the 4-inch submersible water supply well that was installed in 1988 at the Park Center Building at Central Park. In 2006, a concessions stand was completed. There are 23 separate fixtures in the park, and the Park Center Building is used year-round. A group of trees to the north of the buildings is in a dry, non-irrigated area. City Staff hopes to provide irrigation to that area as part of this project. He explained that failure of the water supply well at Central Park would cause significant inconvenience to park users, especially during a weekend tournament or when the Park Center Building is being used as a polling place. The motor and pump were inspected on March 10, 2017, and found to be worn and in need of replacement. City Staff recommends City Council consideration of preventative maintenance to the well at Central Park at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund, which includes replacement of the existing system with a Variable Frequency Drive and pump.

Councilmember Kuzma asked what the additional cost would be.

Parks and Assistant Public Works Superintendent Riverblood stated total project cost would be less than $9,000, and would be funded from the Capital Maintenance Fund.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend City Council consideration of preventative maintenance to the well at Central Park at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund, which includes replacement of the existing system with a Variable Frequency Drive and pump.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.02: Consider A Review of SCADA System and the Need for Redundancy Upgrades

Utilities Supervisor John Nelson reviewed the staff report and explained that the Public Works Committee had requested that City Staff review the SCADA (Supervisory Control and Data Acquisition) redundancy program, and provide a cost estimate. He introduced Craig LaFreniere, Total Control, Inc., who does SCADA system upgrades and programming.

Mr. LaFreniere reviewed options for SCADA system upgrades for the Public Works Committee's review and consideration. These include: spare master equipment to be stored at Public Works; updated software for use with existing SCADA computer; the addition of a new SCADA computer and software update; a redundant SCADA computer, only valid with purchase of additional software under Option #3; or wireless broadband connection and Cradlepoint device.

Councilmember Kuzma stated he would support a redundant computer. He asked whether the existing system could be run on a redundant SCADA computer.

Mr. LaFreniere confirmed this, but a conversion would be necessary.

Councilmember Kuzma asked whether there is a budget for the proposed changes.

Public Works Superintendent Riemer stated funding options are being considered, including the Water Fund through the Capital Improvement Plan (CIP).

Utilities Supervisor Nelson stated Programmable Logic Controllers (PLC) control the system.

Councilember Johns expressed the importance of not having a failure like they had in Blaine, and asked whether the SCADA system monitors system failure.

Mr. LeFresniere stated the City of Ramsey has a back-up hardware dialer that automatically kicks in if the software dialer fails or times out.

Councilmember Kuzma reiterated that a redundant system is necessary to maintain functionality.

Councilmember Johns stated funding sources could include the CIP or City Budget over the next few years.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend City Council consideration of Item # 1 for 2017 for purchase of Spare Master Equipment and to have the PW staff budget as necessary for Items #2-4 in future years, as reviewed in Mr. LeFreniere's April 6, 2017, report.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

Chairperson Riley thanked Mr. LeFreniere for his review.

5.03: Consider Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk

Public Works Superintendent Riemer reviewed the staff report and explained that City Staff received a petition from the Sweetbay Ridge Neighborhood residents requesting consideration of a safer pedestrian crossing area at the intersection of Variolite Street and 161st Avenue NW. Traffic and pedestrian volumes, sight lines, accident history, posted speed, and other information about the intersection will be collected and reviewed by City Staff and a recommendation will be made based on that data as well as standard engineering practices.

Public Works Superintendent Riemer stated the Public Works Committee can direct City Staff to collect the necessary data and present findings and recommendations on the requested crosswalk at the May 16, 2017, Public Works Committee meeting.

A resident of the Variolite neighborhood at the meeting expressed concern that the roads in this area are unsafe for pedestrians trying to walk to the park. He requested that traffic counts be done during summer evenings when there is soccer practice and games.

Public Works Superintendent Riemer stated City Staff requested traffic accident and speed data from the Police Department and there has been 1 accident in 5 years.

Councilmember Johns stated a pedestrian tunnel might be considered.

Public Works Superintendent Riemer stated there is no trail system to connect it to on either side.

Parks and Assistant Public Works Superintendent Riverblood stated there is no trail on 161st Avenue NW. He added there might be other solutions for the crosswalk.

Chairperson Riley stated he supports having this discussion and reviewing potential solutions that will be acceptable to the neighborhood as well as the City.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to instruct City Staff to review potential safety-related improvements on Variolite Street, including a proposed crosswalk, and present their findings and recommendations to the Public Works Committee at their May 16, 2017, meeting.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.04: Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction

City Engineer Westby presented the staff report, and explained that City Staff recommends City Council approval of plans and specifications for Project #17-00, Sunwood Drive Reconstruction.

The current plans were submitted to the Minnesota Department of Transportation (MnDOT) State Aid office for review and approval. The current plan is consistent with the design in the Feasibility Study reviewed by the City Council, except that the entire bituminous pavement

section will be reclaimed with the existing aggregate base. Existing elevations will be maintained by removing 4 inches of reclaim material to allow for 4 inches of new bituminous pavement.

The total estimated project cost is $571,539.48. Special assessments are proposed to pay for 25% of total project costs. City Staff is communicating the project plans with abutting property owners.

Motion by Councilmember Kuzma, seconded by Councilmember Johns to recommend that the City Council approve plans specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5:05: Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01, Alpine Drive Reconstruction

City Engineer Westby presented the staff report, and explained that plans for this proposed project are being reviewed by MnDOT State Aid. City Council approval of plans and specifications and authorization to bid the project will be requested at their May 9, 2017, regular meeting.

It was discussed that the design has been modified from the Feasibility Report as reviewed and approved by the City Council. The entire existing crushed concrete base material is now proposed to be removed and disposed of due to concerns that this material has a significant amount of concrete fines, which could lead to the same issues being encountered today.

City Engineer Westby stated City Staff is proposing additional grading and storm sewer work based on new findings made during final design, related to a culvert under Alpine Drive that was buried. Letters were mailed to property owners on the west side of the project as that section of Alpine Drive is proposed to be closed during construction. This will ensure that the project can be completed quickly and safely.

Councilmember Kuzma asked how the project will be funded.

City Engineer Westby stated the improvements are proposed to be funded using a combination of street reconstruction bonds and stormwater utility funds. No special assessments are proposed.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

Chairperson Riley asked whether stabilization is a viable option for this project, as proposed with Sunwood Drive. City Engineer Westby stated that Sunwood Drive has a lot of heavy truck traffic, and that significant growth is anticipated along Sunwood Drive as the corridor develops and expands, therefore using a stabilized full depth reclamation process on Sunwood Drive to further strengthen the pavement makes sense. Alpine Drive does not currently have a large volume of heavy truck traffic, nor is a significant amount of truck traffic expected in future years, so stabilizing the base on Alpine Drive is not necessary.

5:6 Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension

City Engineer Westby presented the staff report, and explained that two developments are currently proposed that will require utilities extension. The first development, proposed by Capstone Homes, is the construction of roughly 300 single family homes that are proposed to be served by City water and sanitary sewer. Capstone Homes intends to begin construction this summer, with development of lots on the south end occurring first. The second development, proposed by PSD LLC, is a new business park to be located on 45 acres of land between Bunker Lake Boulevard and Highway 10. The concept plan of this development proposal was presented to the City Council at their March 28, 2017, Work Session.

City Engineer Westby noted a utilities extension will be required along Bunker Lake Boulevard to Puma Street to support these and other development proposals. City Staff proposes to prepare plans and specifications in-house, administer the project, and stake and inspect construction.

Councilmember Kuzma stated the future business park will require utilities in any case, and it makes sense to go ahead and complete this portion of the required utilities extension.

Chairperson Riley expressed concern about doing portions of the utilities extension separately, that it will be inefficient to do a portion of the utilities extension now, essentially breaking it into 3 separate projects. He added Puma Street would have to be opened eventually as utilities would be installed under the roadway. He noted it would make sense to complete the work now as part of the assessment agreement project so the developers can share the costs.

City Engineer Westby stated the proposed project on Bunker Lake Boulevard will have minimal impact on the roadway, and can be done cost effectively with little traffic disruption.

Chairperson Riley stated the PSD development already has utilities available. He asked whether Capstone will be ready to commence construction by the time the utilities project is completed. City Engineer Westby stated Capstone's Memorandum of Understanding will be reviewed by the City Council at their April 25, 2017, Regular Meeting.

Chairperson Riley asked whether there is still a proposal for townhomes at the south end. City Engineer Westby stated they have changed their layout a few times, and are still proposing a development on the south side but the proposed housing units have changed.

Chairperson Riley stated he is unable to vote in support of the proposed project, as he has many questions that remain unanswered.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend City Council authorization to prepare plans and specifications for extended trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street.

Motion carried. Voting Yes: Councilmembers Kuzma and Johns. Voting No: Chairperson Riley.

5:7 Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard and Sunwood Drive

City Engineer Westby presented the staff report, and explained that City Staff is requesting authorization from the City Council to hire SEH to prepare plans and specifications for converting the signal system at the Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue to flashing yellow arrow (FYA) operations.

City Engineer Westby stated the Anoka County Highway Department is planning to complete FYA modifications at eight different intersections in late 2017 and/or early 2018, including three intersections in the City of Ramsey. Preparing plans and specifications now will ensure that the City will be well-positioned to coordinate modifications, limit disruption and ensure consistency.

Councilmember Kuzma asked how old the intersection is, and why an FYA signal system was not considered when it was built.

City Engineer Westby stated this signal system was constructed in 2006, when FYA's were first being constructed in the metro area, and that the estimated cost for converting the signal system is $40,000. He added modification involves incremental costs, including pavement cuttings, conduit insertion, rewiring, new signal heads, and mast arm extensions.

Councilmember Johns asked whether the signal system modification would happen in 2018.

City Engineer Westby the bidding process and construction could occur late this fall or winter, or it could occur in 2018.

Councilmember Kuzma stated an option would be to wait and see how the new FYA signal systems work along Bunker Lake Boulevard.

City Engineer Westby stated it could be more problematic to implement FYA operations at different times on Armstrong Boulevard at Sunwood Drive and at Bunker Lake Boulevard.

Chairperson Riley stated it makes sense to move forward with this project, as Anoka County will be making signal system modifications at the same time.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend City Council authorization to hire SEH, Inc., to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue to flashing yellow arrow operations.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

6. COMMITTEE / STAFF INPUT

6:1 Large Diameter Culvert Inspection Report

Public Works Superintendent Riemer reviewed a list of 10 large diameter culverts in the City that were inspected by City Staff and found to be in need of replacement. He added a culvert at 160th Lane is requested to be replaced in 2017, but the others can be delayed for potential inclusion in street improvement projects or Capital Improvements Plan (CIP) additions. He noted plans for replacement of each culvert will be brought to the Public Works Committee for review and consideration.

City Engineer Westby stated roadway reconstruction typically accounts for 1/3 of culvert replacement costs, and road closures will be necessary, but none will cause a dead-end road.

Chairperson Riley thanked City Staff for bringing this issue to the Committee's attention.

6:2 Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby reviewed a list of projects that are either proposed or currently under way. He stated stormwater improvements at Business Park 95 are complete and operational. He added work is complete on Andrie Street & 164th Lane, and an additional "no parking" sign is being considered by the park because of comments received from residents. He noted the Mississippi Trail Phase 3 is currently being graded and will be open for use by summer.

City Engineer Westby stated storm sewer extension at Zeolite Street was completed last year. He added the Riverdale Drive extension project and Joint Powers Agreement will be reviewed by the City Council at their April 25, 2017, Regular Meeting. He noted MnDOT is planning to install a cable median barrier along Highway 10 through Ramsey in 2018.

City Engineer Westby stated City Staff is requesting quotes for ground penetrating radar systems to identify constructs for the CIP roadway projects.

Councilmember Kuzma stated a ribbon-cutting dedication for the MRT trail across King's Island should be held soon.

6:3 Review Future Topics Calendar

City Engineer Westby reviewed a list of topics for discussion by the Public Works Committee. He added some of the items were requested for inclusion by the Committee, or have previously been discussed but are not resolved.

City Engineer Westby stated the Committee should consider drafting policies related to trail maintenance and stormwater pond maintenance. He added the Green Valley Road speed study results were received by City Staff last week, and will be added to an upcoming agenda.

Chairperson Riley inquired about the future well-siting study, and asked if one or more existing smaller wells could be taken out of production and replaced by a larger well.

Public Works Superintendent Riemer stated Well 2 is the lowest producing well, and it is used for irrigation at Rivers Bend Park. He added this may be a good idea, and agreed to look into it.

Public Works Superintendent Riemer stated one of the City's spray patching vendors is renting out their equipment on a monthly basis. He added City Staff have decided to rent the equipment rather than use funds to buy it. This will allow staff to test the equipment.

7. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:18 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Mary Mullen
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 05/16/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Review Pedestrian Safety Concerns at Variolite St and 161st Ave

Purpose/Background:

At the April 18th Public Works Committee meeting staff was directed to gather traffic data and other pertinent information regarding pedestrian safety at the intersection of Variolite St/ 161st Ave. Staff has compiled traffic counts, speed data, stopping sight distances for vehicles, pedestrian sight distances, accident reports and LOS (Level of Service) ratings for the intersection. Variolite St has a posted speed limit of 50 mph with a restricted sight line view to the north of 161st because of a hill. Information gathered from the police speed trailer over two days shows the 85 percentile speed is 64.91 mph. The speed limit is commonly set at or below the 85th percentile operating speed (being the speed which no more than 15% of traffic is exceeding) and in the US is typically set 8 to 12 mph (**13 to 19 km**/h) below that speed.

Timeframe:

15-20 minutes

Observations/Alternatives:

The results of information gathered are as follows:

Traffic Counts (traffic counts are based on two 24 hour counts and then averaged)

Variolite St south of 161st Ave =1767 cars

Variolite St north of 161st Ave=1817 cars

161st Ave west of Variolite St=674 cars

161st Ave east of Variolite St= 522 cars

Crosswalk Width on Variolite St= 52 feet

Level of Service Rating-A Average wait time is estimated at 4.3 seconds

Clear sight line distance to the south of 161st Ave = 1810 feet

Clear sight line distance to the north of 161st Ave =330 ft

Required stopping distance at 50 mph = 424 feet

Required stopping distance at 65 mph = 644 feet

Pedestrians crossing Variolite St in 91 hour time span -8

Accident Reports = 1 2/20/2012 car slid off the road due to slippery conditions

This crossing location has several factors that make it not suitable for a pedestrian crosswalk at this time. The first and the most significant negative feature would be the lack of sight line distance to the north. The sight line distance to the north is approximately 330 feet. A motorist traveling at 50 mph requires 424 feet to react to a pedestrian in the crosswalk and to begin braking to avoid a collision. The next negative factor would be the speed on Variolite. Through our data collection we found that the actual speed driven by 85% of the motorists on Variolite is 64.9 mph. At that speed the the braking distance required would increase to 644 feet. That's almost twice the the sight line distance available to the north. The last point would be pedestrian volume at the intersection. MnDot recommends

as a minimum 20 people/ hour or 15 people /hour with an elderly or school facility near by to be considered for a marked crosswalk. Staff installed a trail camera to capture pedestrian volumes at the intersection for our calculations. The camera was installed the afternoon of May 4th and picked up the morning of May 8th. During that time period staff counted 8 people crossing Variolite St at 161st Ave. The City of Boulder CO has done extensive engineering studies in the area of crosswalk applications and their recommendation is not to install a marked crosswalk at this type of location, as it is configured today. In their studies the Variolite St/ 161st Ave intersection would be rated an **E** with the following recommendation for treatment "Do not install marked crosswalk at uncontrolled crossing. Determine if the speed limit can be effectively reduced to 40 mph AND a raised refuge median can be installed. If so, utilize Scenario D criteria above. If this is not possible, or if pedestrian volume falls above the RRFB limit line on Figure 2, consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.Specific Guidance : Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors. Scenario **D** reads: Install marked crosswalk with enhanced signs, pedestrian activated RRFBs, and geometric improvements to increase pedestrian visibility and reduce exposure **Specific Guidance** : Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge can not be constructed on a two-way street, Go To Scenario F]. Install marked crosswalk with "State Law - Yield to Pedestrian" signs WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Consider adding neckdowns at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. [Note: If pedestrian volume falls above the RRFB limit line on Figure 2, consider Hawk beacon, pedestrian traffic signal, or grade-separated crossing.] After reviewing the data and comparing it to the recommendations of MnDot and the City of Boulder CO staff recommends that a crosswalk NOT be installed at Variolite St and 161st Ave. Staff also recommends that this area be studied again in 2021 when Variolite street is scheduled for reconstruction. At that time engineering could provide information on the possibility of lowering the grade of Variolite St some what to improve the sight line to the north. Engineering could also provide for the feasibility and cost estimate of a raised refuge median for pedestrians at this location.

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Funding Source:

General fund

Recommendation:

Staff recommendation is to not install a crosswalk at this location at this time and to restudy this location for possible roadway improvements when Variolite St is scheduled for reconstruction in 2021.

Action:

Accept staff recommendation or reject the staff recommendation, and accept alternate recommendation based on committee discussion.

Attachments

May 5th Speed Study

May 8th Speed Study

LOS Work Sheet

Crosswalk Installation Flow Chart

Criteria for Crossing Treatments

Ped Facility Treatments

Estimated Costs for Crosswalk Treatments

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM

Form Started By: Grant Riemer
Started On: 05/05/2017 11:38 AM
Final Approval Date: 05/11/2017

> Vehicle Count By Speed

Speeds:	9 - 106 MPH	Start:	2017-05-05
Vehicles:	All Types	End:	2017-05-05
Directions:	Approach & Depart	Records:	1,448

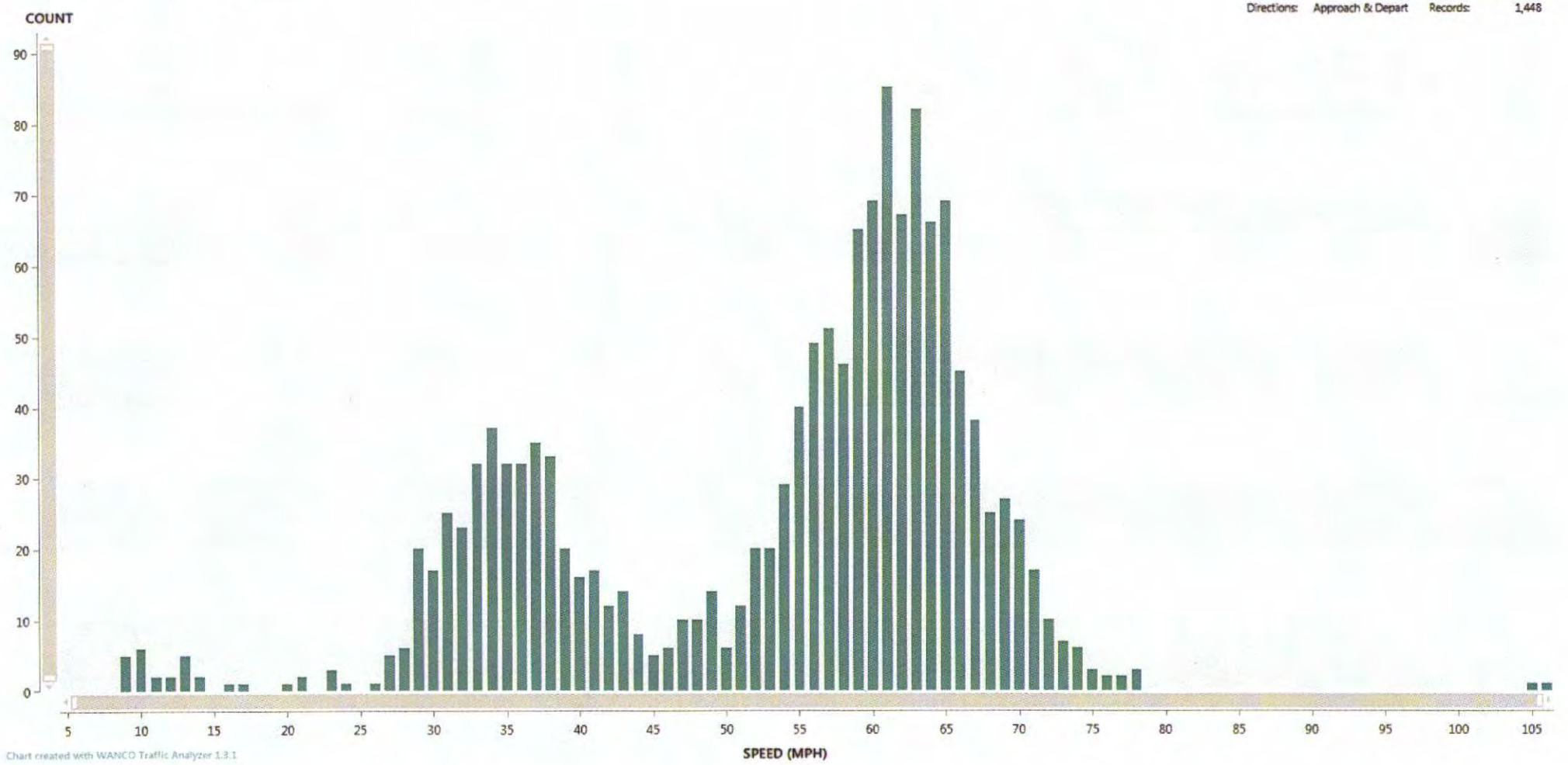


Chart created with WANCO Traffic Analyzer 1.3.1

> Percentile By Speed

Speeds:	9 - 106 MPH	Start:	2017-05-05
Vehicles:	All Types	End:	2017-05-05
Directions:	Approach & Depart	Records:	1,448

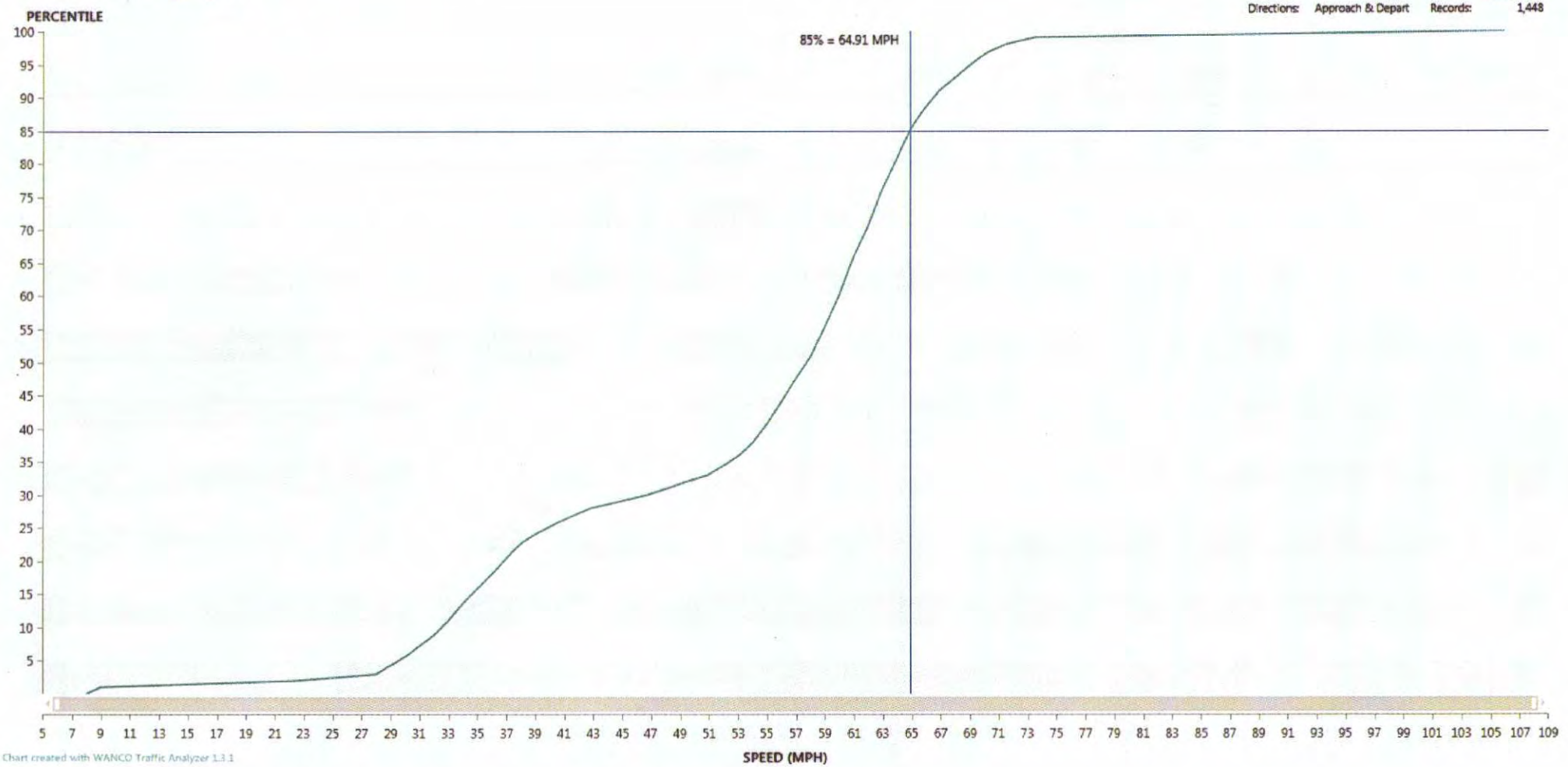
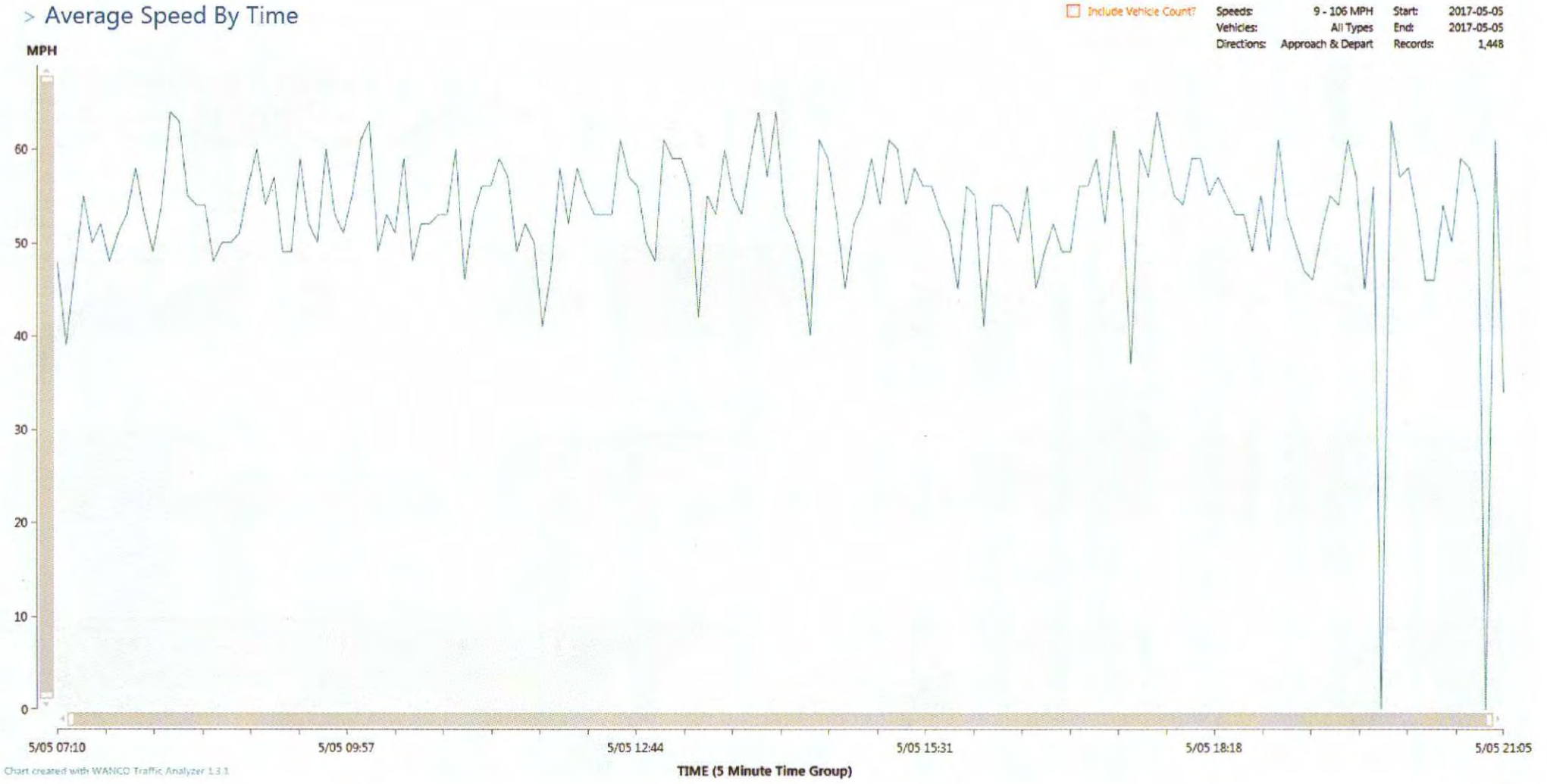
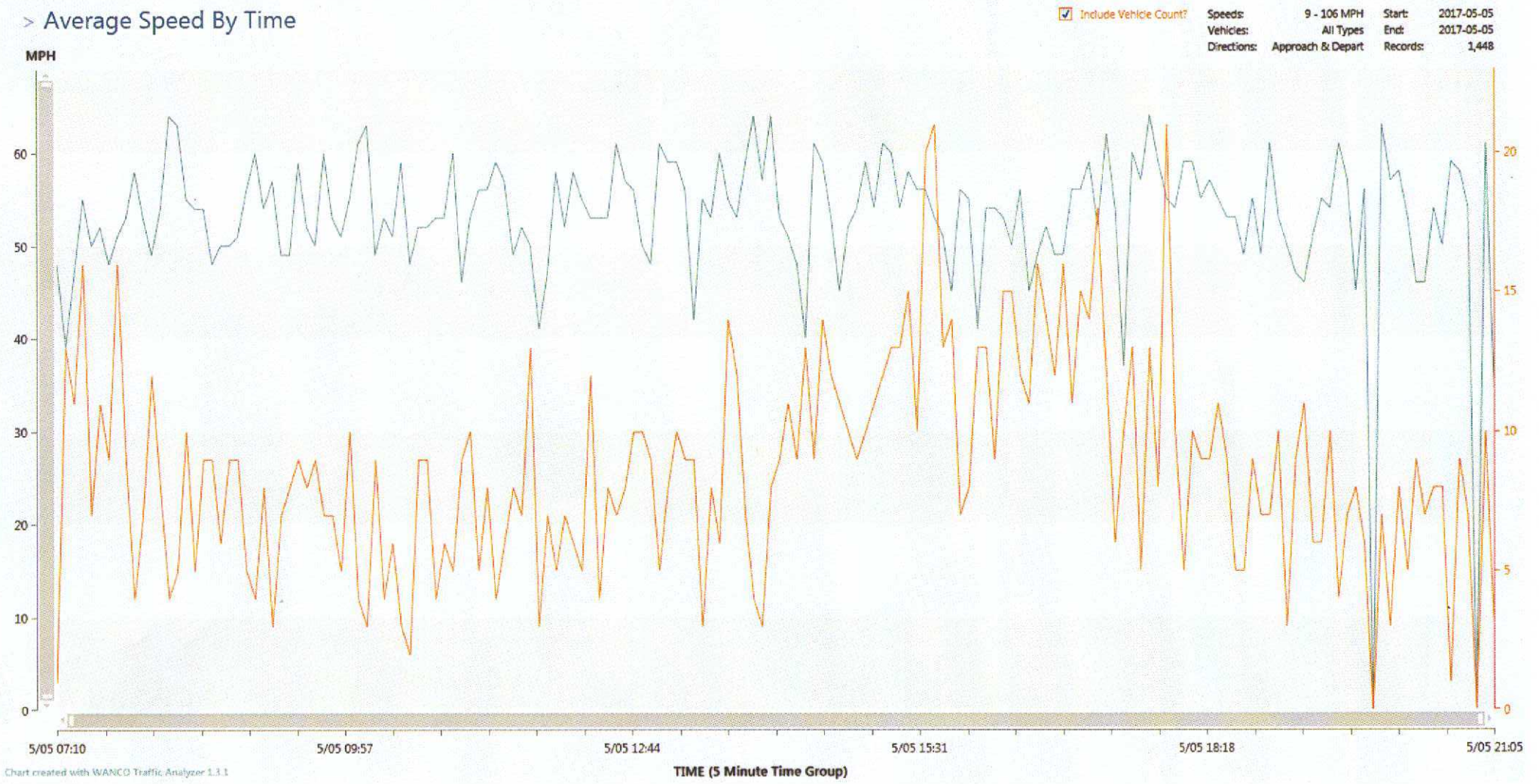


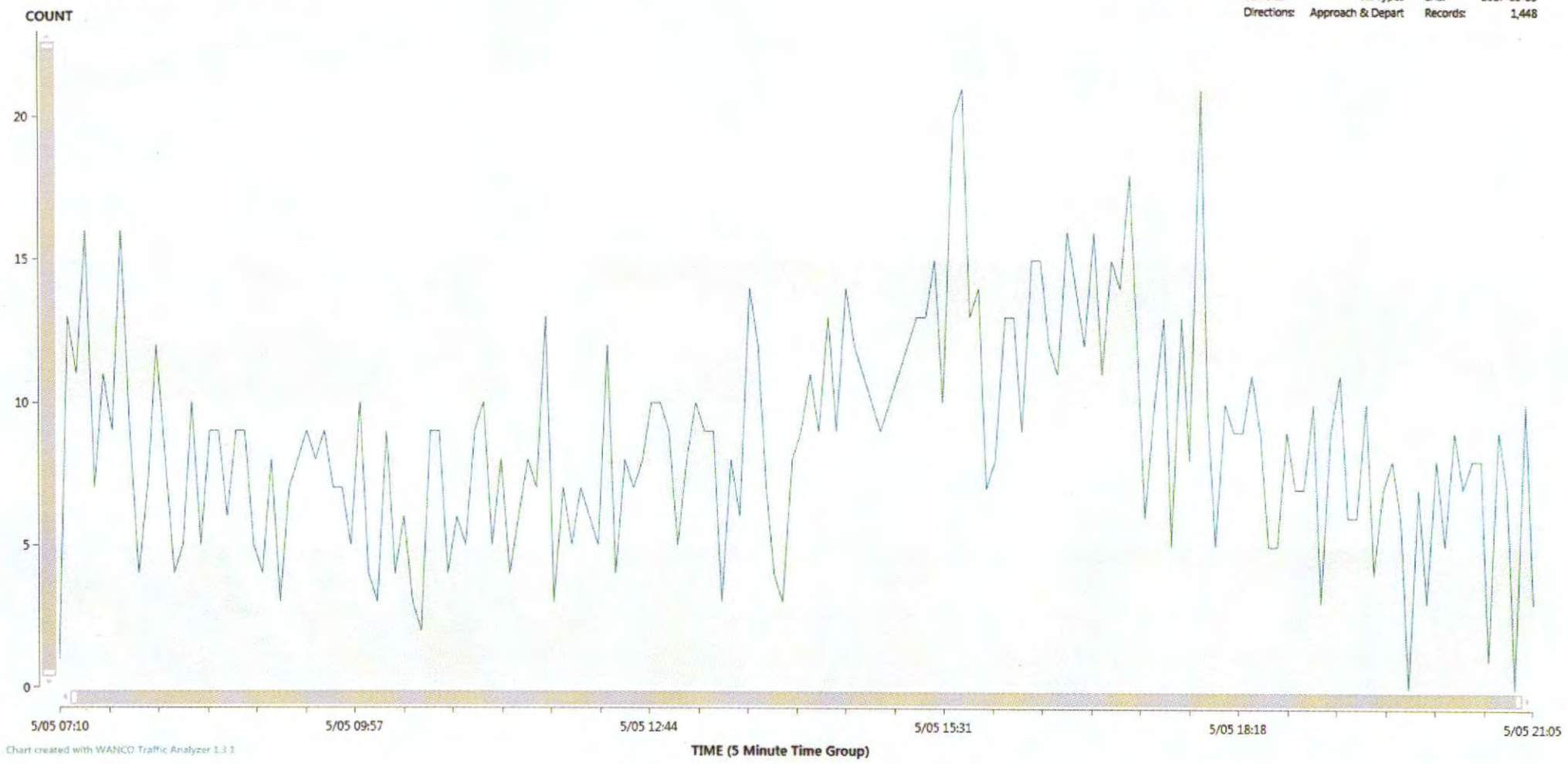
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> Average Speed By Time

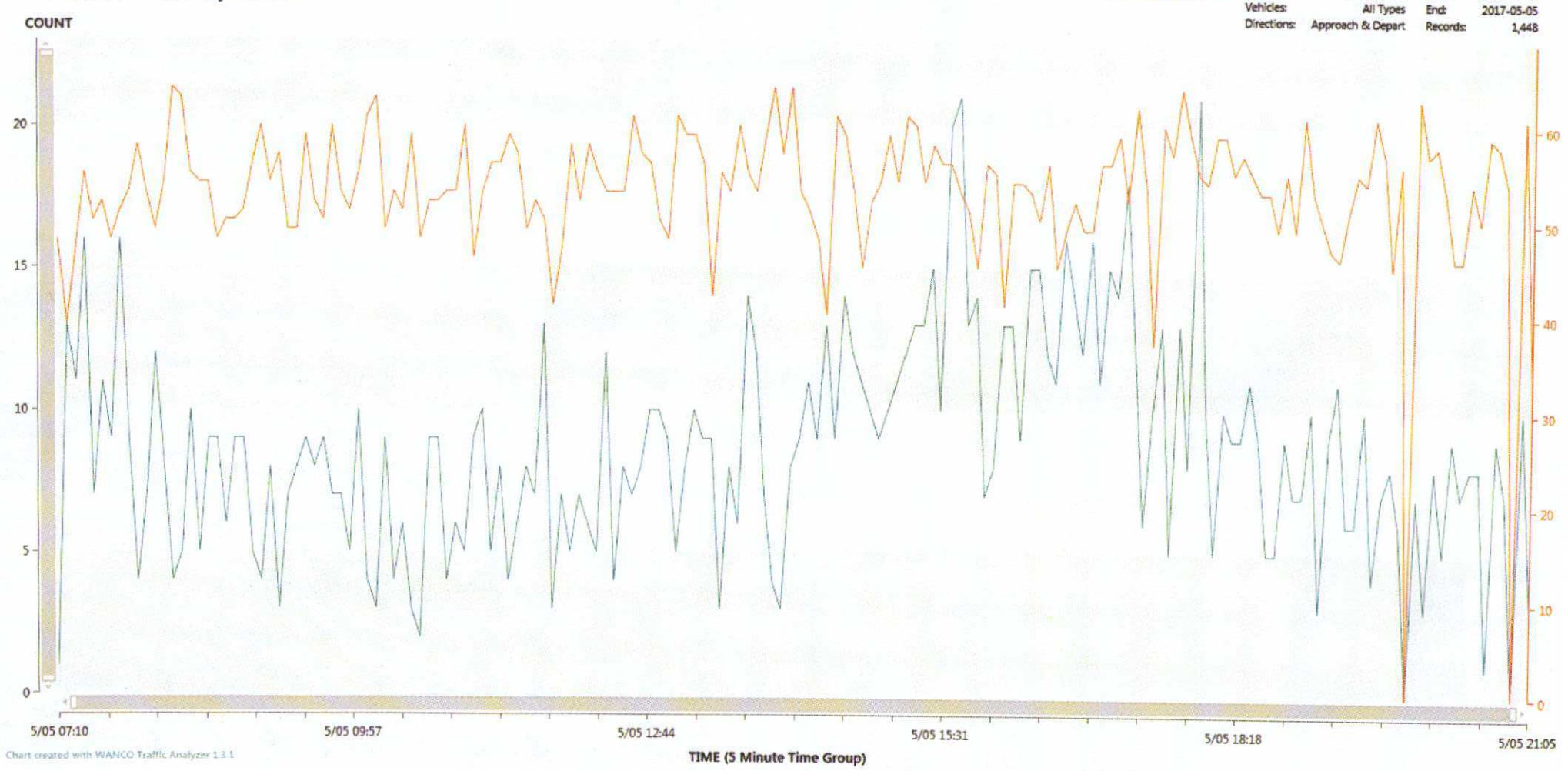



> Average Speed By Time
Include Vehicle Count?
Speeds: 9 - 106 MPH
Vehicles: All Types
Directions: Approach & Depart
Start: 2017-05-05
End: 2017-05-05
Records: 1,448
MPH
60
50
40
30
20
10
0
20
15
10
5
0
5/05 07:10
5/05 09:57
5/05 12:44
5/05 15:31
5/05 18:18
5/05 21:05
TIME (5 Minute Time Group)
Chart created with WANCO Traffic Analyzer 1.3.1

> Vehicle Count By Time



> Vehicle Count By Time



> Vehicle Count By Speed

Speeds:	9 - 109 MPH	Start:	2017-05-08
Vehicles:	All Types	End:	2017-05-08
Directions:	Approach & Depart	Records:	1,339

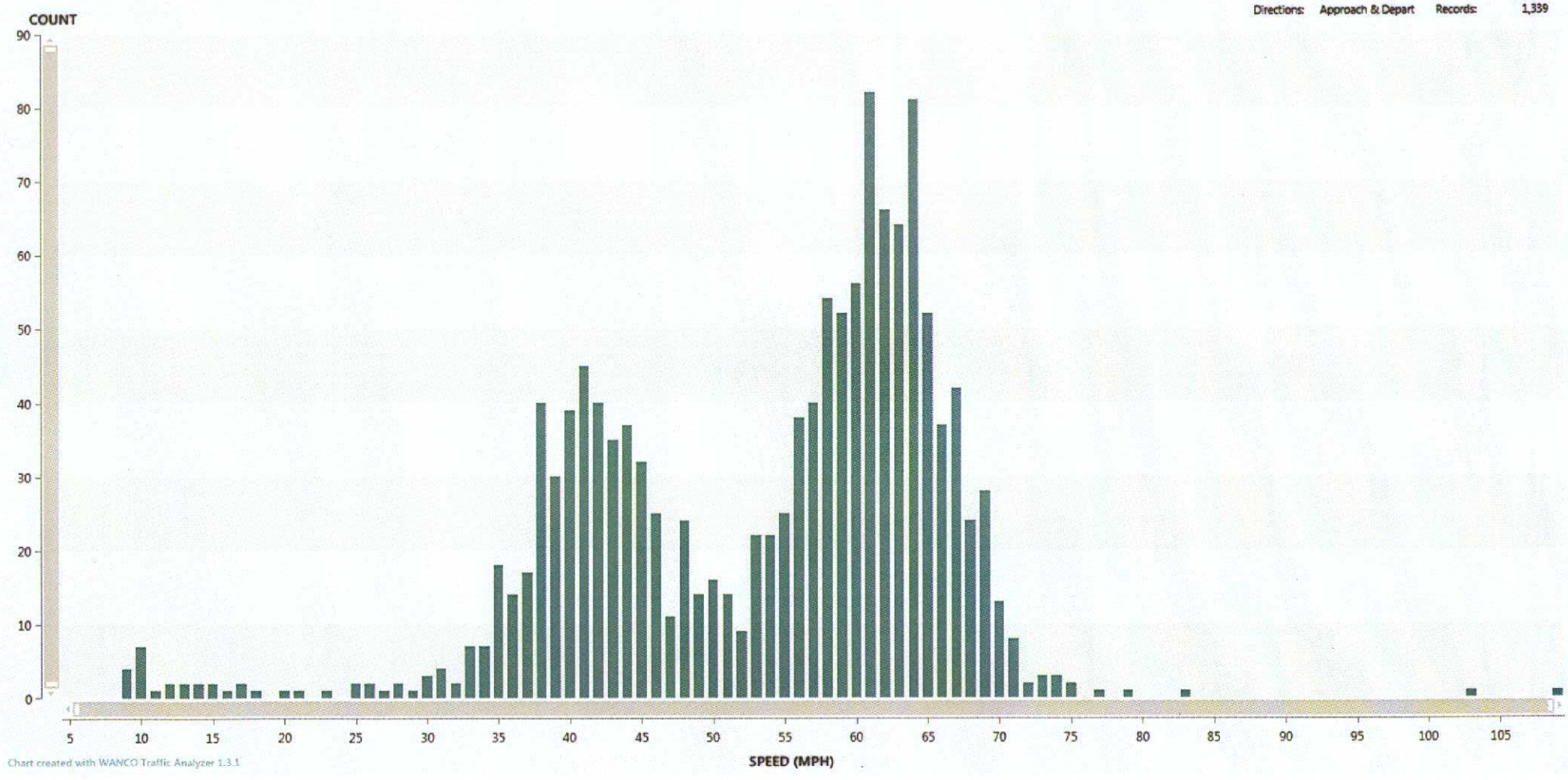


Chart created with WANCO Traffic Analyzer 1.3.1

> Percentile By Speed

Speeds:	9 - 109 MPH	Start:	2017-05-08
Vehicles:	All Types	End:	2017-05-08
Directions:	Approach & Depart	Records:	1,339

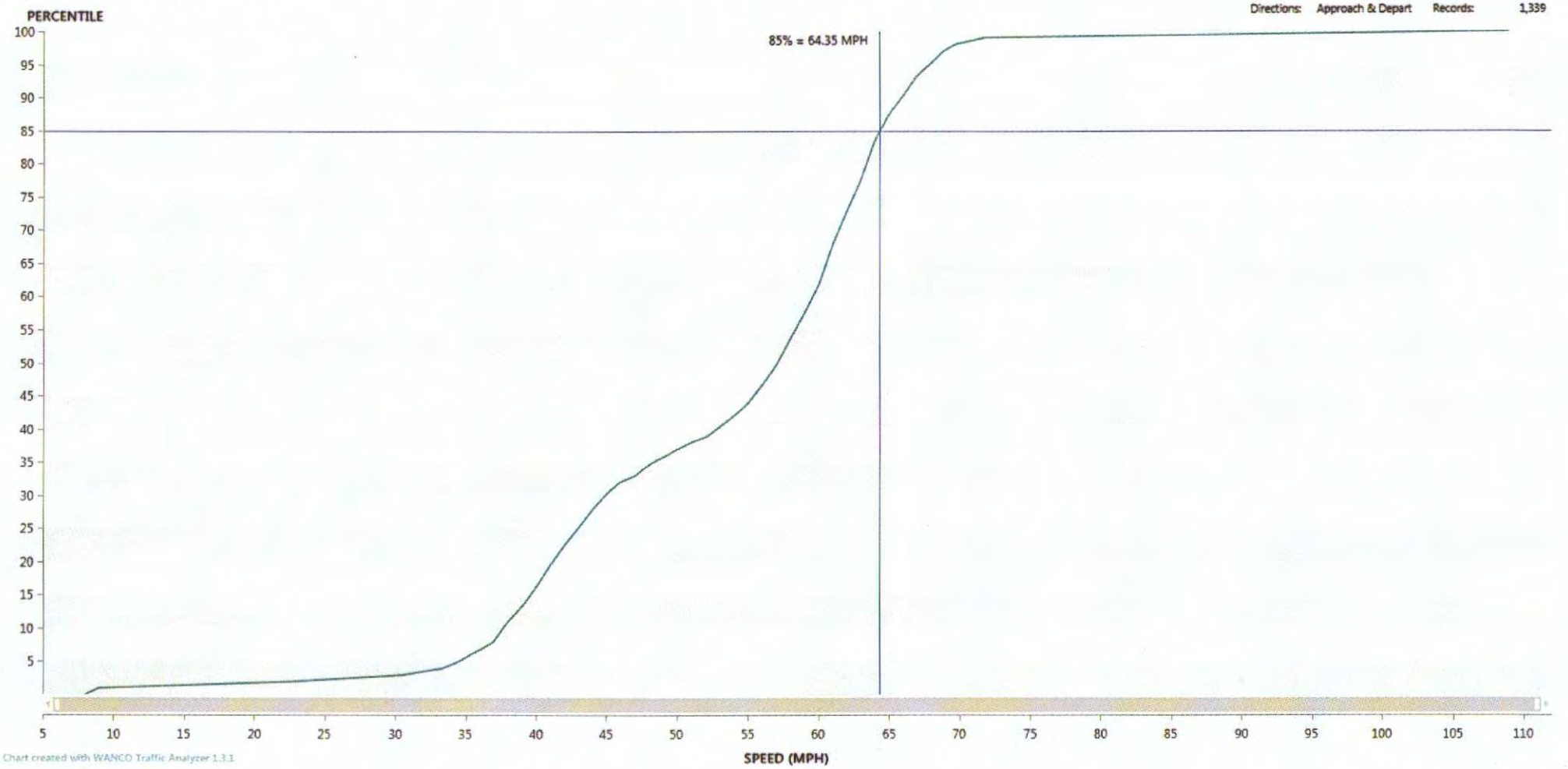
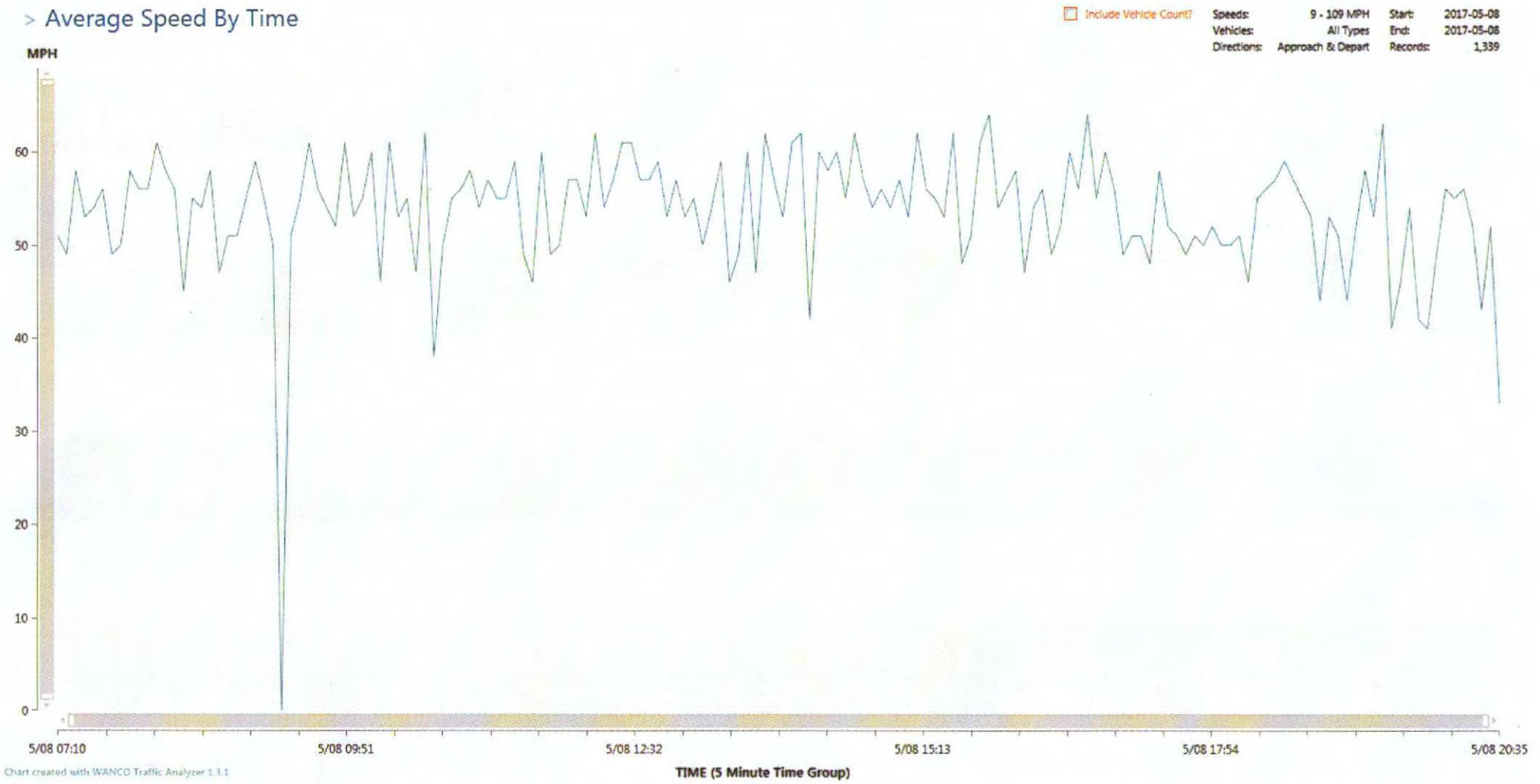
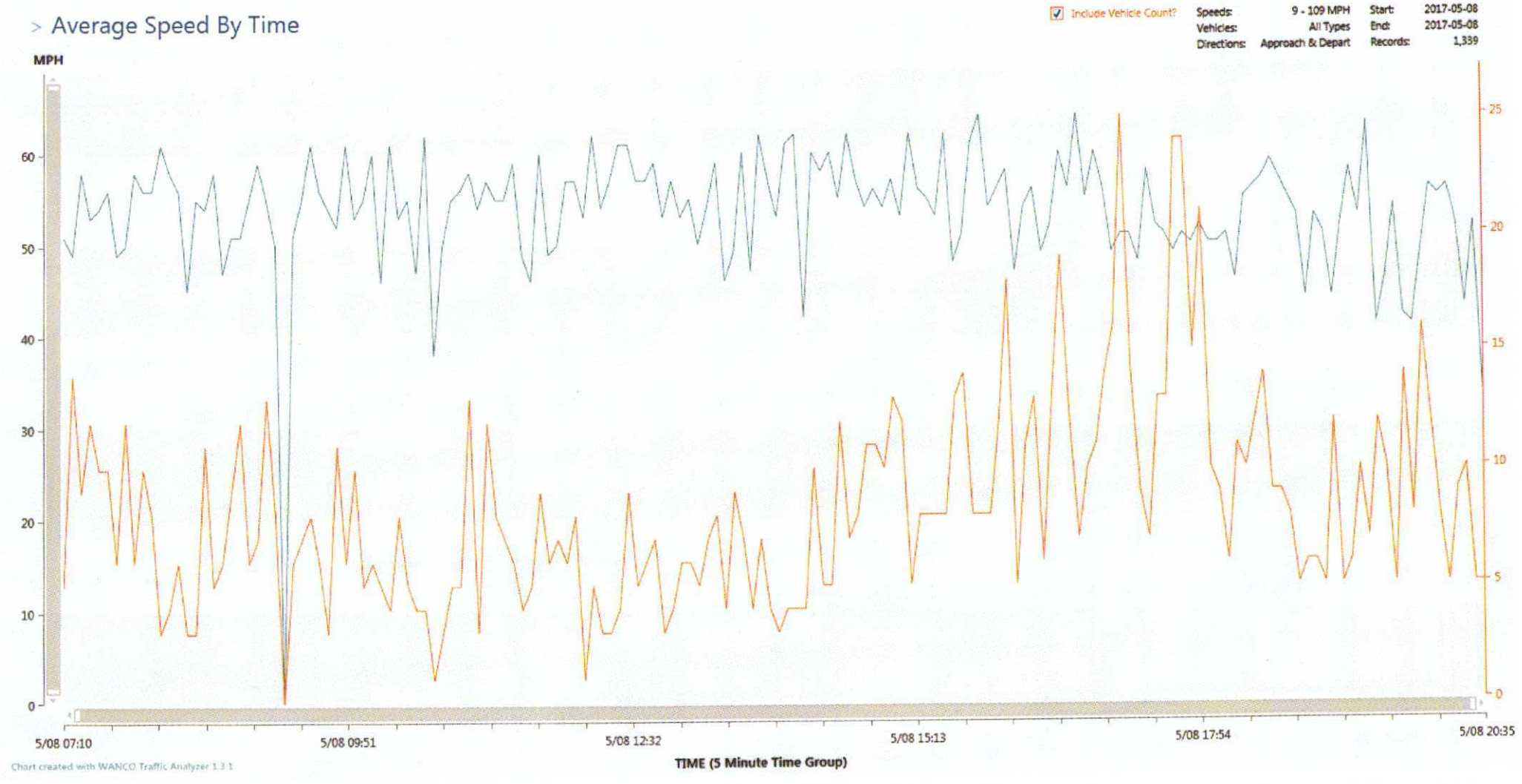


Chart created with WANCO Traffic Analyzer 1.3.1

> Average Speed By Time




> Average Speed By Time
Include Vehicle Count?
Speeds: 9 - 109 MPH
Vehicles: All Types
Directions: Approach & Depart
Start: 2017-05-08
End: 2017-05-08
Records: 1,339
MPH
60
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5/08 07:10
5/08 09:51
5/08 12:32
5/08 15:13
5/08 17:54
5/08 20:35
TIME (5 Minute Time Group)
Chart created with WANCO Traffic Analyzer 1.3.1

> Vehicle Count By Time

Include Avg. Speed?

Speeds:	9 - 109 MPH	Start:	2017-05-08
Vehicles:	All Types	End:	2017-05-08
Directions:	Approach & Depart	Records:	1,339

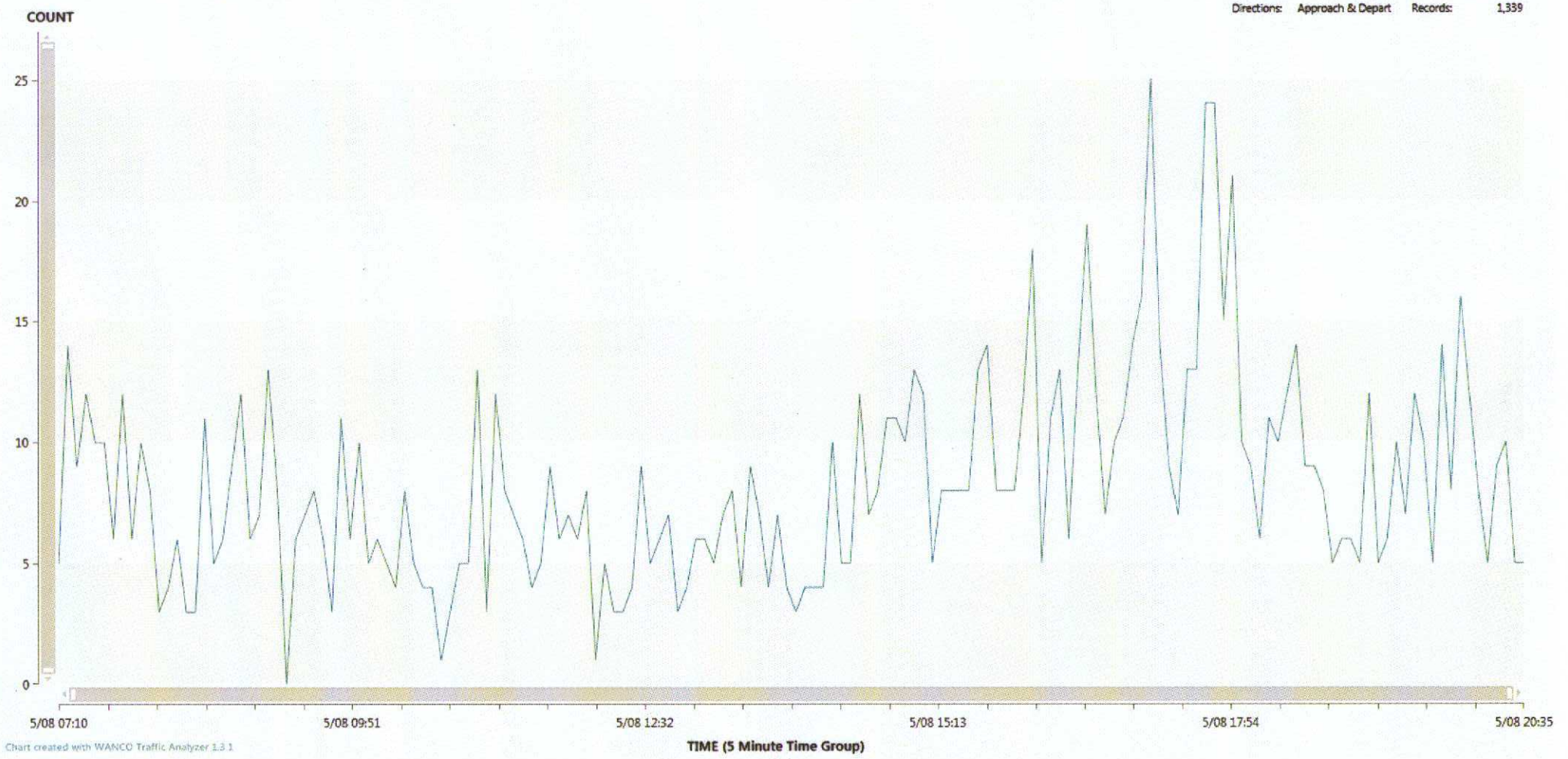
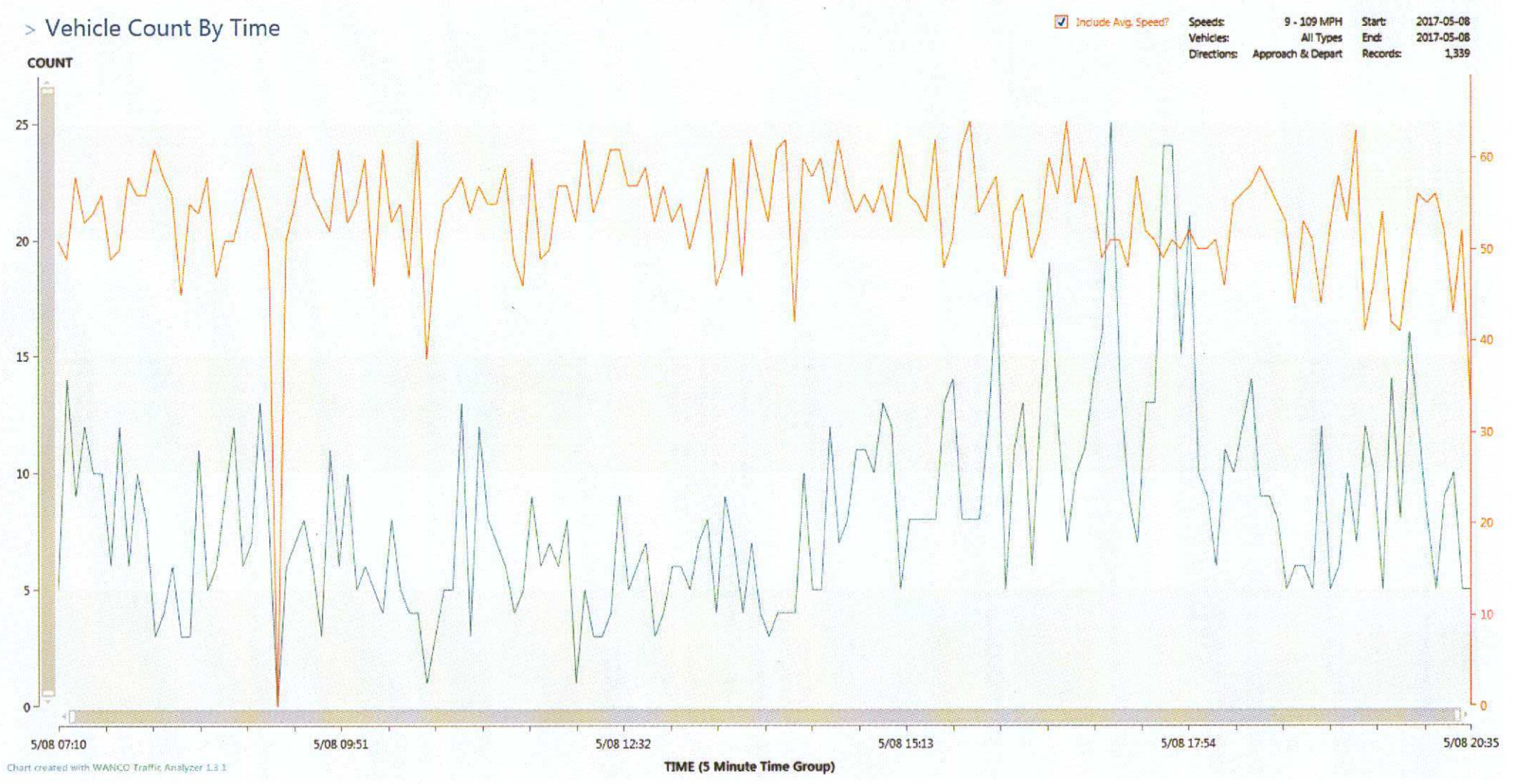


Chart created with WANCO Traffic Analyzer 1.3.1


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Include Avg. Speed?
Speeds: 9 - 109 MPH
Vehicles: All Types
Directions: Approach & Depart
Start: 2017-05-08
End: 2017-05-08
Records: 1,339
COUNT
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5/08 12:32
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5/08 17:54
5/08 20:35
TIME (5 Minute Time Group)
Chart created with WANCO Traffic Analyzer 1.3.1

2010 Highway Capacity Manual (HCM)

Pedestrian Level of Service (LOS) at Uncontrolled Crossing Locations

Intersection and Mid-Block Crossings

Introduction:

The Worksheets provide a procedure for evaluating the Level of Service (LOS) at uncontrolled pedestrian crossings according to the methodology presented in Chapter 19 of the 2010 Highway Capacity Manual. Uncontrolled pedestrian crossings include: marked crossings at mid-block locations; marked crossings at intersections; and unmarked crossings at intersections, that are not controlled by a traffic control device such as signals and stop or yield signs.

Use of these Worksheets in Microsoft Excel results in an automated procedure. While this automated procedure has been checked for accuracy using multiple examples, no warranty is made by the developers as to the accuracy, completeness, or reliability of the equations and results. No responsibility is assumed for incorrect results or damages resulting from the use of these worksheets.

This process is not for use at signalized crossings and has not been verified to be accurate for unsignalized pedestrian crossings within a signalized corridor.

The equations and methodology presented through this process is contained within the 2010 Highway Capacity Manual (HCM). Any questions on the approach, assumptions, and limitations of the procedure or for verification of equations are directed to the 2010 HCM.

This material was developed by Bolton & Menk, Inc. in coordination with the Local Road Research Board (LRRB) for the use by practicioners. These Worksheets are made without charge and under no circumstances shall be sold by third parties for profit.

Submitted for Approval: May 12, 2014
Updated June 6, 2014

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2010 Highway Capacity Manual (HCM)

Pedestrian Level of Service (LOS) at Uncontrolled Crossing Locations

Intersection and Mid-Block Crossings

Crossing Location:	Variolite/161st Ave	Date:	5/4/2017
City, State:	Ramsey, Mn	Scenario:	
Reviewer(s):	Grant Riemer	Agency:	City of Ramsey
Project Number:		ID #:	

The following is the base information needed to complete the analysis.
If this is a one-stage crossing, use only Crossing 1.
If this is a two-stage crossing, each stage must be evaluated separately using Crossing 1 and Crossing 2.

Crossing 1:

Evaluation Inputs:

	defaults:		Input Table:	
L = crosswalk length (ft)			L =	52
S_p = average pedestrian walking speed (ft/s)	S_p =	3.5	S_p =	3.5
t_s = pedestrian start-up and end clearance time (s)	t_s =	3.0	t_s =	3
V = vehicular hourly volume (veh/hr)			V =	74
v_p = pedestrian flow rate (ped/s)	v_p =	0*	v_p =	3.00
v = vehicular flow rate (veh/s) = V/3600	v =	V/3600	v =	0.020
W_c = crosswalk width (ft)	W_c =	8.0	W_c =	10.0
N = number of through lanes crossed (Integer)	N =	INT(L/11)	N =	2

*no platooning observed

Crossing 2: (only used for two-stage crossings)

Evaluation Inputs:

	defaults:		Input Table:	
L = crosswalk length (ft)			L =	
S_p = average pedestrian walking speed (ft/s)	S_p =	3.5	S_p =	
t_s = pedestrian start-up and end clearance time (s)	t_s =	3.0	t_s =	
V = vehicular hourly volume (veh/hr)			V =	
v_p = pedestrian flow rate (ped/s)	v_p =	0*	v_p =	
v = vehicular flow rate (veh/s) = V/3600	v =	V/3600	v =	
W_c = crosswalk width (ft)	W_c =	8.0	W_c =	
N = number of through lanes crossed (Integer)	N =	INT(L/11)	N =	

*no platooning observed

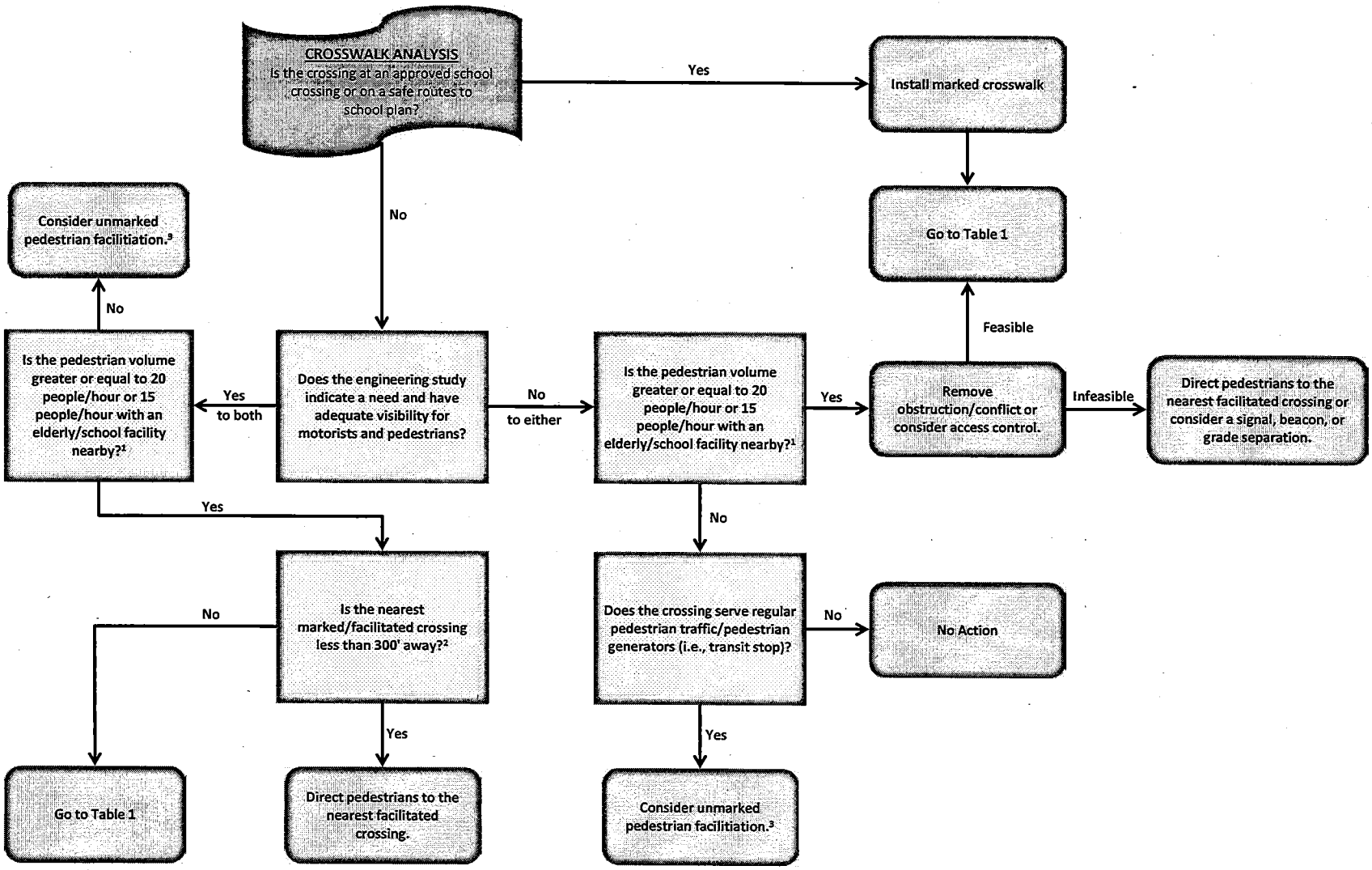
Crossing Treatment Yield Rate

	Input Table:	
M_y = motorist yield rate (decimal)	M_y =	7%

Entering data into the tables above will populate the evaluation tables in Microsoft Excel.

Results:

Average Delay	4.3	sec/ped
LOS	A	



Notes

1. Urban, suburban, and rural locations may vary in this classification. Urban may want to use locations that have higher volumes than the surrounding crossings. Rural locations may want to mark locations that have regular pedestrian crossings but may never meet the 20 pedestrians/hour minimum.
2. A reasonable walking distance is 660' in some suburban/rural applications, urban marked crossings should never be closer than 150'.
3. See the "Additional Treatment Considerations" section for more information.

January 2015	**UNSIGNALIZED MARKED CROSSWALK INSTALLATION FLOWCHART**	FIGURE **9**

City of Boulder Pedestrian Crossing Treatment Installation Guidelines

Table 1 - Criteria for Crossing Treatments at Uncontrolled Locations

Roadway Configuration	# of lanes crossed to reach a refuge[1]	# of multiple threat lanes[2] per crossing	Roadway ADT and Posted Speed															
			1,500-9,000 vpd				9,000-12,000 vpd				12,000-15,000 vpd				> 15,000 vpd			
			≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 Lanes (one way street)	2	1	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
2 Lanes (two way street with no median)	2	0	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
3 Lanes w/Raised Median	1 or 2	0 or 1	A	B	D	E	A	C	D	E	B	D	D	E	C	D	D	E
3 Lanes w//Striped Median	3	0 or 1	C	C	D	E	C	C	D	E	C	C	D	E	C	D	D	E
4 Lanes (two way street with no median)	4	2	A	D	D	E	B	D	D	E	B	D	D	E	D	D	D	E
5 Lanes w/Raised Median	2 or 3	2	A	B	D	E	B	C	D	E	B	C	D	E	C	C	D	E
5 Lanes w/Striped Median	5	2	D	D	D	E	D	D	D	E	D	D	D	E	D	D	D	E
6 Lanes (two way street with or without median)	3 to 6	4	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Notes:

1. Painted medians can never be considered a refuge for a crossing pedestrian. Similarly, a 4 foot wide raised median next to a left turn lane can only be considered a refuge for pedestrians if the left turning volume is less than 20 vehicles per hour (meaning that in most cases the left turn lane is not occupied while the pedestrian is crossing).
2. A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out from in front of a stopped vehicle in the adjacent travel lane (either through or turn lane).

Treatment Descriptions:

A ***Install marked crosswalk with enhanced road-side signs***

Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway with standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

B ***Install marked crosswalk with enhanced road-side and in-roadway (bollard mounted) signs***

Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

C ***Install marked crosswalk with enhanced signs and geometric improvements to increase pedestrian visibility and reduce exposure***

Specific Guidance: For 2 or 3-lane roadways, install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards or median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Add neckdowns or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists.

D ***Install marked crosswalk with enhanced signs, pedestrian activated RRFBs, and geometric improvements to increase pedestrian visibility and reduce exposure***

Specific Guidance: Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge can not be constructed on a two-way street, Go To Scenario F]. *Install marked crosswalk with "State Law - Yield to Pedestrian" signs WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Consider adding neckdowns at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. [Note: If pedestrian volume falls above the RRFB limit line on Figure 2, consider Hawk beacon, pedestrian traffic signal, or grade-separated crossing.]*

E ***Do not install marked crosswalk at uncontrolled crossing. Determine if the speed limit can be effectively reduced to 40 mph AND a raised refuge median can be installed. If so, utlilze Scenario D criteria above. If this is not possible, or if pedestrian volume falls above the RRFB limit line on Figure 2, consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.***

Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, phyiscal contraints, and other engieering factors

F ***Do not install marked crosswalk at uncontrolled crossing with 3 or more THROUGH lanes per direction or where the speed limit is ≥ 45 mph and/or there is not a median refuge on a 5-lane crossing. Consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.***

Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, phyiscal contraints, and other engieering factors

Roadway Configuration[1,5]	Vehicle ADT ≤ 9,000				Vehicle ADT > 9,000 - 12,000				Vehicle ADT > 12,000 - 15,000				Vehicle ADT > 15,000			
	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 lanes (with or without a raised median)	A	A	B	D	A	A	B	D	A	A	C	D	A	B	C	D
3 lanes with raised median	A	A	C	D	A	B	C	D	A	C	C	D	B	C	C	D
3 lanes without raised median	A	B	C	D	A	B	C	D	B	B	C	D	B	C	C	D
Multilane (4 or more lanes) with raised median[2]	A	A	C	D	A	B	C	D	A	B	C	D	C	C	C	D
Multilane (4 or more lanes) without raised median[2]	A	C	C	D	B	C	C	D	C	C	C	D	C	C	C	D

Treatment Descriptions:

A. Consider marked crosswalk and signs

Guidance: Consider installing marked crosswalk with advance warning signs (W11-2); use S1-1 signs for school crossings. Consider in-roadway (R1-6) or overhead (R1-9b) signs.

B. Consider marked crosswalk with enhanced signs (R1-6 or R1-9b) and/or geometric improvements

Guidance: Consider installing treatment options from Type A treatments. Add curb extensions or median refuge islands.

C. Consider marked crosswalk with signs, geometric improvements, and pedestrian activated warning devices[4]

Guidance: Consider installing a raised median refuge island if one is not present. Consider installing marked crosswalk and appropriate crossing signs along with a pedestrian activated warning device (i.e., RRFB). Consider adding curb extensions if possible.

D. Do not install marked crosswalk.[3]

Guidance: Consider pedestrian hybrid beacon, pedestrian traffic signal, or grade separated crossing.

Specific Notes:

1. Advanced stop lines and signing (R1-5b or c) should be used whenever possible if a multiple threat crash issue is present. Overhead signing, RRFBs or other overhead treatments should be used to mitigate multiple threat crash risks.
2. Do not install a marked crosswalk where there are 3 or more through lanes per direction. Consider a pedestrian hybrid beacon, pedestrian traffic signal, or grade separated crossing.
3. Traffic calming measures should be considered to reduce speed.
4. If a median cannot be or is not currently installed go to Treatment Type D.
5. Minimum acceptable median width to provide a refuge is 6 feet.

General Notes:

1. Adding crosswalks alone will not make crossings safer, result in more vehicles stopping for pedestrians, nor will they necessarily create a false sense of security.
2. Crosswalks have not been proven to create a false sense of security - research shows that pedestrians scan the road more at marked crosswalks.
3. Whether a crosswalk is marked or not, additional crossing enhancements should be considered. See the "Additional Treatment Considerations" section.
4. See MUTCD Section 3B.18 for additional guidance on using this table.
5. Lanes are total cross section.

Table 3: Uncontrolled Crossing Treatments (in conjunction with markings and signs)

Treatment	Advantages	Disadvantages	Recommended Locations	Staged Pedestrian Yield Rate	Unstaged Pedestrian Yield Rate	Cost
Center Median with Refuge Island	• Decreases pedestrian crossing distance • Provides higher pedestrian visibility • Reduces vehicle speeds approaching the island • Reduces conflicts • Increases usable gaps • Reduces pedestrian exposure time	• May make snow removal more difficult • May be a hazard for motorists • Small islands not recommended on high-speed roadways (>40 mph)	• Wide, two-lane roads and multilane roads with sufficient right-of-way	34%	29%	Variable depending on length
School Crossing Guards	• Inexpensive • Provides higher pedestrian visibility • Highlights when a pedestrian crossing is being used	• May require trained staff or local law enforcement, especially on high-speed and high-volume roadways	• At school locations	NR	86%	Variable
Pedestrian Crossing Flags	• Inexpensive • Provides higher pedestrian visibility to drivers assuming the flag is held in a noticeable location	• No effect at night • Requires pedestrians to actively use a flag • Can be easily removed/stolen • Shorter crossings are preferred	• Downtown/urban locations • High pedestrian volume locations • Across low-speed (<45mph) roadways	65%	74%	<$500
Warning Sign with Edge Mounted LEDs	• Highlights a crossing both at night and during the day	• Requires pedestrian activation • Minimal to no effect on speed	• In conjunction with in-road warning lights • Downtown/ urban conditions	NR	28%	$3,000–$8,000
In-Road Warning Lights	• Highlights a crossing both at night and during the day • Provides higher driver awareness when a pedestrian is present	• Snowplows can cause maintenance issues • No effect when road surface is snow covered • Requires pedestrian activation	• Downtown/urban conditions	NR	66%	$20,000–$40,000
Pedestal Mounted Pedestrian Flashing Signal Beacons	• Provides higher driver awareness when a pedestrian is present	• Requires pedestrian activation • Not advisable on multilane streets • Not shown to reduce crashes	• Low-speed school crossings • Two-lane roads • Midblock crossing locations	NR	57% (two-lane, 35mph)	$12,000–$18,000
Pedestrian Overhead Flashing Signal Beacons	• Provides higher driver awareness when a pedestrian is present	• Requires pedestrian activation	• Multilane roadways • Mid-block crossing locations • Lower speed roadways	active 47% passive 31%	active 49% passive 67%	$75,000–$150,000
Rectangular Rapid Flash Beacons (RRFBs)	• Provides higher driver awareness when a pedestrian is present • Increases yielding percentage • Increases usable gaps • Reduces probability of pedestrian risk taking • Can be seen from 360 degrees	• Requires pedestrian activation	• Supplement existing pedestrian crossing warning signs • School crossings • Midblock crossing locations • Low- and high-speed roadways	84%	81%	$12,000–$18,000

NR = No research found on effect to yielding rate

Public Works Committee **5. 2.**

Meeting Date: 05/16/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Parking Concern Near Rhinestone St and Ramsey Parkway

Purpose/Background:

Staff received an email from a resident that lives on the northern portion of Rhinestone St concerned with the residents of Parkview East parking on Rhinestone St. Their concern is with all the activity in the area during the summer a child could run into the street between the parked cars and motorists would not have time to react. To date Ramsey PD has no recorded accidents at this location. The COR was designed to encourage on street parking as to limit the need for large parking lots throughout the development. ParkView East does provide off street parking for their residents, but again there is nothing to prohibit the residents from parking on the street, except the no parking ordinance that addresses no on street parking from 2 am to 6 am.

Timeframe:

5 Minutes

Observations/Alternatives:

Staff has reviewed the intersection of Rhinestone St and Ramsey Parkway and observed that the curb lines painted yellow to designate "No Parking" vary in length at this intersection. A diagram provided in the MUTCD (Manual For Uniform Traffic Control Devices) suggests that parking be restricted for a minimum of 20 feet from an unmarked crosswalk. Staff recommends that the yellow curb markings be extended, where needed, to make all legs of the intersection uniform where "No Parking" restrictions are concerned. This action will help improve the visibility at the intersection and provide additional reaction time for motorists when pedestrians are present.

Funding Source:

General Fund - Cost Center 0260 Traffic Engineering

Recommendation:

Staff recommends that the yellow curb markings be extended, as needed, to make all legs of the intersection uniform in regards to No Parking restrictions.

Action:

Motion to except staff recommendation or reject staff recommendation and accept alternate motion based on committee discussion.

Attachments

Examples of Parking Space Markings

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: Grant Riemer		Started On: 05/04/2017 01:01 PM
Final Approval Date: 05/11/2017		

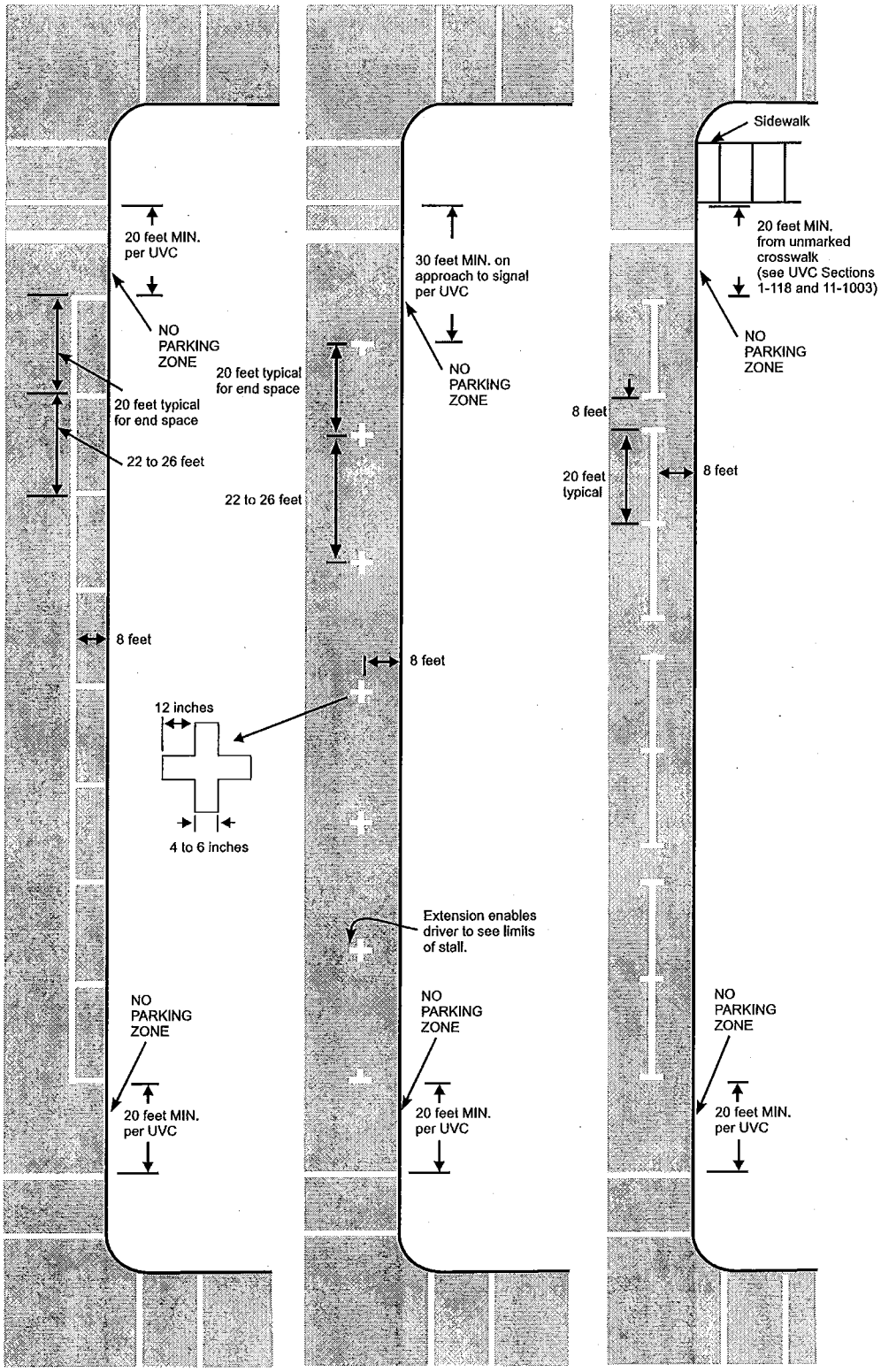


Figure 3B-21 Examples of Parking Space Markings

Public Works Committee **5. 3.**

Meeting Date: 05/16/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements.

Background:

Attached are the plans for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements. In total, crackseal improvements are proposed for approximately 0.24 miles of City streets, and crackseal and sealcoat improvements are proposed for approximately 13.41 miles of City streets.

The plan includes a base bid, as well as 4 alternate bids. All streets colored magenta on the attached plans are included in the base bid, while streets colored orange are included in the 4 alternate bids, noted as alternates A through D. Staff will present this project in more detail at the meeting, including breaking down the rationale and costs for both the base and the alternate bids.

Timeframe:

Staff estimates 10 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements.

Alternative #2 – Motion of other.

Funding Source:

A total of $500,000 was budgeted in 2017 for crackseal and sealcoat improvements, but as previously discussed with the City Council, staff would like to use approximately $35,000 of this budgeted amount to analyze existing pavement sections of all streets listed in the 10 year CIP that are identified to be reconstructed or milled and overlaid. In addition, Public Works staff rented a spray patching machine this spring and is requesting up to $35,000 of the $500,000 budget to pay for this work. This leaves a total of $430,000 for crackseal and sealcoat improvements.

Estimated project costs for the base bid plus 4 alternate bids are attached to this case. Bidding the improvements in this manner should allow the City to award a contract for the base bid, plus a combination of one or more alternates, in an amount close to the $430,000 budget designated for this work. The estimated project costs include 14% indirect costs for administrative, engineering, finance, and legal costs.

Recommendation:

Staff recommends alternative #1.

Action:

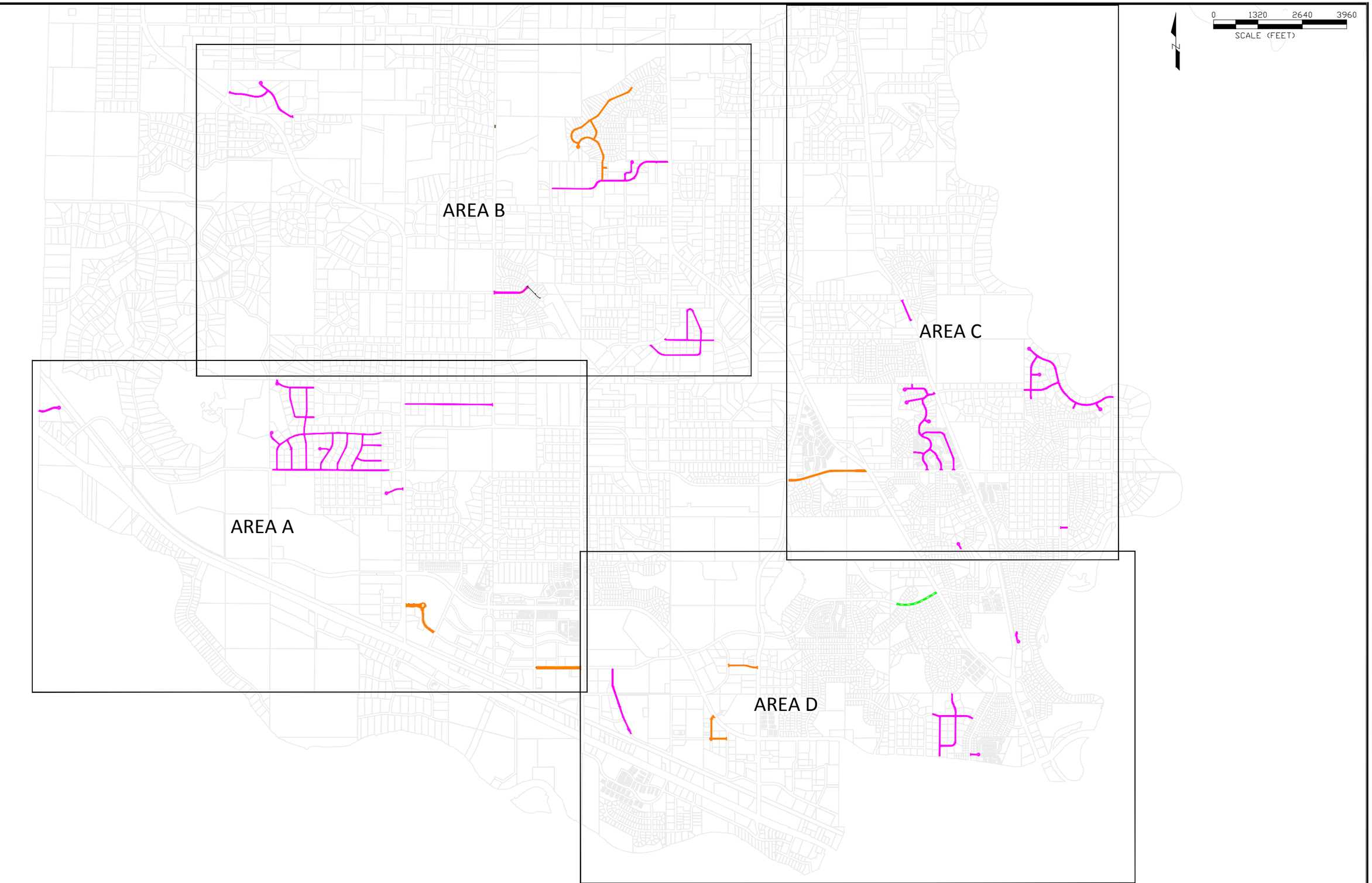
Motion recommending City Council approval of plans and specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements.

Attachments

IP1703 Overall Plan
IP1703 Area A Plan
IP1703 Area B Plan
IP1703 Area C Plan
IP1703 Area D Plan
IP1703 Engineers Estimate

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/11/2017 09:49 AM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: Bruce Westby		Started On: 05/10/2017 02:53 PM
Final Approval Date: 05/11/2017		



CRACK SEAL AND SEAL COAT
CRACK SEAL ONLY
CRACK SEAL AND SEAL COAT - ALTERNATIVE AREA

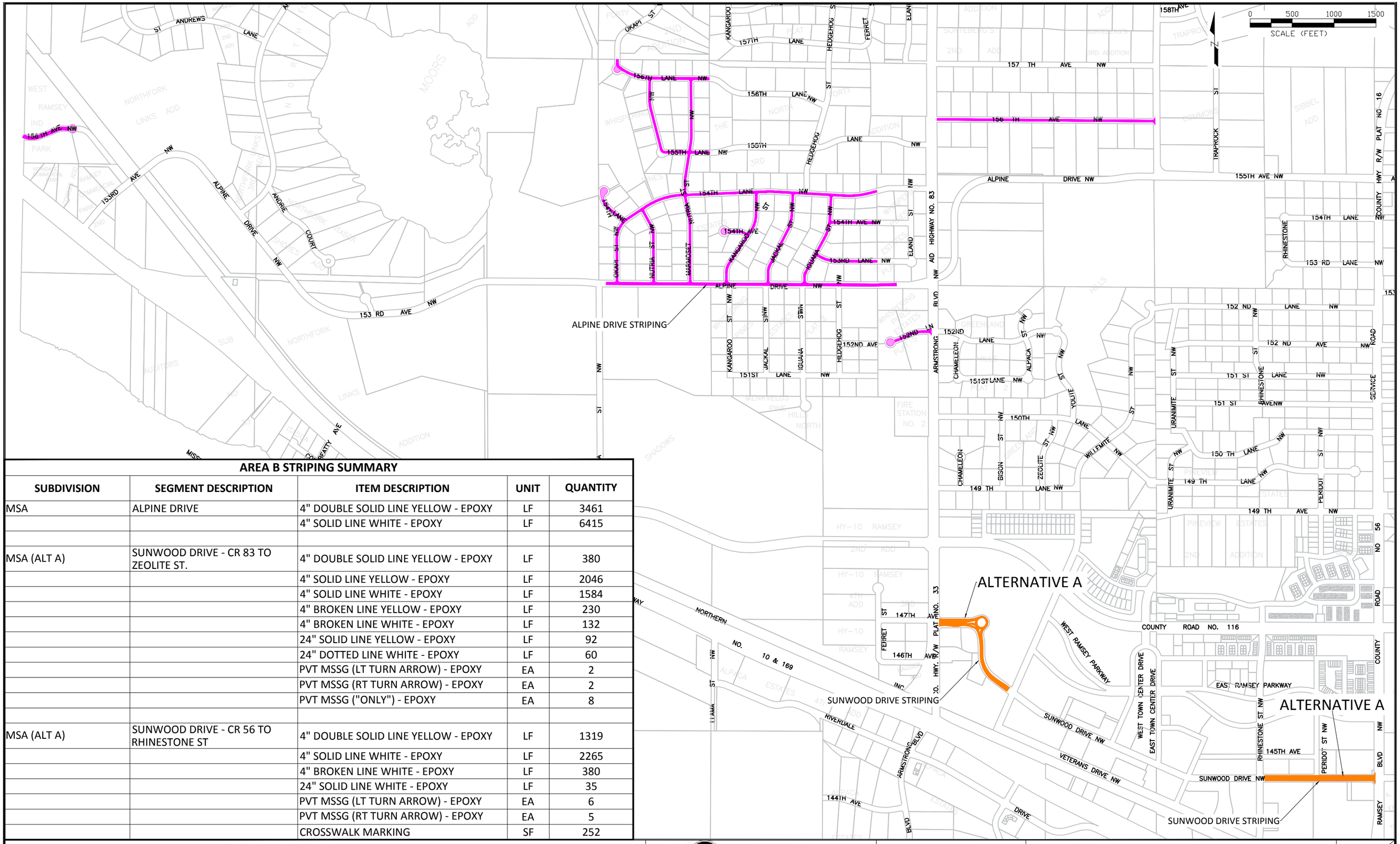
NOTE: SEAL COAT - USE CRS-2 BIT MATERIAL
CUL-DE-SACS - USE CRS-2P BIT MATERIAL

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

OVERALL MAP

2017 CRACK SEAL AND SEAL COAT PROJECT
CITY PROJECT NO. 17-03
CITY OF RAMSEY, MINNESOTA

SHEET 1 OF 5 SHEETS



AREA B STRIPING SUMMARY

SUBDIVISION	SEGMENT DESCRIPTION	ITEM DESCRIPTION	UNIT	QUANTITY
MSA	ALPINE DRIVE	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	3461
		4" SOLID LINE WHITE - EPOXY	LF	6415
MSA (ALT A)	SUNWOOD DRIVE - CR 83 TO ZEOLITE ST.	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	380
		4" SOLID LINE YELLOW - EPOXY	LF	2046
		4" SOLID LINE WHITE - EPOXY	LF	1584
		4" BROKEN LINE YELLOW - EPOXY	LF	230
		4" BROKEN LINE WHITE - EPOXY	LF	132
		24" SOLID LINE YELLOW - EPOXY	LF	92
		24" DOTTED LINE WHITE - EPOXY	LF	60
		PVT MSSG (LT TURN ARROW) - EPOXY	EA	2
		PVT MSSG (RT TURN ARROW) - EPOXY	EA	2
		PVT MSSG ("ONLY") - EPOXY	EA	8
MSA (ALT A)	SUNWOOD DRIVE - CR 56 TO RHINESTONE ST	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	1319
		4" SOLID LINE WHITE - EPOXY	LF	2265
		4" BROKEN LINE WHITE - EPOXY	LF	380
		24" SOLID LINE WHITE - EPOXY	LF	35
		PVT MSSG (LT TURN ARROW) - EPOXY	EA	6
		PVT MSSG (RT TURN ARROW) - EPOXY	EA	5
		CROSSWALK MARKING	SF	252

CRACK SEAL AND SEAL COAT

CRACK SEAL ONLY

CRACK SEAL AND SEAL COAT - ALTERNATIVE A

NOTE: SEAL COAT - USE CRS-2 BIT MATERIAL

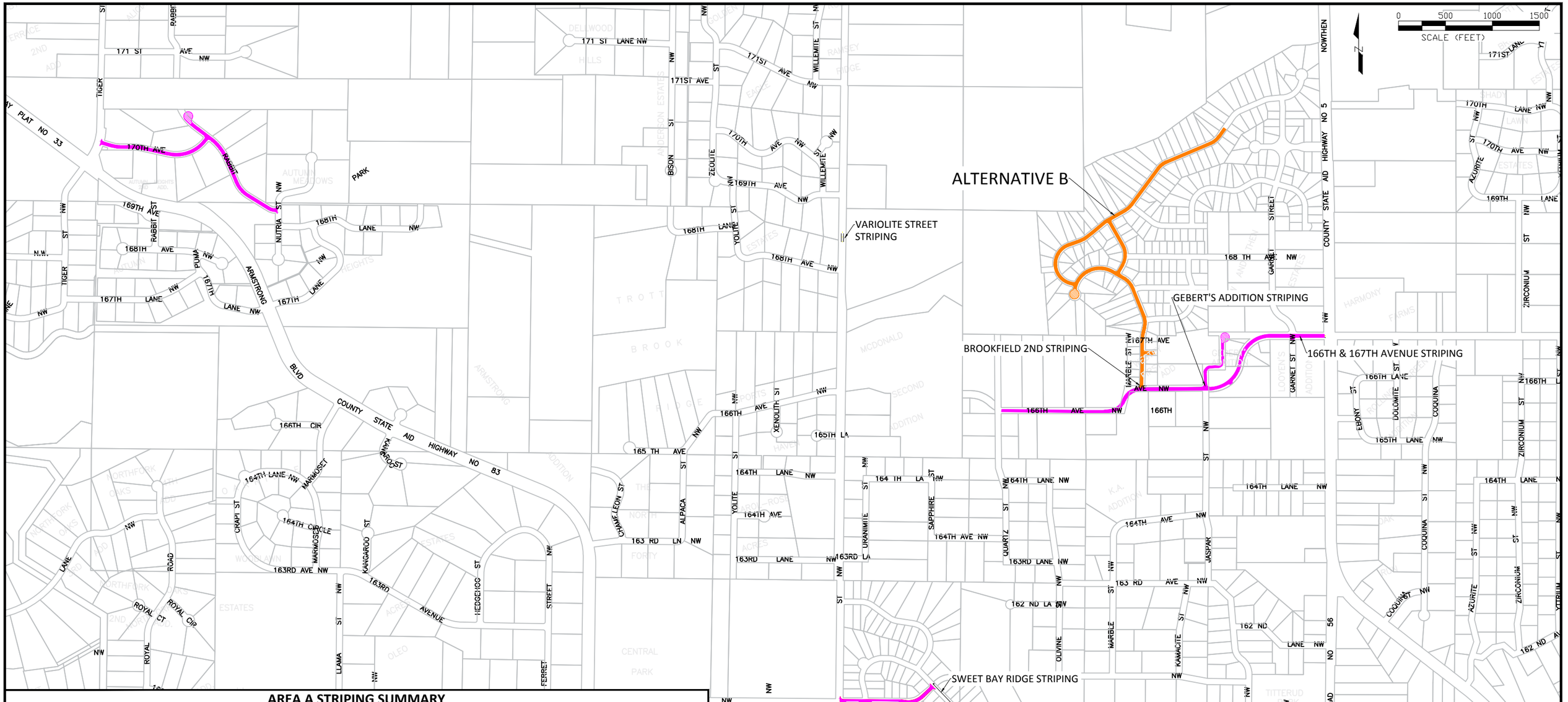
CUL-DE-SACS - USE CRS-2P BIT MATERIAL

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RAMSEY, MN 55303
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DETAIL MAP
AREA A

2017 CRACK SEAL AND SEAL COAT PROJECT
CITY PROJECT NO. 17-03
CITY OF RAMSEY, MINNESOTA

SHEET 2 OF 5 SHEETS



AREA A STRIPING SUMMARY

SUBDIVISION	SEGMENT DESCRIPTION	ITEM DESCRIPTION	UNIT	QUANTITY
BROOKFIELD 2ND (ALT B)	LIMONITE STREET	CROSSWALK MARKING - EPOXY	SF	90
SWEET BAY RIDGE	RHINESTONE STREET	4" SOLID LINE WHITE - EPOXY	LF	525
		PVT MSSG (BIKE SYMBOL)	EA	3
MSA	VARIOLITE STREET	4" BROKEN LINE YELLOW - EPOXY	LF	30
		4" SOLID LINE WHITE - EPOXY	LF	180
MSA	167TH & 166TH AVENUE	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	2545
		4" SOLID LINE WHITE - EPOXY	LF	5125
GEBERT'S ADDTION	JASPAR STREET	CROSSWALK MARKING - EPOXY	SF	90

CRACK SEAL AND SEAL COAT

CRACK SEAL ONLY

CRACK SEAL AND SEAL COAT - ALTERNATIVE B

NOTE: SEAL COAT - USE CRS-2 BIT MATERIAL

CUL-DE-SACS - USE CRS-2P BIT MATERIAL

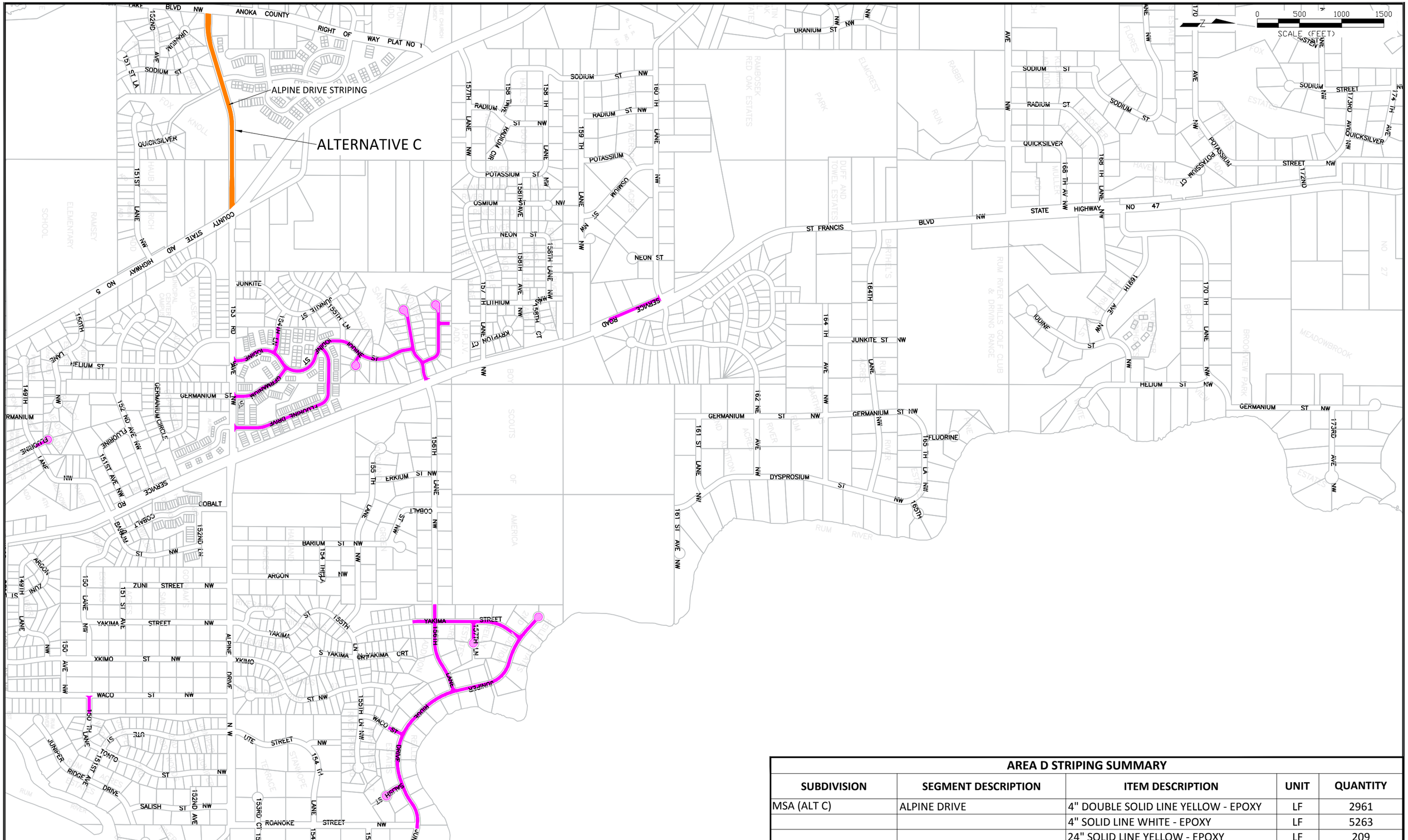
City of RAMSEY

CITY OF RAMSEY
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DETAIL MAP
AREA B

2017 CRACK SEAL AND SEAL COAT PROJECT
CITY PROJECT NO. 17-03
CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 5 SHEETS



AREA D STRIPING SUMMARY

SUBDIVISION	SEGMENT DESCRIPTION	ITEM DESCRIPTION	UNIT	QUANTITY
MSA (ALT C)	ALPINE DRIVE	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	2961
		4" SOLID LINE WHITE - EPOXY	LF	5263
		24" SOLID LINE YELLOW - EPOXY	LF	209

CRACK SEAL AND SEAL COAT

CRACK SEAL ONLY

CRACK SEAL AND SEAL COAT - ALTERNATIVE C

NOTE: SEAL COAT - USE CRS-2 BIT MATERIAL

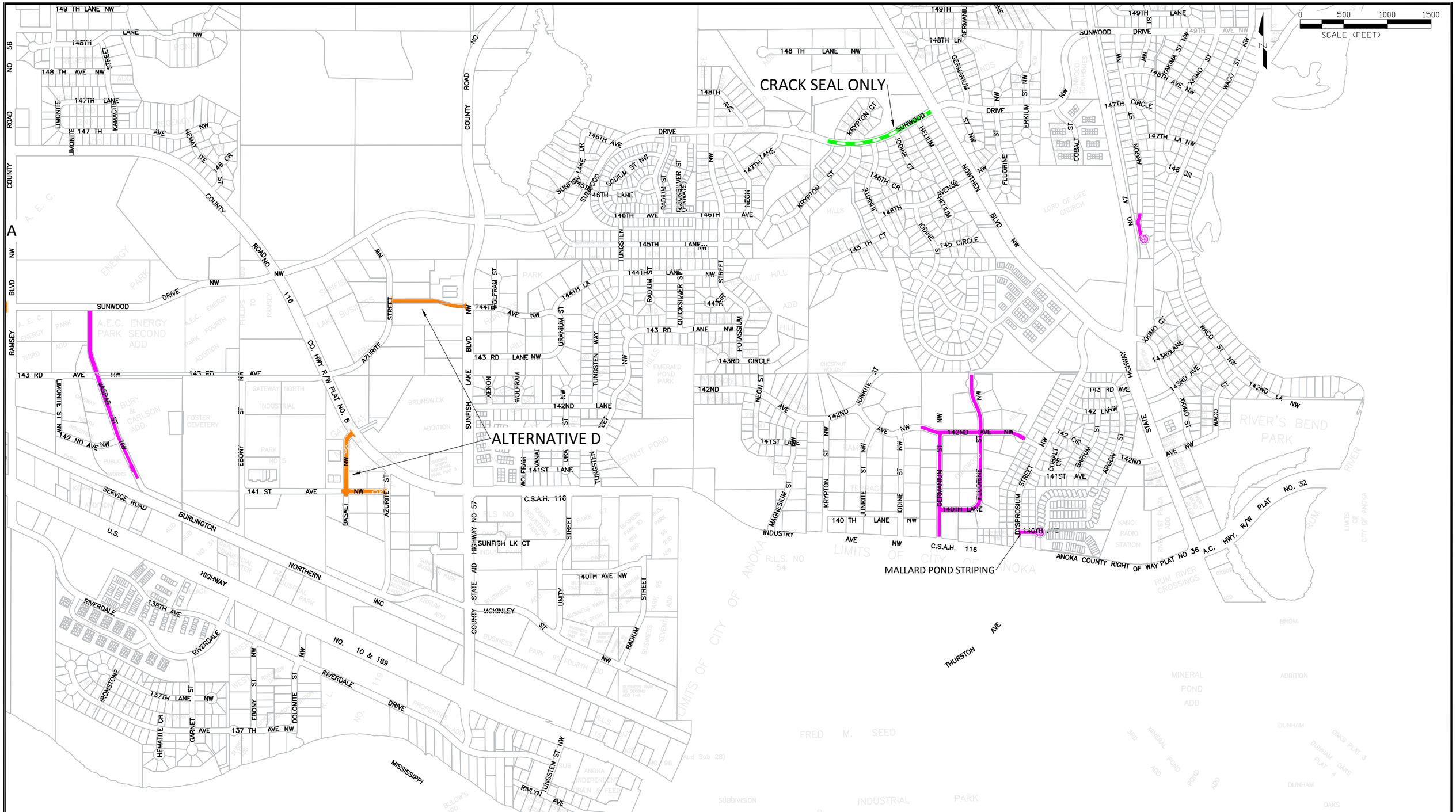
CUL-DE-SACS - USE CRS-2P BIT MATERIAL

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DETAIL MAP
AREA C

2017 CRACK SEAL AND SEAL COAT PROJECT
CITY PROJECT NO. 17-03
CITY OF RAMSEY, MINNESOTA

SHEET 4 OF 5 SHEETS



AREA C STRIPING SUMMARY				
SUBDIVISION	SEGMENT DESCRIPTION	ITEM DESCRIPTION	UNIT	QUANTITY
MALLARD POND	140TH AVENUE	24" SOLID LINE WHITE - EPOXY	LF	14

CRACK SEAL AND SEAL COAT

CRACK SEAL ONLY

CRACK SEAL AND SEAL COAT - ALTERNATIVE D

NOTE: SEAL COAT - USE CRS-2 BIT MATERIAL
CUL-DE-SACS - USE CRS-2P BIT MATERIAL

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RAMSEY, MN 55303
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DETAIL MAP
AREA D

2017 CRACK SEAL AND SEAL COAT PROJECT
CITY PROJECT NO. 17-03
CITY OF RAMSEY, MINNESOTA

SHEET 5 OF 5 SHEETS

ENGINEER'S ESTIMATE - ALTERNATIVES
CITY OF RAMSEY IMPROVEMENT PROJECT 17-03
CRACK SEAL AND SEAL COAT

BASE AREA	$	374,769.71
ALTERNATE A	$	46,872.63
ALTERNATE B	$	36,089.67
ALTERNATE C	$	30,499.91
ALTERNATE D	$	15,073.83
CRACK SEAL AND SEAL COAT PROJECT TOTAL	**$**	**503,305.76**

Public Works Committee **6. 1.**

Meeting Date: 05/16/2017

By: Bruce Westby, Engineering/Public Works

Title:

Review Green Valley Road/County Road 63 Speed Zone Study Results

Purpose/Background:

On April 21, 2014, City staff received the attached email from a resident living on Green Valley Road who was concerned with the 55 mph posted speed limit. The resident requested that the speed limit be dropped from 55 mph to 40-45 mph to provide a safer environment for pedestrians and pets.

The 55 mph posted speed limit is a statutory speed limit based on the basic speed law as defined in Minnesota State Statute 169.14. A copy of Statute 169.14 is attached. Because speed limits are posted based on the provisions of the basic speed law, revising a speed limit is not as simple as changing a sign. To determine if a posted speed limit should be changed, a traffic and engineering investigation called a Speed Zone Study is completed. More information on this process is included in the attached speed limit brochure published by MnDOT.

MnDOT completes all Speed Zone Studies in Minnesota. Factors considered in Speed Zone Studies include roadway type and condition, location and type of access points, types of development along the route, existing traffic control devices, crash histories, existing traffic volumes, available sight distances along the route, and radar speed samples from traffic traveling on the route during various times of the day. Using engineering judgment, MnDOT evaluates these factors in conjunction with the 85th percentile speed (the point at which 85% of the drivers on the route are driving under). Experience has shown that a posted speed limit near this 85% value is the speed limit that a roadway should be signed at. Once a Speed Zone Study has been completed, it is then formally authorized by the State Commissioner of Transportation, and once authorized, the road authority implements the new speed zone.

Attached is an aerial image of Green Valley Road/CR 63 which falls under the jurisdiction of Anoka County, but because the Ramsey Police Department is responsible for enforcing speeds on Green Valley Road/CR 63, the City submitted a written request to Anoka County Highway requesting a Speed Zone Study in the fall of 2014. This request was submitted with the approval of the Public Works Committee.

Last month staff received a copy of the attached Speed Zone Study results dated March 3, 2016. Based on the results, Anoka County is leaving the posted speed limit at 55 mph. Staff was informed that Anoka County has informed the resident that brought this issue forward of these results.

Timeframe:

Staff anticipates this case will take approximately 10 minutes to present and discuss.

Observations/Alternatives:

Anoka County defers trail improvements along County Roads to the City that the road is in.

Staff would not recommend constructing trail improvements along the shoulder of Green Valley Road/CR 63 as it currently exists for the following reasons.

1) Segments of this road would be extremely difficult to widen enough to accommodate a bike lane without constructing retaining walls, which would then require roadside safety treatments (guardrail) unless they are located outside the clear zone. Not only would this be an extremely expensive segment of trail to construct, it would

reduce safety for drivers by introducing retaining walls and guardrail.

2) No regional trail connections exist on either end of CR 63 so a trail would only serve residents living along CR 63, of which there are relatively few.

3) Constructing a trail along CR 63 would result in safety issues where the trail would terminate at CSAH 5 and TH 47. If a trail is constructed along CSAH 5 or TH 47 in the future then it might make sense to consider providing a trail along CR 63 at that time, along with crossing improvements on CSAH 5 and TH 47.

4) The City regularly receives requests for trail connections and expansion improvements throughout the City, which are then prioritized. Numerous other trail improvements currently have a higher priority based on safety concerns and benefit to the public.

Funding Source:

N/A

Recommendation:

N/A

Action:

N/A

Attachments

Resident email
Statute 169.14
MnDOT Speed Brochure
Aerial Image GVR
Speed Zone Study Results

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/11/2017 10:53 AM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: Bruce Westby		Started On: 05/10/2017 02:46 PM
Final Approval Date: 05/11/2017		

From: Pamela Thinesen [mailto:pamthinesen@msn.com]
Sent: Monday, April 21, 2014 12:03 PM
To: Bruce Westby
Cc: Jane Rose; Joni Carlstrom
Subject: RE: Report a county roadway concern

Hello Bruce,
I'm writing in follow up to the concern I have for the speed limit of 55 on Green Valley Rd/Co Hwy 63 in Ramsey. Jane Rose suggested that perhaps a Speed Zone Study could be done. I live at 6165 Green Valley Rd and like to take walks with my dog on the road, but there is barely a shoulder. It's also scary when just going out to mailbox to collect the mail. The road is in very bad condition and, although I understand it's going to be "reclaimed" this coming summer, there are many heavy trucks, including from the nearby Green Valley Nursery, that use the road -- I would think that that truck traffic is part of the reason for the road being in such poor condition.
There are also a couple of sharp curves on this road and if horses, donkeys, dogs, cats or other animals should make it onto the road, there is danger of them and/or drivers being injured.
I see many bicyclists kids walking on that road, too, and one can "feel the wind" when cars/trucks go by. I hope something can be done about the speed limit on this short road (about a mile long between Hwy 47 and Hwy 5) and that, also, perhaps a wider shoulder and/or bike path could be created at the time of reclaiming.
Thanks for your time and for considering these concerns.

Pam Thinesen
pamthinesen@msn.com
651-779-3476
6165 Green Valley Rd
Ramsey, MN 55303

169.14 SPEED LIMITS, ZONES; RADAR.

Subdivision 1. **Duty to drive with due care.** No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions. Every driver is responsible for becoming and remaining aware of the actual and potential hazards then existing on the highway and must use due care in operating a vehicle. In every event speed shall be so restricted as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

Subd. 1a. **License revocation for extreme speed.** The driver's license of a person who violates any speed limit established in this section, by driving in excess of 100 miles per hour, is revoked for six months under section 171.17, or for a longer minimum period of time applicable under section 169A.53, 169A.54, or 171.174.

Subd. 2. **Speed limits.** (a) Where no special hazard exists the following speeds shall be lawful, but any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that the speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful:

(1) 30 miles per hour in an urban district;

(2) 65 miles per hour on noninterstate expressways, as defined in section 160.02, subdivision 18b, and noninterstate freeways, as defined in section 160.02, subdivision 19;

(3) 55 miles per hour in locations other than those specified in this section;

(4) 70 miles per hour on interstate highways outside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(5) 65 miles per hour on interstate highways inside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(6) ten miles per hour in alleys;

(7) 25 miles per hour in residential roadways if adopted by the road authority having jurisdiction over the residential roadway; and

(8) 35 miles per hour in a rural residential district if adopted by the road authority having jurisdiction over the rural residential district.

(b) A speed limit adopted under paragraph (a), clause (7), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.

(c) A speed limit adopted under paragraph (a), clause (8), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the rural residential district for the roadway on which the speed limit applies.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established in this subdivision, or a speed limit designated on an appropriate sign under subdivision 4, 5, 5b, 5c, or 5e, by driving 20 miles per hour or more in excess of the applicable speed limit, is assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than $25.

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Subd. 2a. **Increased speed limit when passing.** Notwithstanding subdivision 2, the speed limit is increased by ten miles per hour over the posted speed limit when the driver:

(1) is on a two-lane highway having one lane for each direction of travel;

(2) is on a highway with a posted speed limit that is equal to or higher than 55 miles per hour;

(3) is overtaking and passing another vehicle proceeding in the same direction of travel; and

(4) meets the requirements in section 169.18.

Subd. 3. **Reduced speed required.** (a) The driver of any vehicle shall, consistent with the requirements, drive at an appropriate reduced speed when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on any street or highway, when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

(b) A person who fails to reduce speed appropriately when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on a street or highway shall be assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than $25.

Subd. 4. **Establishment of zones by commissioner.** On determining upon the basis of an engineering and traffic investigation that any speed set forth in this section is greater or less than is reasonable or safe under the conditions found to exist on any trunk highway or upon any part thereof, the commissioner may erect appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. On determining upon that basis that a part of the trunk highway system outside a municipality should be a zone of maximum speed limit, the commissioner may establish that part as such a zone by erecting appropriate signs showing the beginning and end of the zone, designating a reasonable and safe speed therefor, which may be different than the speed set forth in this section, and that it is a zone of maximum speed limit. The speed so designated by the commissioner within any such zone shall be a maximum speed limit, and speed in excess of such limit shall be unlawful. The commissioner may in the same manner from time to time alter the boundary of such a zone and the speed limit therein or eliminate such zone.

Subd. 4a. [Repealed, 1997 c 143 s 20]

Subd. 5. **Zoning within local area.** When local authorities believe that the existing speed limit upon any street or highway, or part thereof, within their respective jurisdictions and not a part of the trunk highway system is greater or less than is reasonable or safe under existing conditions, they may request the commissioner to authorize, upon the basis of an engineering and traffic investigation, the erection of appropriate signs designating what speed is reasonable and safe, and the commissioner may authorize the erection of appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of these speed limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. Alteration of speed limits on streets and highways shall be made only upon authority of the commissioner except as provided in subdivision 5a.

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Subd. 5a. **Speed zoning in school zone; surcharge.** (a) Local authorities may establish a school speed limit within a school zone of a public or nonpublic school upon the basis of an engineering and traffic investigation as prescribed by the commissioner of transportation. The establishment of a school speed limit on any trunk highway shall be with the consent of the commissioner of transportation. Such school speed limits shall be in effect when children are present, going to or leaving school during opening or closing hours or during school recess periods. The school speed limit shall not be lower than 15 miles per hour and shall not be more than 30 miles per hour below the established speed limit on an affected street or highway.

(b) The school speed limit shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the reduced speed zone. Any speed in excess of such posted school speed limit is unlawful. All such signs shall be erected by the local authorities on those streets and highways under their respective jurisdictions and by the commissioner of transportation on trunk highways.

(c) For the purpose of this subdivision, "school zone" means that section of a street or highway which abuts the grounds of a school where children have access to the street or highway from the school property or where an established school crossing is located provided the school advance sign prescribed by the Manual on Uniform Traffic Control Devices adopted by the commissioner of transportation pursuant to section 169.06 is in place. All signs erected by local authorities to designate speed limits in school zones shall conform to the Manual on Uniform Traffic Control Devices.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established under this subdivision is assessed an additional surcharge equal to the amount of the fine imposed for the violation, but not less than $25.

Subd. 5b. **Segment in urban district.** When any segment of at least a quarter-mile in distance of any city street, municipal state-aid street, or town road on which a speed limit in excess of 30 miles per hour has been established pursuant to an engineering and traffic investigation by the commissioner meets the definition of "urban district" as defined in section 169.011, subdivision 90, the governing body of the city or town may by resolution declare the segment to be an urban district and may establish on the segment the speed limit for urban districts prescribed in subdivision 2. The speed limit so established shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the segment on which the speed limit is established, and any speed in excess of such posted limits shall be unlawful. A copy of the resolution shall be transmitted to the commissioner at least ten days prior to the erection of the signs.

Subd. 5c. **Speed zoning in alleyway.** Local authorities may regulate speed limits for alleyways as defined in section 169.011 based on their own engineering and traffic investigations. Alleyway speed limits established at other than ten miles per hour shall be effective when proper signs are posted.

Subd. 5d. **Speed limit in work zone when workers present.** (a) Notwithstanding subdivision 2 and subject to subdivision 3, the speed limit on a road having an established speed limit of 50 miles per hour or greater is adjusted to 45 miles per hour in a work zone when (1) at least one lane or portion of a lane of traffic is closed in either direction, and (2) workers are present. A speed in excess of the adjusted speed limit is unlawful.

(b) Paragraph (a) does not apply to a segment of road in which:

(1) positive barriers are placed between workers and the traveled portion of the highway;

(2) the work zone is in place for less than 24 hours;

(3) a different speed limit for the work zone is determined by the road authority following an engineering and traffic investigation and based on accepted engineering practice; or

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(4) a different speed limit for the work zone is established by the road authority under paragraph (c).

(c) The commissioner, on trunk highways and temporary trunk highways, and local authorities, on streets and highways under their jurisdiction, may authorize the use of reduced maximum speed limits in work zones when workers are present, without an engineering and traffic investigation required. The work zone speed limit must not reduce the speed limit on the affected street or highway by more than:

(1) 20 miles per hour on a street or highway having an established speed limit of 55 miles per hour or greater; and

(2) 15 miles per hour on a street or highway having an established speed limit of 50 miles per hour or less.

(d) A work zone speed limit under paragraph (c) is effective on erection of appropriate regulatory speed limit signs. The signs must be removed or covered when they are not required. A speed in excess of the posted work zone speed limit is unlawful.

(e) For any speed limit under this subdivision, a road authority shall erect signs identifying the speed limit and indicating the beginning and end of the speed limit zone.

Subd. 5e. **Speed limit on park road.** The political subdivision with authority over a park may establish a speed limit on a road located within the park. A speed limit established under this subdivision on a trunk highway is effective only with the commissioner's approval. A speed limit established under this subdivision must be based on an engineering and traffic investigation prescribed by the commissioner of transportation and must not be lower than 20 miles per hour, and no speed limit established under this subdivision may reduce existing speed limits by more than 15 miles per hour. A speed limit established under this subdivision is effective on the erection of appropriate signs designating the speed limit and indicating the beginning and end of the reduced speed zone. Any speed in excess of the posted speed is unlawful.

Subd. 5f. **Speed limits on certain rural residential districts.** (a) A rural residential district existing and lawfully signed before August 1, 2009, continues to qualify as a rural residential district.

(b) A rural residential district existing and lawfully signed before August 1, 2009, is subject to the speed limit signed before August 1, 2009.

[See Note.]

Subd. 6. [Repealed, Ex1971 c 27 s 49]

Subd. 6a. **Work zone speed limit violations.** A person convicted of operating a motor vehicle in violation of a speed limit in a work zone, or any other provision of this section while in a work zone, shall be required to pay a fine of $300. This fine is in addition to the surcharge under section 357.021, subdivision 6.

Subd. 7. **Burden of proof.** The provisions of this chapter declaring speed limitation shall not be construed to relieve the plaintiff in any civil action from the burden of proving negligence on the part of the defendant as the proximate cause of an accident.

Subd. 8. **Minimum speeds.** On determining upon the basis of an engineering and traffic investigation that a speed at least as great as, or in excess of, a specified and determined minimum is necessary to the reasonable and safe use of any trunk highway or portion thereof, the commissioner may erect appropriate signs specifying the minimum speed on such highway or portion thereof. The minimum speed shall be effective when such signs are erected. Any speeds less than the posted minimum speeds shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful.

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Subd. 9. **Standards of evidence.** In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed of a motor vehicle as indicated on the speedometer thereof shall be admissible on a showing that a vehicle is regularly used in traffic law enforcement and that the speedometer thereon is regularly and routinely tested for accuracy and a record of the results of said tests kept on file by the agency having control of said vehicle. Evidence as to the speed indicated on said speedometer shall be prima facie evidence that the said vehicle was, at the time said reading was observed, traveling at the rate of speed so indicated; subject to correction by the amount of error, if any, shown to exist by the test made closest in time to the time of said reading.

Records of speedometer tests kept in the regular course of operations of any law enforcement agency shall be admissible without further foundation, as to the results of said tests. Such records shall be available to the defendant upon demand. Nothing herein shall be construed to preclude or interfere with the cross examination or impeachment of evidence of rate of speed as indicated by speedometer readings, pursuant to the Rules of Evidence.

Subd. 10. **Radar; speed-measuring device; standards of evidence.** (a) In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed as indicated on radar or other speed-measuring device is admissible in evidence, subject to the following conditions:

(1) the officer operating the device has sufficient training to properly operate the equipment;

(2) the officer testifies as to the manner in which the device was set up and operated;

(3) the device was operated with minimal distortion or interference from outside sources; and

(4) the device was tested by an accurate and reliable external mechanism, method, or system at the time it was set up.

(b) Records of tests made of such devices and kept in the regular course of operations of any law enforcement agency are admissible in evidence without further foundation as to the results of the tests. The records shall be available to a defendant upon demand. Nothing in this subdivision shall be construed to preclude or interfere with cross examination or impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring device.

Subd. 11. **Handheld traffic radar.** (a) Law enforcement agencies that use handheld radar units shall establish operating procedures to reduce the operator's exposure to microwave radiation.

(b) The procedures, at a minimum, must require:

(1) that the operator turn the unit off when it is not in use;

(2) if the unit has a standby mode, that the operator use this mode except when measuring a vehicle's speed;

(3) that the operator not allow the antenna to rest against the operator's body while it is in operation; and

(4) that the operator always point the antenna unit away from the operator and any other person in very close proximity to the unit.

Subd. 12. **Radar jammer.** For purposes of this section, "radar jammer" means any instrument, device, or equipment designed or intended for use with a vehicle or otherwise to jam or interfere in any manner with a speed-measuring device operated by a peace officer.

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No person shall sell, offer for sale, use, or possess any radar jammer in this state.

History: *(2720-178) 1937 c 464 s 28; 1939 c 430 s 6; 1947 c 428 s 12,13; 1955 c 802 s 1,2; 1957 c 580 s 1; 1963 c 843 s 1-4; 1969 c 623 s 1; 1975 c 53 s 1; 1975 c 363 s 1,2; 1976 c 166 s 7; 1979 c 60 s 1; 1980 c 498 s 4; 1984 c 417 s 24,25; 1986 c 444; 1987 c 319 s 1; 1991 c 298 art 4 s 9; 1993 c 26 s 1; 1993 c 61 s 1; 1994 c 635 art 1 s 12; 1994 c 640 s 1; 1994 c 645 s 1; 1995 c 118 s 1; 1995 c 265 art 2 s 18; 1996 c 455 art 1 s 5,6; 1997 c 143 s 9-11; 1997 c 159 art 2 s 20,21; 1999 c 44 s 1; 2001 c 213 s 9; 1Sp2003 c 19 art 2 s 27; 1Sp2005 c 6 art 3 s 41,42; 2008 c 287 art 1 s 45; 2009 c 56 s 4,5; 2009 c 165 s 1; 2010 c 356 s 1; 2014 c 312 art 11 s 7,8*

NOTE: Subdivision 5f, paragraph (b), as added by Laws 2009, chapter 56, section 5, expires when the speed limit signs erected before August 1, 2009, are replaced. Laws 2009, chapter 56, section 5, the effective date.

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Q&A

Will lowering the speed limit reduce speeds?

No. Studies show there is little change in the speed pattern after the posting of a speed limit. The driver is much more influenced by the roadway conditions.

Will lowering the speed limit reduce crash frequency?

No. Although lowering the speed limit is often seen as a cure-all in preventing crashes, this is not the case. Crashes are most often the result of driver inattention and driver error. However, if a posted speed limit is unrealistically low, it creates a greater speed variance (i.e. some drivers follow the speed limit while most drive the reasonable speed). This speed variance can contribute to crashes.

Why do we even have speed limits?

A uniform speed of vehicles in a traffic flow results in the safest operation. The posted speed limits can keep the traffic flowing smoothly provided the majority of drivers find the speed limits reasonable. To best do this, the limits must be consistent throughout the state. The speed limits also give the motorist an idea of a reasonable speed to drive in an unfamiliar location. The speed limits are used by police officials to identify excessive speeds and curb unreasonable behavior.



Who do I contact?

If you believe that there is a safety concern or an inappropriate speed limit posted, the person to contact depends on the type of road.

Interstates, federal and state highways

For regulatory and advisory speed limits on the trunk highway system, contact the district traffic engineer at your MnDOT district office.

The trunk highway system includes:

- Interstate Highways
- U.S. Highways and
- Minnesota State Highways

Local streets and highways

For these roadways, you may contact your local road authority (county, city, or township).

If you are unable to find the right phone number, call the MnDOT Information center:

Greater Minnesota: 1-800-657-3774
Twin Cities Metro: 651-296-3000

MnDOT Office of Traffic Safety and Technology

For more information, visit: www.mndot.gov/speed/

We all have a stake in A→B

Minnesota *Speed Limits*



What are the legal speed limits?

State law says every road should have a speed limit, whether posted or not. Speed limits are set according to Minnesota State Statute 169.14. The Minnesota Department of Transportation carries out state laws through the development and enforcement of regulations.

Speed limits are set to improve traffic flow and reduce crashes, injuries and fatalities and the costs associated with them. Speed limits are also intended to supplement motorists' judgment in determining speeds. To effectively enforce a law, motorists must believe that the law is reasonable.

Minnesota's speed regulations are based on the same basic speed law that is used in all 50 states: "No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions."

Speed limits are based on the concept that highways can operate safely at set maximum speeds under ideal conditions. In poor weather conditions, at curves or hills and when there are potential hazards such as pedestrians, drivers are required to reduce speeds below the speed limits, whether they are posted or not.

Drivers must also reduce speed when approaching or passing emergency vehicles with emergency lights flashing.

The most common speeds regulated by state law are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 70 mph on rural interstate highways
- 65 mph on urban interstate highways
- 65 mph on expressways
- 55 mph on other roads

When these speed limits are not the correct value for a specific highway, speed limits may be changed.



Interstates are high design multi-lane divided highways that have controlled access interchanges such as cloverleaf or diamond shaped interchanges. Through traffic on the interstate never has to stop or yield.
Examples: I-94 or I-35



Expressways are multi-lane divided highways but they have entries and intersections, sometimes controlled by traffic signals. Some interchanges may exist but they are not the rule. Examples: Highways 10 or Highway 52

What are the types of speed limits?

REGULATORY SPEED LIMIT SIGN



This black and white sign shows the maximum speed that motorist may travel under ideal conditions. It can be a value based on state statute or it must be authorized by the commissioner of transportation.

ADVISORY SPEED SIGN



This black and yellow speed sign is used to advise motorists of a comfortable speed to navigate certain situations. It is used with a warning sign. For example, when traveling on a winding road, the curve warning sign would be used with an advisory speed sign. This sign may be posted by the local road authority on local roads.

SPEED LIMITS IN SCHOOL ZONES



Local authorities may establish school speed limits on local streets, within a school zone, based on the engineering and traffic investigation as directed by the commissioner of transportation. This speed limit is in effect whenever children are present, such as before and after school or during recess. The school sign is black and yellow and the other signs are black and white. Optional fluorescent yellow green may be used for the school sign.

How does MnDOT determine the speed limit?

These factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (signs, signals, etc.)
- Crash history
- Traffic volume
- Sight distances (curve, hill, etc.)
- Test drive results
- Speed study

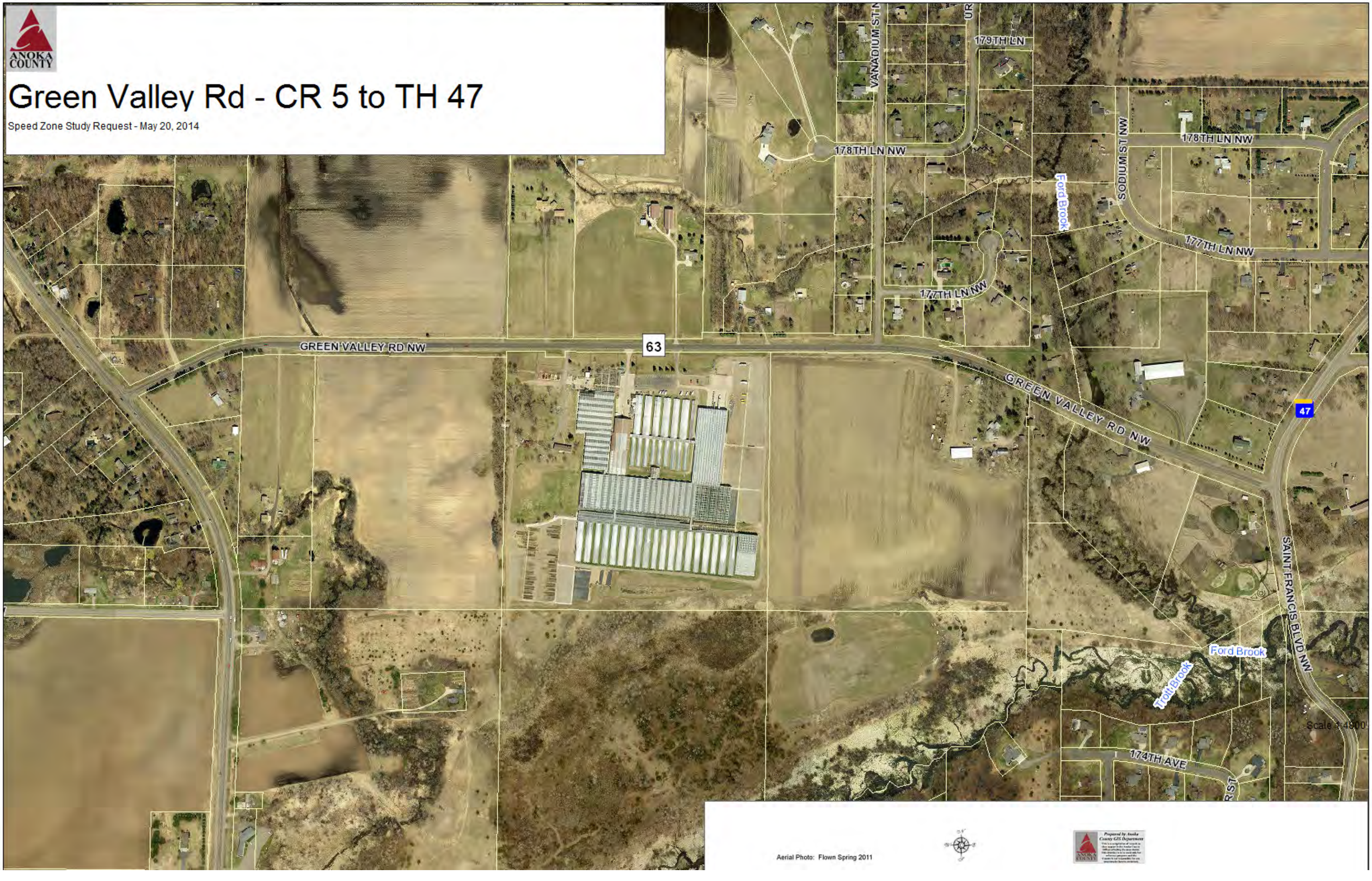
The speed study is the most important part of the traffic investigation. Drivers take many roadway environment factors into consideration when choosing a speed. The speed that the majority of people consider reasonable is an important value. Data is collected by performing radar checks at selected locations on the roadway under ideal driving conditions.

An analysis is done on the results to determine the 85th percentile, which is the value indicating the speed at which most (85%) drivers are traveling. The posted speed limit near the 85th percentile is the maximum safe and reasonable speed. Studies show that traveling faster or slower than this value can increase the chances of being in a crash.

Engineering judgment is the most important tool. The traffic investigator must use knowledge of nationally accepted principles combined with experience to assign the safe speed.

Green Valley Rd - CR 5 to TH 47

Speed Zone Study Request - May 20, 2014



STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
LOCAL STREET OR HIGHWAY SPEED LIMIT AUTHORIZATION

Road Authority	Anoka County (City of Ramsey)	Date March 3, 2016
Road Name or No.	County Road 63 (Green Valley Road)	
Termini of Zone: From	County State Aid Highway 5 (Nowthen Boulevard NW)	
To	Trunk Highway 47 (St. Francis Boulevard NW)	Date of Request November 3, 2014

As authorized in Minnesota Statutes, Section 169.14, it is hereby ordered that the following speed limits are approved and shall be put into effect on the described roadway or sections thereof.

55 miles per hour between the intersection with County State Aid Highway 5 (Nowthen Boulevard NW) and the intersection with Trunk Highway 47 (St. Francis Boulevard NW)

NOTE:
The speed limits, described in this authorization, are authorized contingent upon curves and hazards being signed with the appropriate advance curve or warning signs, including appropriate speed advisory plates. The roadway described shall be reviewed for traffic control devices impacted by the authorized speed limits before posting the signs. Warning signs and speed limit signs shall be in accordance with the Minnesota Manual on Uniform Traffic Control Devices. The speed limits, described in this authorization, are based on roadway conditions on the date of this authorization. Changes in roadway alignment, grade, or paving a gravel surface shall void this authorization.

MnDOT Authorized Signature

Road authority use only when traffic control devices changed or are installed, implementing this authorization:

DATE	SIGNATURE	TITLE

Public Works Committee **6. 2.**

Meeting Date: 05/16/2017

By: Bruce Westby, Engineering/Public Works

Title:

Review Preliminary Plans for Improvement Project #17-04, Sunwood Drive Striping Improvements.

Purpose/Background:

Purpose:

The purpose of this case is to review preliminay plans for Improvement Project #17-04, Sunwood Drive Striping Improvements.

Background:

The existing striping along Sunwood Drive between Armstrong Boulevard and Ramsey Boulevard is missing or faded in many areas, and some areas are no longer striped appropriately based on recent development that occurred since the street was originally striped. Staff is therefore in the process of preparing preliminary plans for Improvement Project #17-04, Sunwood Drive Striping Improvements, and will present the plans to the Public Works Committee at the meeting.

In summary, the preliminary plans represent a design that replaces all existing Center Two-Way Turn Lanes with dedicated left turn lanes, which will result in less driver confusion. The plans also include a dedicated left turn lane for westbound vehicles to use when turning into Casey's , as well as a dedicated left turn lane for westbound vehicles turning into the Residence at the COR.

At the time this case was prepared, Staff was still developing preliminary plans. Preliminary plans will therefore be presented to the Public Works Committee during the meeting.

Timeframe:

Staff estimates 10 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

N/A

Funding Source:

Preliminary estimated costs will be presented during the meeting, along with the preliminary plans.

Recommendation:

N/A

Action:

N/A

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/11/2017 09:49 AM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM

Form Started By: Bruce Westby Started On: 05/10/2017 02:49 PM

Final Approval Date: 05/11/2017

Public Works Committee **6. 3.**

Meeting Date: 05/16/2017

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Business Park 95 Regional Stormwater Pond Improvements**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Andrie Street & 164th Lane Reconstruction**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Mississippi River Trail Phase 3**
  - Work is substantially complete
  - Final completion scheduled for summer 2017
- **Zeolite Street Storm Sewer Extension Improvements**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd.**
  - Plans and specifications are complete
  - Working with Anoka County Parks to acquire 5.3 acres of roadway right-of-way (appraised value $200,000)
  - Construction proposed for 2017 (pending right of way acquisition)
- **Alpine Drive Reconstruction**
  - Out for bids
  - Construction proposed from June 26th through September 22nd (open to traffic August 26th)
- **Sunwood Drive Reconstruction**
  - Out for bids
  - Construction proposed from June 26th through September 29th

Anoka County Improvement Projects

- **Hanson Boulevard/CSAH 78 Grade Separation @ BNSF Railway Crossing (2017)**
  - Reconstruct County State Aid Highway 78 (CSAH 78) / Hanson Boulevard to a 4-lane divided section
  - Construct a grade-separated overpass for Burlington Northern Sante Fe (BNSF) railway crossing
- **Hanson Boulevard/CSAH 78 Reconstruction (2018)**
  - Expand CSAH 78 / Hanson Blvd between 139th Ave and CSAH 18 / Crosstown Blvd to 4-lane divided section
- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**
  - This project is currently unscheduled and unfunded

MnDOT Improvement Projects

- **Trunk Highway 10 Cable Median Barrier Installation (2018)**

    - Install cable median barrier along Highway 10 between Thurston Avenue and Highway 101
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
    - Preliminary design underway

Items of Interest

- **Puma St & Bunker Lake Blvd Improvements**
- **Updating Wellhead Protection Plan**
- **Request for Quotes for Ground Penetrating Radar, Pavement Corings and Soil Borings on Street Maintenance Projects in 2018 & 2019 CIP**

Timeframe:

Staff estimates that 10 minutes will be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

N/A

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/11/2017 10:53 AM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: Bruce Westby		Started On: 05/10/2017 03:03 PM
Final Approval Date: 05/11/2017		

Public Works Committee **6. 4.**

Meeting Date: 05/16/2017

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a list of topics for review and discussion by the Public Works Committee. The list includes topics that were drawn from Committee requests received during meetings or are topics that have previously been discussed by the Committee but have yet to be resolved. Calendar dates have been estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address Committee questions.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

For Committee review and discussion purposes only. No formal action required.

Attachments

PWC Calendar May2017

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/11/2017 10:53 AM
Kurt Ulrich	MaryJo Warner	05/11/2017 04:08 PM
Form Started By: Bruce Westby		Started On: 05/10/2017 03:06 PM
Final Approval Date: 05/11/2017		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
July 2017	Sunfish Lake Sedimentation Basin Improvements *(Westby)*
July 2017	Gibbon Street & 173rd Avenue Drainage Improvements *(Westby)*
September 2017	Well Siting Study - Well #9
Future	County Ditch Maintenance / Buffer Law *(Westby)*
Date	**Topics for Discussion – Regulatory**
Future	Sunfish Lake Boulevard Speed Zone Study Results *(Westby)*
Future	Wellhead Protection Plan Update *(Westby)*
Date	**Topics for Discussion – Policy**
Future	Landscaped Median Maintenance Policy *(Riemer)*
August 2017	Draft Trail Maintenance Policy *(Westby)*
August 2017	Draft Stormwater Pond Maintenance Policy *(Westby)*
Date	**Topics for Discussion – Planning and Budget**
June 2017	Municipal State Aid System (MSAS) Revisions *(Westby)*
Future	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies *(Westby)*
Future	Public Works Facility Review/Update *(Riemer/Brama)*
Future	Comprehensive Plan for Long-Term Water Supply *(Westby)*
Date	**Topics for Discussion – Staff Updates**
Future	Water Conservation Options / Incentives

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 1.**

Meeting Date: 06/13/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider Adoption of Resolution #17-06-~~127~~129 Approving Preliminary Plat for COR Stonebrook Academy (Project #17-101); Case of Michael and Kristen Johnson

Purpose/Background:

The City has received an application for Preliminary Plat for StoneBrook Academy, a proposed approximately 9,100 square foot building for a new child care center to be located west of Sunwood Village between Sunwood Drive and Veterans Drive.

Notification:

City Staff attempted to notify all property owners within 700 feet of the Subject Property of the request via U.S. mail and published a notice of public hearing in the Anoka Union Herald, the City's official newspaper.

Observations/Alternatives:

The proposed project appears consistent with the Zoning and Future Land Use maps.

The Preliminary Plat appears to meet the minimum bulk standards for the COR 2 sub-district. The Plat shows the creation of one (1) commercial lot and two (2) outlots to be developed at a later time. The one (1) commercial lot meets the bulk standards for the COR2 subdistrict for lot width and lot depth. Any necessary revisions are outlined in the Staff Review Letter.

The intent of the project is to construct an approximately 9,100 square foot daycare facility with an auxiliary playground space of approximately 2,300 square feet, all of which is located on the proposed 36,925 square foot proposed parcel. Staff believes this proposed use will be an asset to the City and especially for The COR.

The Environmental Policy Board (EPB) reviewed the proposed Preliminary Plat at its meeting on May 15, 2017 and recommended approval of the preliminary plat with corrections as noted in the Staff Review Letter.

Alternatives

Alternative 1: Adopt Resolution #17-06-129 approving the Preliminary Plat request as recommended by the Planning Commission (see below). The proposed project appears to comply with the bulk standards of The COR Design Framework and the proposed use would be an asset to the COR development as well as the City of Ramsey. Planning Commission and Staff are supportive of this alternative contingent upon compliance with the Staff Review Letter.

Alternative 2: Approve the project as currently presented (without Staff and Planning Commission recommendations). Note - it appears that the Developer is willing to make the recommended changes. Staff has instructed the Developer to wait to make any further revisions until the Planning Commission recommendation is confirmed/not confirmed by the City Council.

Alternative 2: Do not adopt Resolution #17-06-129 that would approve the Preliminary Plat as requested. If the City

Council desires denial it should clearly state its findings for the denial and direct staff to prepare a resolution outlining those findings of fact. As previously noted, the proposed project appears consistent with the provisions of City Code and The COR Design Framework. Staff does not support this alternative.

Funding Source:

The Applicant is responsible for all costs associated with this request.

Recommendation:

The Planning Commission recommended approval of the site plan, contingent on further building design revisions in addition to those outlined in the Staff Review Letter:

1. Additional window coverage on Sunwood Drive facade
2. Further emphasis on stone pillars between window facades on Sunwood Drive
3. Both design elements illustrated on Page 52 (top right image) of The COR Design Framework (included in attached Staff Review Letter)

Final note, the Planning Commission did note that the Applicant did make significant improvement to the design from the original building design package submitted for official Site Plan Review. The Planning Commission had raised significant concern with the original design.

Action:

The Planning Commission recommended approval of the site plan, contingent on further building design revisions in addition to those outlined in the Staff Review Letter:

1. Additional window coverage on Sunwood Drive facade
2. Further emphasis on stone pillars between window facades on Sunwood Drive
3. Both design elements illustrated on Page 52 (top right image) of The COR Design Framework (included in attached Staff Review Letter)

Attachments

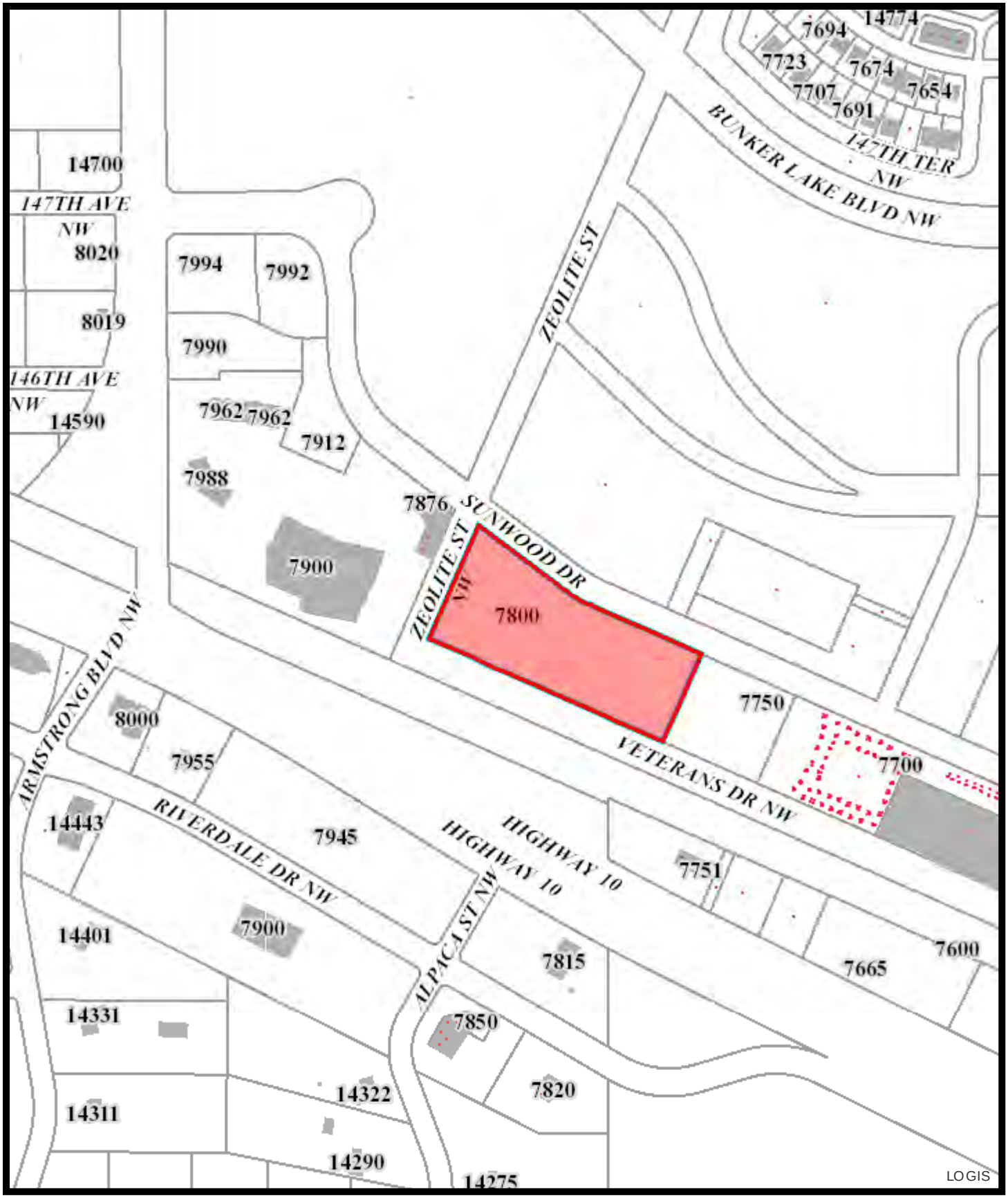
Site Location Map
Application Document
Preliminary Plat Sheet 1 of 2
Preliminary Plat Sheet 2 of 2
Yolite Plans
Staff Review Letter
DRAFT Planning Commission Meeting Minutes June 2017
Resolution #17-06-129 Approving Preliminary Plat

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/08/2017 02:32 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:50 PM
Form Started By: Eric Maass		Started On: 06/08/2017 09:30 AM
Final Approval Date: 06/08/2017		

28-32-25-23-0010
7800 SUNWOOD DR NW

Site Location Map



Feet
0 95 190 380 570 760

Print Date: May 17, 2017

10-101

City of RAMSEY

RECEIVED
MAY 04 2017
BY:

Land Use Application

☐ Plat – Sketch Plan	☐ Plat – Preliminary Plat	■ Plat – Final Plat
☐ Administrative Plat	■ Site Plan Review	☐ Easement/ROW Vacation
☐ Conditional Use Permit	☐ Interim Use Permit	☐ Comprehensive Plan Amendment
☐ Zoning Amendment	☐ Home Occupation Permit	■ Variance
☐ Dwelling Moving Permit	☐ Environmental Permit	☐ Registered Land Survey
☐ Non-Traditional Animal License	☐ Beekeeping License	☐ Private Kennel License

Applicant Contact Information

Please note: All official communication will be routed through this contact.

Name:	Michael D. Johnson, Kristen L. Johnson		
Street Address:	2505 153rd Lane NW		
City, State, ZIP:	Andover, MN 55304		
Home Phone:	763-228-0705	Work Phone:	
Email:	johnson.md08@gmail.com	Fax Number:	
Name of Business (if applicable):			
Business Address (if applicable)	7800 Sunwood Dr NW		
Business City, State, ZIP	Ramsey Mn 55303		
Business Phone:		Business Fax:	

Subject Property Information

(Location of Application)

Address	7800 Sunwood Dr NW
PIN	28-32-25-0010
Legal Description	Outlot B, COR ONE
Zoning District	COR-2

Contact the Planning Division at 763-433-9824 or planning@cityoframsey.com to request a Zoning Verification

Property Owner Information

(If different than Applicant)

Name:	City of Ramsey Attn: Patrick Brama		
Street Address:	7550 Sundwood Dr NW		
City, State, ZIP:	Ramsey, MN 55303		
Home Phone:	763-433-9868	Work Phone:	
Email:	pbrama@cityoframsey.com	Fax Number:	

Please provide a detailed description of your request and attached a copy of a scaled site plan

See attached

A "Land Use Sign" will be placed on the Subject Property to allow Ramsey Residents the opportunity to obtain information about your request.

Applicant Signature		Co-Applicant Signature	
Printed Name	Michael Johnson	Printed Name	Kristen Johnson
Title	owner	Title	owner
Date	5/3/17	Date	5/3/17

I understand that the application fee is non-refundable. All costs associated with the processing of this application are the responsibility of the applicant whether this application is approved or denied. Any excess of escrow account deposits over expenditures will be refunded at the time of account closure. I also understand that as the applicant, it is my responsibility to obtain all other permits or licenses required by any applicable regulatory agencies for this Land Use Application.

Property Owner Signature		Property Owner Signature	
Printed Name	Patrick Brama	Printed Name	
Title	Assistant City Administrator/Economic Development Manager	Title	
Date		Date	

I hereby certify that I am the fee title owner/contract for deed vendee of record for the above-mentioned property. Failure to prove ownership may void any agreements entered into the City and I will be held liable for any and all costs incurred by the City.

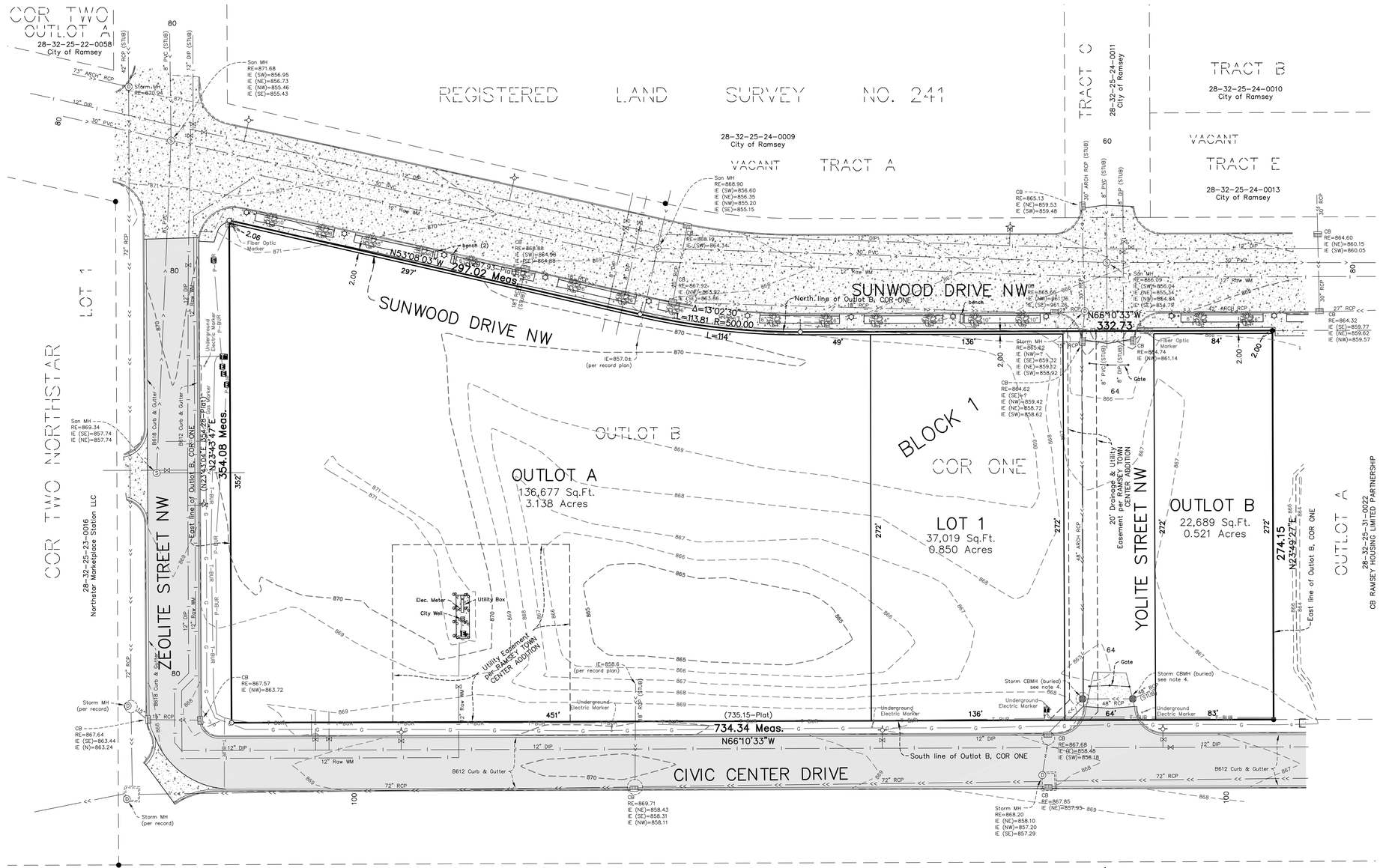
Preliminary Plat

~ of ~

COR STONE BROOK ACADEMY

~ for ~

CITY OF RAMSEY



DESCRIPTION OF PROPERTY TO BE PLATTED:
(PER COMMITMENT NO. 52695 ISSUED BY COMMERCIAL PARTNERS TITLE , LLC. DATED FEBRUARY 28, 2017)

Outlot B, COR ONE, Anoka County, Minnesota.

NOTES:

1. The professional surveyor has made no investigation or independent search for easements of record, encumbrance, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose.
2. The underground utilities shown have been located from field survey information per Gopher State One Call Ticket No. 170831372 and available records. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. Prior to any excavation, contact Gopher State One Call for an on-site location (651-454-0002). The subsurface utility information on this survey is utility quality level D. This quality level was determined according to the guidelines of CI/ASCE 38-2, entitled "Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.
3. Project benchmark; MnDOT Hyatt, Elevation=878.61 (NGVD 1929)

Municipality:	City of Ramsey
Existing Zoning:	COR
Proposed Zoning:	COR
Proposed Use:	Mixed Use
Road Mileage:	274 LF or 0.05 Miles
Street Lighting	as required
Proposed Utilities:	
	Sewer: Municipal (available)
	Water: Municipal (available)
Plat Area:	
	Total Area: 215,290 sq. ft. = 4.94 acres
	Proposed ROW: 18,905 sq. ft. = 0.43 acres
	Park Area: 0 sq. ft. = 0.00 acres

Building Setbacks:	Front yard: 15 feet Rear yard: no req. Side yard: no req.
Lot Summary:	1 Lot, 2 Outlots
Owner	City of Ramsey 7550 Sunwood Drive NW Ramsey, MN 55303
Subdivider	Michael & Kristen Johnson 2505 153rd Lane NW Andover, MN 55304
Designer/Surveyor	Hakanson Anderson Assoc. 3601 Thurston Avenue Anoka, MN 55303 (763) 427-5860
PID No.	28-32-25-23-0010

LEGEND

- ● = DENOTES IRON MONUMENT FOUND
- ○ = IRON MONUMENT SET AND MARKED WITH LICENSE NO. 18420

N

SCALE 40 0 40 80 IN FEET

DATE	REVISION
05/31/17	Revise Lot 1 per Updated Site Plan & Street Width

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Minnesota.

CHARLES R. CHRISTOPHERSON, LS
Date 05/04/17 Lic. No. 18420

DESIGNED BY: CRC
DRAWN BY: MSS
CHECKED BY: CRC

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.haa-inc.com

COR STONE BROOK ACADEMY

CITY OF RAMSEY

PRELIMINARY PLAT

CITY OF RAMSEY, MINNESOTA

SHEET 1 OF 2 SHEETS

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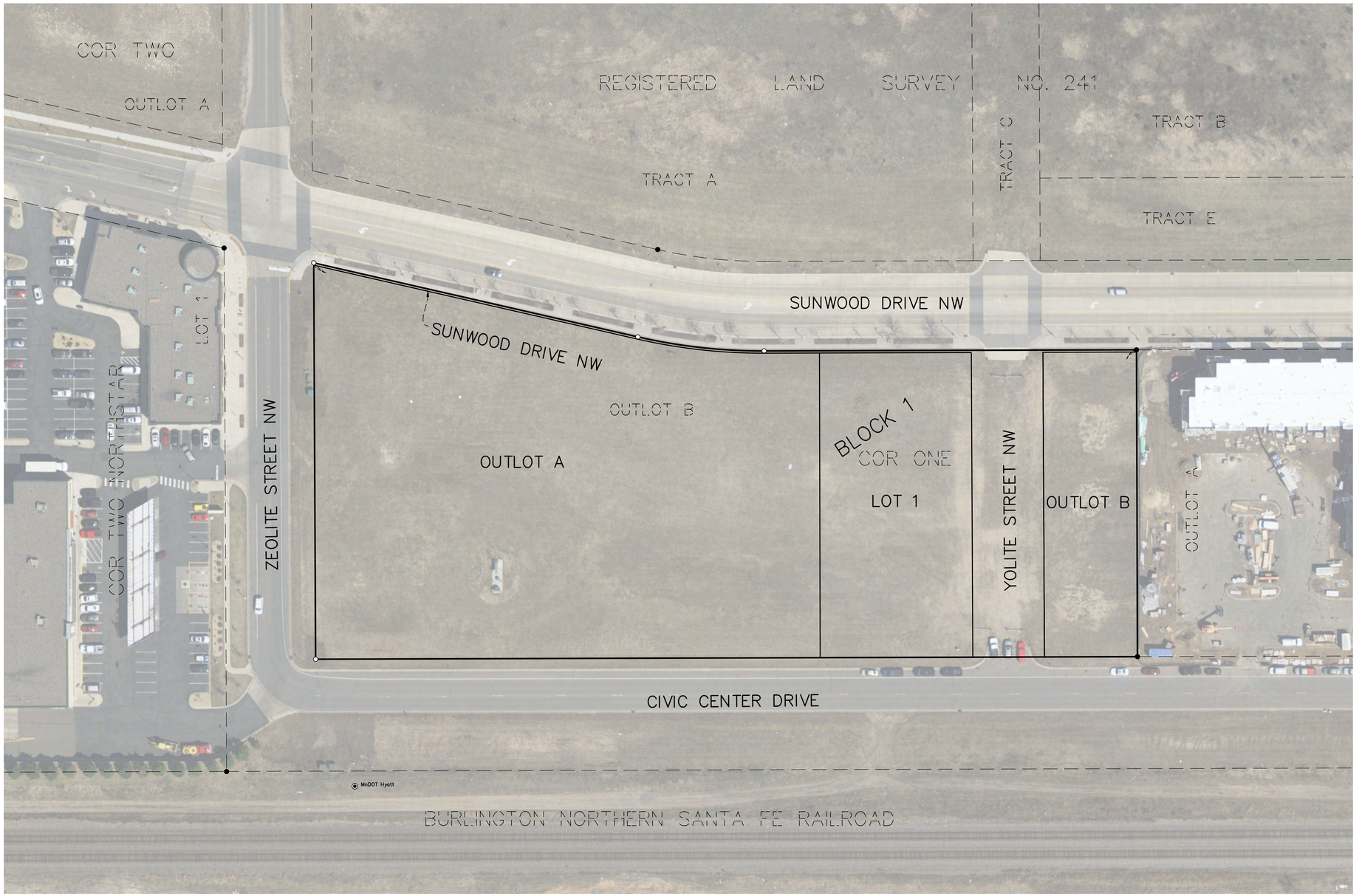
Preliminary Plat

~ of ~

COR STONE
BROOK ACADEMY

~ for ~

CITY OF RAMSEY



N

50 0 50 100
SCALE IN FEET

DATE	REVISION
05/31/17	Revise Lot 1 per Updated Site Plan & Street Width

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under the laws of the State of Minnesota.

CHARLES R. CHRISTOPHERSON, LS
Date 05/04/17 Lic. No. 18420

DESIGNED BY: CRC
DRAWN BY: MSS
CHECKED BY: CRC

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COR STONE BROOK ACADEMY

CITY OF RAMSEY

PRELIMINARY PLAT

CITY OF RAMSEY, MINNESOTA

SHEET 2 OF 2 SHEETS

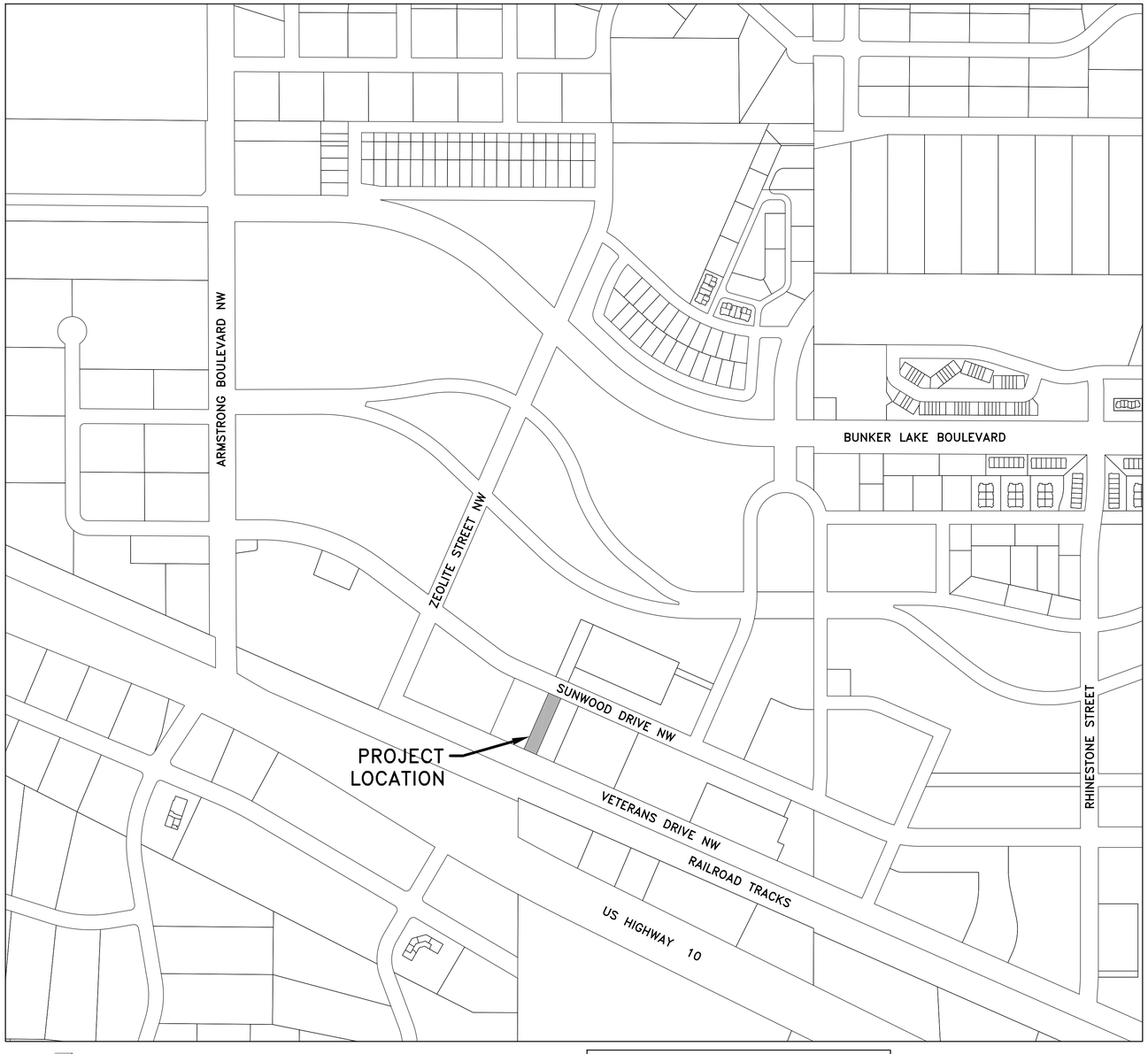
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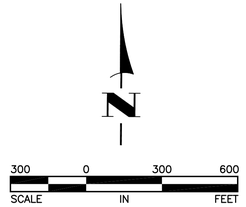
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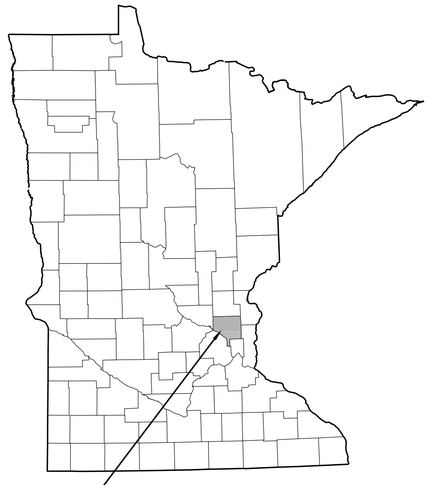
YOLITE STREET

CONSTRUCTION PLANS FOR BITUMINOUS SURFACING, CURB & GUTTER, DRAINAGE IMPROVEMENTS, SANITARY SEWER, WATERMAIN AND MISCELLANEOUS CONSTRUCTION

CITY OF RAMSEY







CITY OF RAMSEY,
ANOKA COUNTY,
MINNESOTA

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE 2013 CEAM STANDARD SPECIFICATIONS SHALL APPLY.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE YOLITE STREET PROJECT.

SHEET INDEX

THIS PLAN CONTAINS 22 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE
2	GENERAL CONSTRUCTION NOTES AND DETAILS
3	DETAILS & LEGEND
4–8	DETAILS
9–10	TYPICAL SECTIONS
11	EXISTING CONDITIONS AND REMOVALS
12	STREET PLAN AND PROFILE
13	SANITARY SEWER AND WATERMAIN PLAN
14	GRADING AND EROSION CONTROL
15–16	STRIPING LEGEND AND NOTES
17	STRIPING & SIGNAGE PLAN
18–20	SIGNAGE DETAILS
21	TRAFFIC CONTROL PLANS
X1	CROSS SECTIONS

APPROVED: _____ DATE: _____

BRUCE WESTBY, P.E.
CITY ENGINEER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

_____ 23461 DATE 5/4/17

CRAIG J. JOCHUM, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

LIC. NO.

DATE	REVISION

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

May 04, 2017 - 1:46pm
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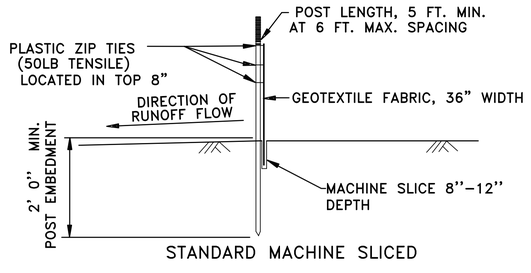
GENERAL CONSTRUCTION AND SOILS NOTES:

1. STRIP ALL INPLACE TOPSOIL IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. IN AREAS OF PARKING LOT AND BUILDING CONSTRUCTION, THE EXPOSED SAND SHALL BE SURFACE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM D698, IN AT LEAST THE UPPER 3 FEET.
2. UNLESS OTHERWISE RECOMMENDED IN THESE PLANS, THE GRADING SUBGRADE SHALL BE CONSTRUCTED OF SUITABLE GRADING MATERIAL. THE FILL SHALL BE PLACED IN 8'' TO 10'' LOOSE LIFTS, AND COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY.
3. SUITABLE GRADING MATERIAL FOR THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILT, DEBRIS, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
4. PROVIDE A SAW CUT WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT AND AT TERMINI OF CONSTRUCTION TO ENSURE A UNIFORM JOINT.
5. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH Mn/DOT SPEC. 2104.3.
6. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT A UNIFORM RATE OF 0.05 GAL/SY TO 0.07 GAL/SY BETWEEN BITUMINOUS LAYERS. THE APPLICATION RATES ARE FOR UNDILUTED EMULSIONS (AS SUPPLIED FROM THE REFINERY) OR MC AND RC LIQUID ASPHALTS.
7. PERFORMANCE GRADED (PG) ASPHALT BINDER PG 58-28, SPEC. 3151, SHALL BE USED FOR ALL BITUMINOUS MIXES ON THIS PROJECT. SPECIFIC PG GRADES SHALL BE LISTED AT THE END OF THE MIX DESIGNATION NUMBER SHOWN ON THE TYPICAL SECTION.
8. THE BITUMINOUS MIXTURES SHALL MEET THE REQUIREMENTS OF SPECIFICATIONS 2360 AND 3139.
9. ALL DISTURBED AREAS SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD. SEE CITY STANDARD PLATE ERO-6 ON SHEET 6 FOR TOPSOIL REQUIREMENTS.

GENERAL EROSION CONTROL NOTES:

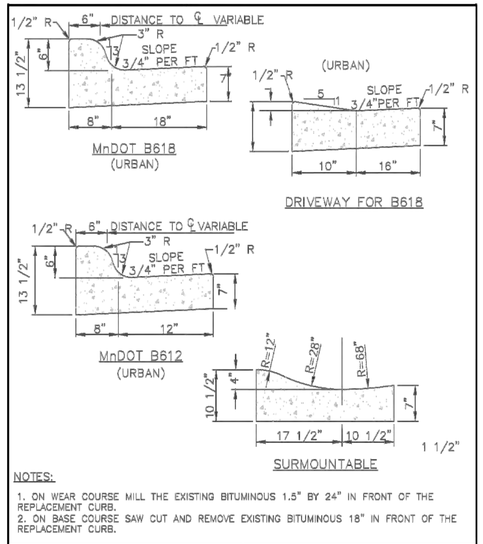
1. EROSION CONTROL SHALL CONFORM TO THE Mn/DOT EROSION CONTROL HANDBOOK.
2. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ACQUIRE THE NECESSARY MPCA NPDES STORMWATER PERMIT.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
4. THE CONTRACTOR SHALL SCHEDULE HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
5. BMP'S SHALL BE INSPECTED DAILY BY THE CONTRACTOR. OBSERVATIONS SHALL BE RECORDED IN THE INSPECTION LOG.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.
7. THE CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH THE MPCA AFTER FINAL STABILIZATION HAS BEEN APPROVED.

BASIS OF ESTIMATED QUANTITIES	
Bituminous Pavement	110lbs/yd^2/in
Bituminous Material for Tack Coat	0.07 Gal/yd^2
Seed Mixture 25-121	120 lbs/acre
Seed Mixture 25-151	120 lbs/acre
Type Hydraulic Mulch	2100 lbs/acre
Fertilizer Type 3 22-5-10	300 lbs/acre



1/2 SILT FENCE DETAILS

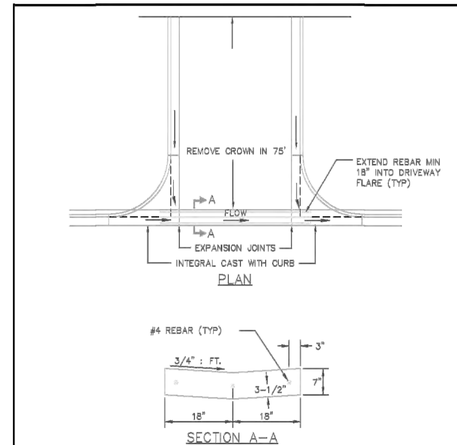
TO PROTECT AREAS FROM SHEET FLOW (SEE SPEC. 3886)



NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

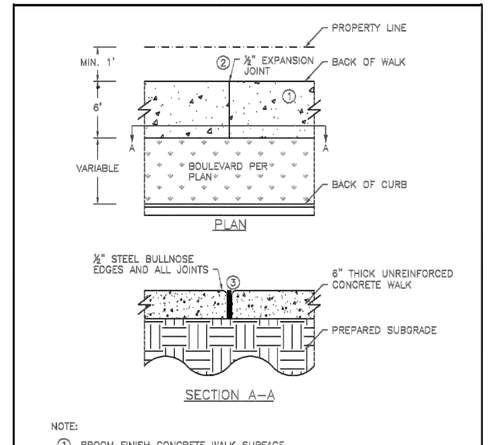
APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR-1



CONCRETE VALLEY GUTTER

NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" ANS A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%

APPROVED: 4 - 2007	City of RAMSEY	STANDARD DETAILS: CROSS GUTTER
		CITY PLATE No. STR-2



NOTE:
1. BROOM FINISH CONCRETE WALK SURFACE
2. MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
3. 1/2" EXPANION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

NOT TO SCALE

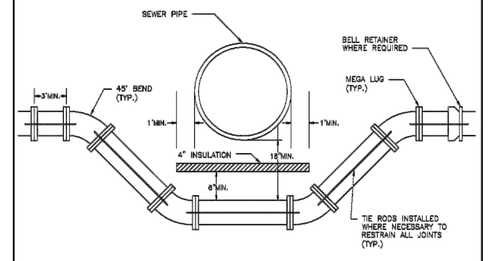
APPROVED: 10 - 2015	City of RAMSEY	STANDARD DETAILS: CONCRETE SIDEWALK
		CITY PLATE No. STR-3

MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877-1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	-
CLAY	5% -35%	ASTM D 422
SILT	5% - 70%	ASTM D 422
SAND	10% - 75%	ASTM D 422
ORGANIC MATTER	3% - 15%	ASTM D 2974
pH	6.1-7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

APPROVED: 1 - 2016	City of RAMSEY	CITY PLATE No. ERO-6	STANDARD DETAILS: TOPSOIL REQUIREMENTS



NOTE:
1. PROVIDE MEGA LUGS OR APPROVED EQUAL AT ALL JOINT'S ON BENDS AND AS SHOWN ON THIS STANDARD PLATE.
2. USE 2 - 3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFER INSTALLATION.
3. PROVIDE SAND CUSHION BETWEEN TOP OF WATERMAIN AND BOTTOM OF INSULATION, MIN. DIMENSIONS AS SHOWN ON THIS STANDARD PLATE.

NOTE: SEE STANDARD PLATE WAT-5 FOR UTILITY INSULATION REQUIREMENTS.

APPROVED: 6 - 2015	City of RAMSEY	STANDARD DETAILS: WATERMAIN LOWERING
		CITY PLATE No. WAT-7

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Date 5-4-17 CRAIG J. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: MSS
CHECKED BY: CJJ

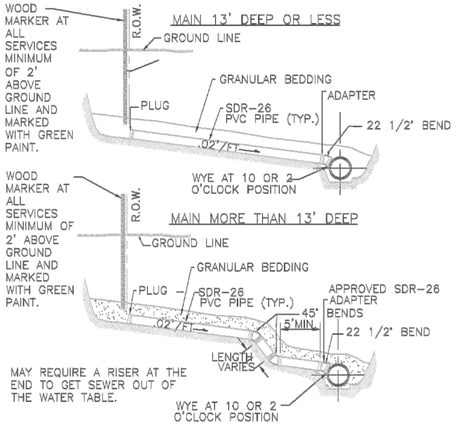
Hakanson Anderson
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763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

YOLITE STREET

GENERAL CONSTRUCTION NOTES AND DETAILS
CITY OF RAMSEY, MINNESOTA

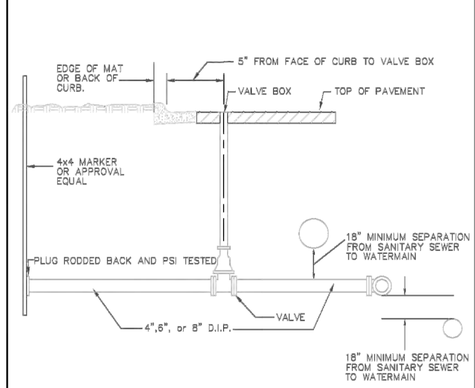
SHEET 2 OF 21 SHEETS

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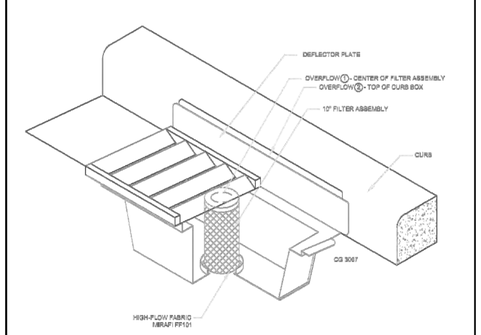
NOTES:
1. 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRE ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED: 4 – 2016	City of RAMSEY	STANDARD DETAILS: SANITARY SEWER SERVICE
		CITY PLATE No. SEW–3



NOTES:
1.SHALL BE BLOCKED OR TIED TO THE MAIN WITH 2–3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: COMMERCIAL SERVICE
		CITY PLATE No. WAT–5

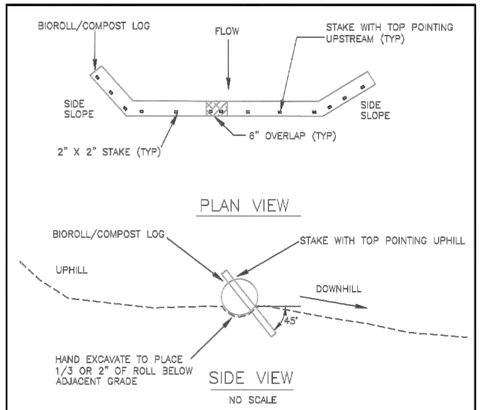


INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

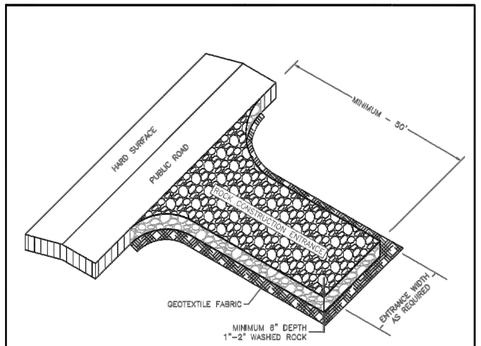


NOTE:
STAKE INTO GROUND WITH WOOD STAKES DRIVING STAKE 6" INTO GROUND AND PROTRUDING 2" ABOVE LOG
WOOD STAKES ARE A MINIMUM 0.5" X 2" X 16" AND PLACED EVERY 1' UNLESS PRECLUDED BY A ROCK
WHEN MORE THAN 1 BIOROLL/COMPOST LOG IS NEEDED, OVERLAP ENDS A MINIMUM OF 8" AND STAKE
WOOD STAKES ARE DRIVEN THROUGH BACK HALF OF BIOROLL OR COMPOST LOG AT 45° ANGLE WITH TOP OF STAKE POINTING UPHILL

APPROVED: 3 – 2016	City of RAMSEY	STANDARD DETAILS: BIO ROLL (COMPOST LOG)
		CITY PLATE No. ERO–4

CONSTRUCTION PLAN LEGEND

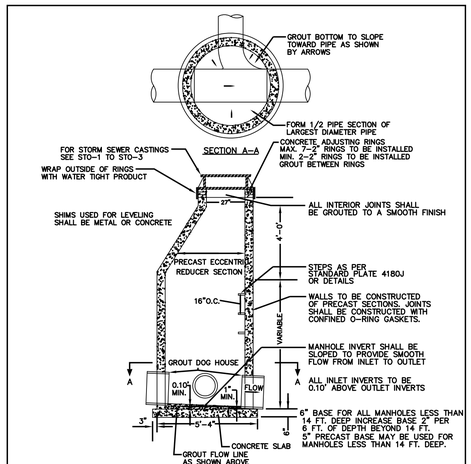
- EXISTING FENCE
- SALVAGE FENCE
- INSTALL SALVAGED FENCE
- EXISTING GRAVEL EDGE
- EXISTING RIGHT–OF–WAY
- PROPOSED RIGHT–OF–WAY
- PROPOSED CENTERLINE
- 800 EXISTING CONTOUR
- 800 PROPOSED CONTOUR
- 877.0 SPOT ELEVATION
- DRAINAGE ARROW
- PROPERTY BOUNDARY
- EXISTING WATERMAIN
- PROPOSED WATERMAIN
- EXISTING SANITARY
- PROPOSED SANITARY
- SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
- SAWCUT BITUMINOUS (FULL DEPTH)
- EXISTING TREE LINE
- CLEAR AND GRUB TREES
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- P–OH OVERHEAD POWER
- G GAS LINE
- T–BUR BURIED TELEPHONE LINE
- P–BUR BURIED ELECTRIC LINE
- FO–BUR BURIED FIBER OPTIC
- E EXISTING ELECTRIC PEDESTAL
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING HYDRANT
- PROPOSED HYDRANT
- GV EXISTING GATE VALVE
- GV PROPOSED GATE VALVE
- EXISTING SANITARY MANHOLE
- EXISTING CONCRETE
- PROPOSED CONCRETE
- EXISTING GRAVEL



NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

NOT TO SCALE

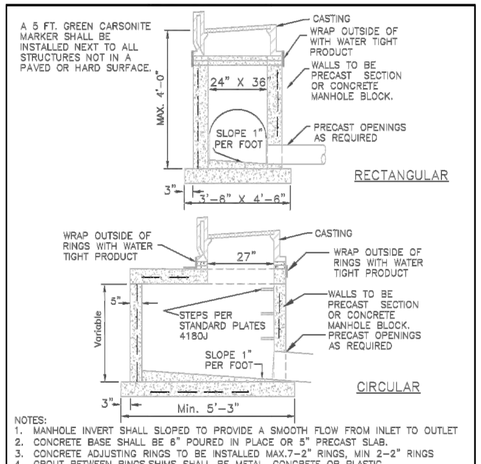
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5



STANDARD DETAIL

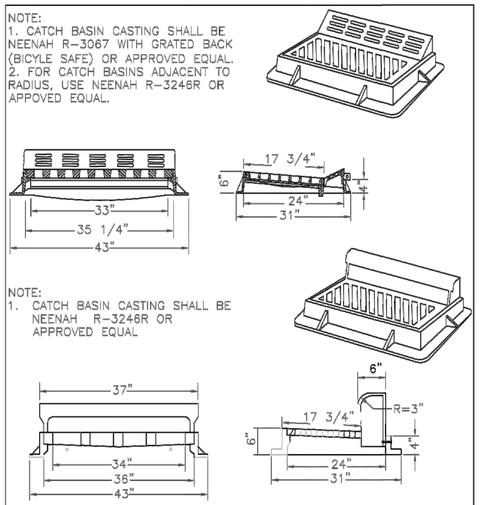
NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED DATE 1–2006	City of RAMSEY	STANDARD DETAILS STORM MANHOLE / CATCH BASIN
		CITY PLATE No. STO–4



NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7–2" RINGS, MIN 2–2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED: 4 – 2007	City of RAMSEY	STANDARD DETAILS: CATCH BASIN
		CITY PLATE No. STO–1



STANDARD CATCHBASIN CASTING

APPROVED: 6 – 2016	City of RAMSEY	STANDARD DETAILS: STORMWATER CASTING
		CITY PLATE No. STO–4

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

CRAIG J. JOCHUM, P.E.
Date 5–4–17 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: MSS
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

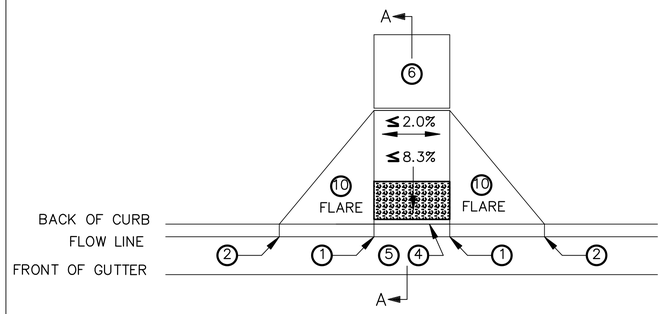
YOLITE STREET

DETAILS & LEGEND

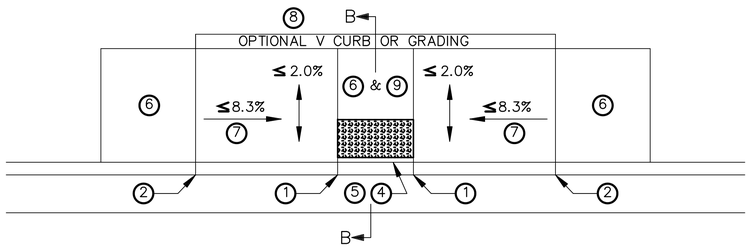
CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 21 SHEETS

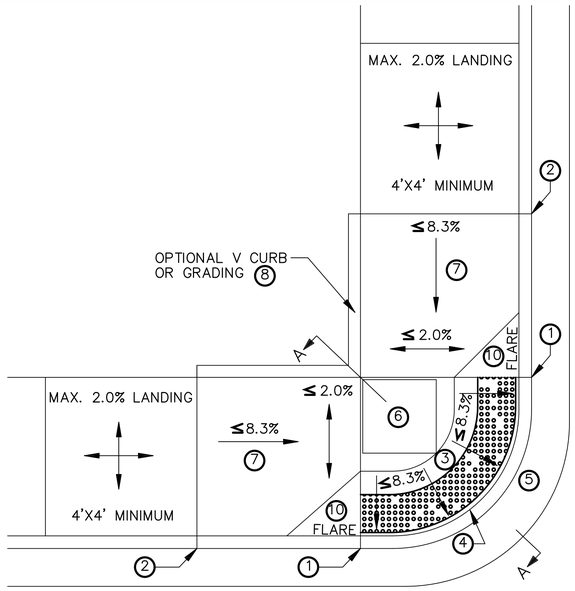
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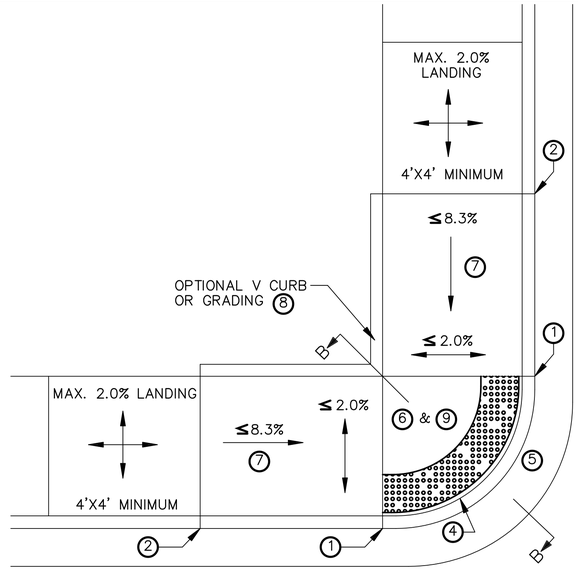
PERPENDICULAR



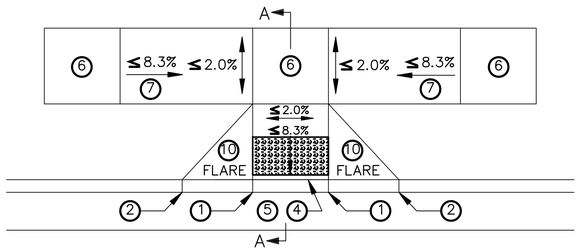
PARALLEL



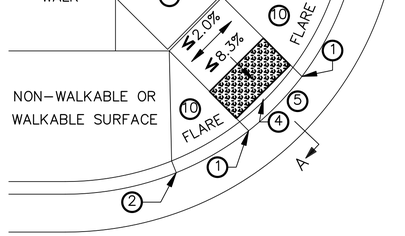
FAN



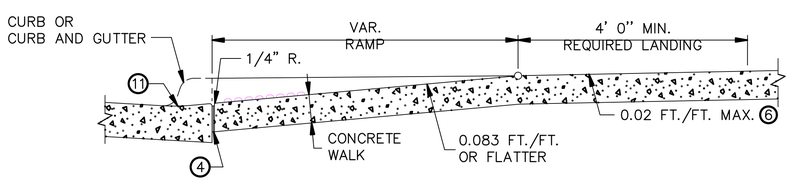
DEPRESSED CORNER



TIERED PERPENDICULAR

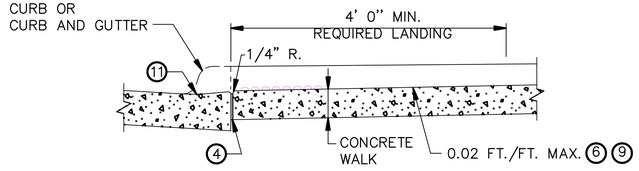


DIAGONAL (12)



SECTION A–A

PERPENDICULAR/TIERED/DIAGONAL/FAN



SECTION B–B

PARALLEL/DEPRESSED CORNER

NOTES:

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.

SLOPES ARE DEFINED AS ABSOLUTE ELEVATION DIFFERENCE PER LENGTH OF RUN. (AS OPPOSED TO A RELATIVE SLOPE WITH RESPECT TO A CURB LINE OR CURB HEIGHT.)

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.

CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

USE 6" CONCRETE FOR ALL INITIAL RAMP AND LANDING AREAS.

CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.

ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL/PEDESTRIAN ACCESS ROUTE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

(1) 0" CURB HEIGHT.

(2) FULL CURB HEIGHT.

(3) LESS THAN 5% PREFERRED. 5–8.3% SHOULD ONLY BE USED AFTER ALL OTHER SLOPES HAVE BEEN CONSIDERED AND DEEMED IMPRACTICAL.

(4) 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SET BACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SET BACK 3"–6" FROM THE BACK OF CURB.

(5) SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.

(6) 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.

(7) IF RUNNING SLOPE IS LESS THAN 5.0% NO SECONDARY LANDING IS REQUIRED.

(8) V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. SEE SHEET 5 OF 5.

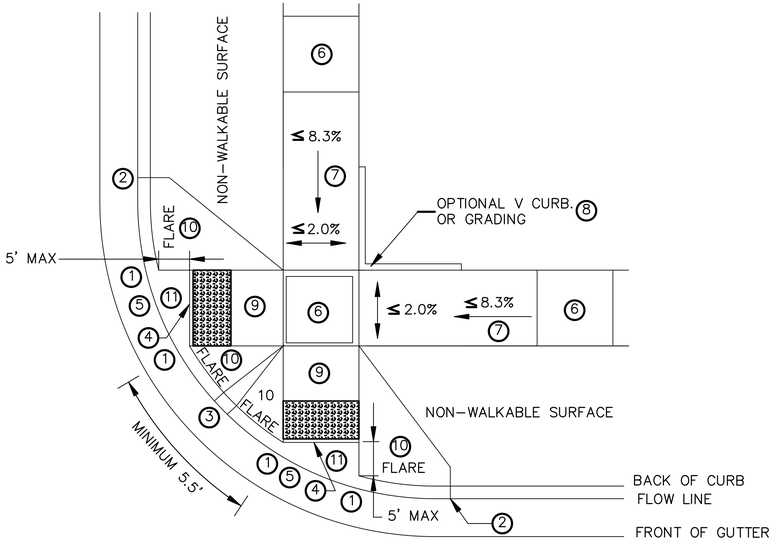
(9) DETECTABLE WARNINGS MAY BE PART OF 4' X 4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.

(10) SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.

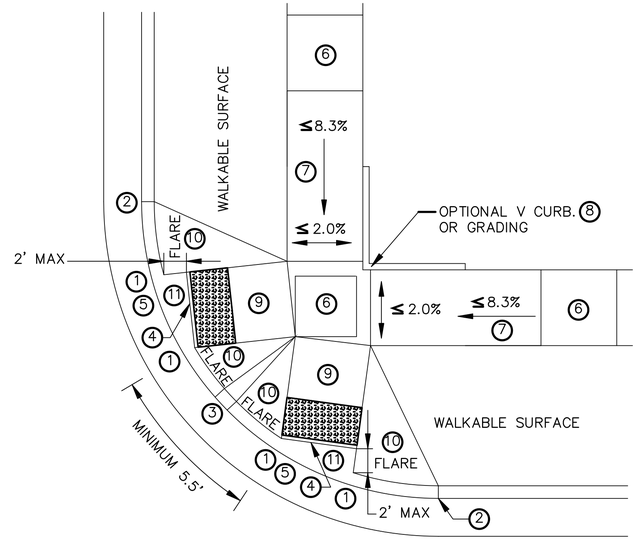
(11) SEE SHEET 3 OF 5 FOR FURTHER DETAIL.

(12) DIAGONAL RAMPS SHOULD ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN CONSIDERED AND DEEMED IMPRACTICAL.

STANDARD PLAN SHEET NO. 5–297.250 (1 OF 5)	PEDESTRIAN CURB RAMP DETAILS
STANDARD APPROVED: MAY 10, 2012	
YOLITE STREET, CITY OF RAMSEY	SHEET NO. 4 OF 21 SHEETS

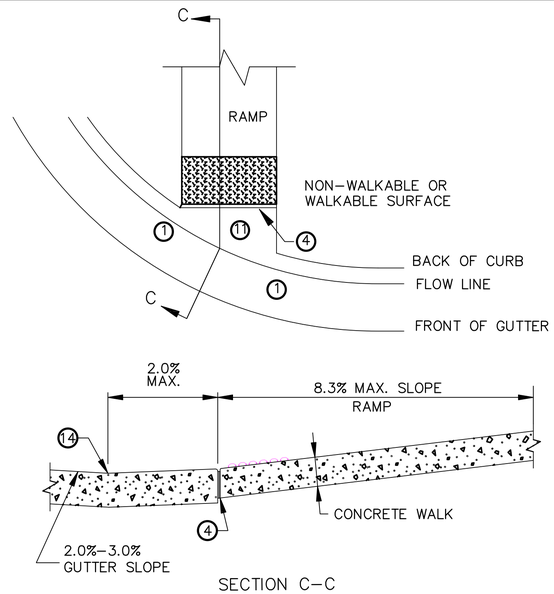


ADJACENT TO NON-WALKABLE SURFACE



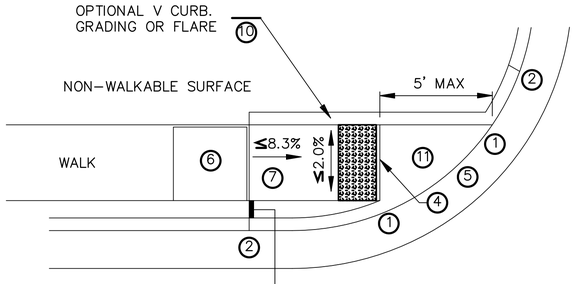
ADJACENT TO WALKABLE SURFACE

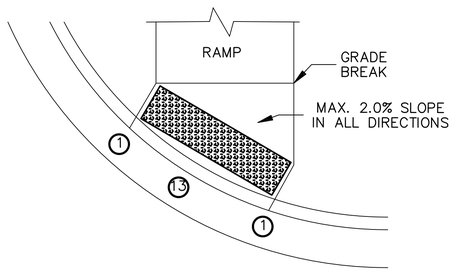
COMBINED DIRECTIONAL



SECTION C-C

CURB FOR DIRECTIONAL RAMPS (12)





ONE-WAY DIRECTIONAL

NOTES:

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.

SLOPES ARE DEFINED AS ABSOLUTE ELEVATION DIFFERENCE PER LENGTH OF RUN. (AS OPPOSED TO A RELATIVE SLOPE WITH RESPECT TO A CURB LINE OR CURB HEIGHT.)

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.

CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

USE 6" CONCRETE WALK FOR ALL INITIAL RAMP AND LANDING AREAS.

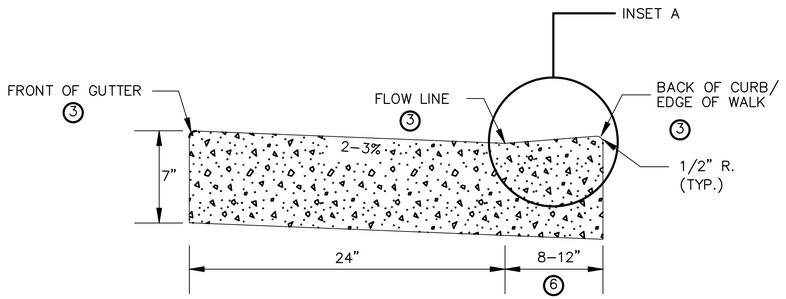
CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.

ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL/PEDESTRIAN ACCESS ROUTE.

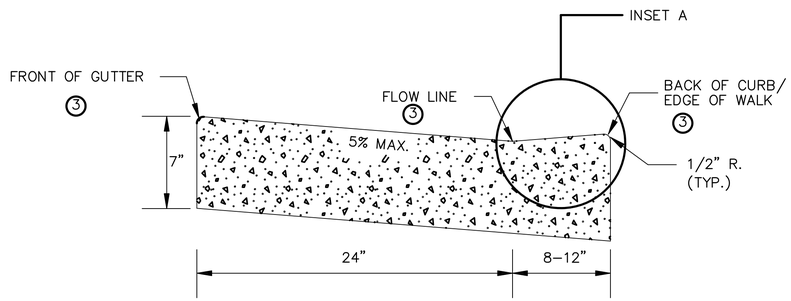
4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

(1) 0" CURB HEIGHT.
(2) FULL CURB HEIGHT.
(3) 3" MINIMUM CURB HEIGHT.
(4) 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SET BACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SET BACK 3"-6" FROM THE BACK OF CURB.
(5) SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
(6) 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
(7) IF RAMP SLOPE IS LESS THAN 5% NO SECONDARY LANDING IS REQUIRED.
(8) V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
(9) RUNNING SLOPE LESS THAN OR EQUAL TO 8.3% & CROSS SLOPE LESS THAN OR EQUAL TO 2%.
(10) SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
(11) MAX. 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
(12) TO BE USED FOR ALL DIRECTIONAL RAMPS.
(13) DOMES PLACED AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
(14) ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.

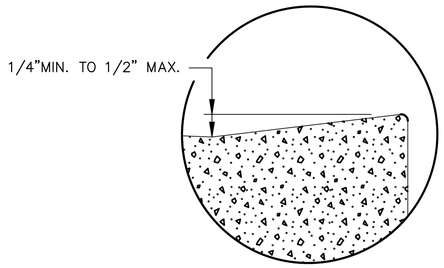
STANDARD PLAN SHEET NO. 5-297.250 (2 OF 5)	PEDESTRIAN CURB RAMP DETAILS
STANDARD APPROVED: MAY 10, 2012	



NON PERPENDICULAR ①

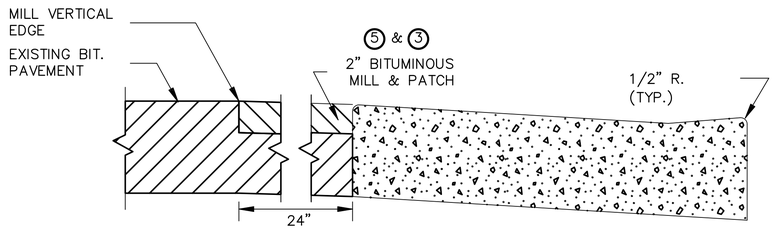


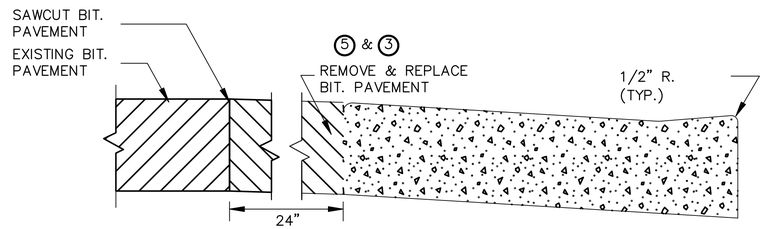
PERPENDICULAR ②

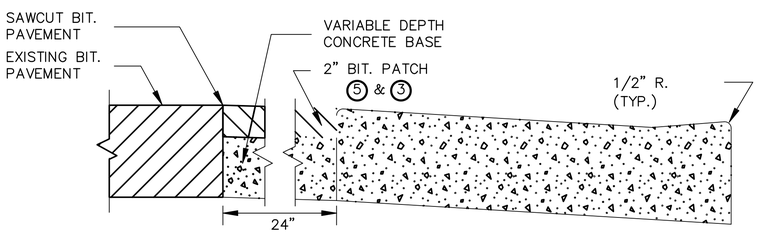


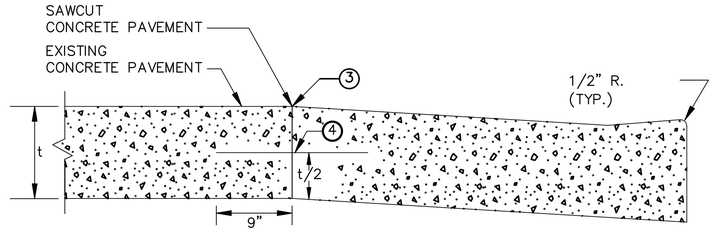
INSET A

PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL









PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS

NOTES:

ADEQUATE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% ABSOLUTE MAXIMUM.

NO PONDING SHALL BE PRESENT IN THE PAR.

ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.

② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.

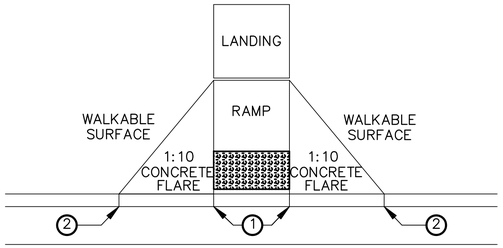
③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".

④ DRILL AND GROUT NO. 13 EPOXY–COATED 18" LONG BARS AT 2' CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.

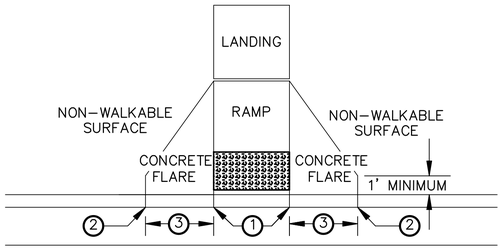
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.

⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.

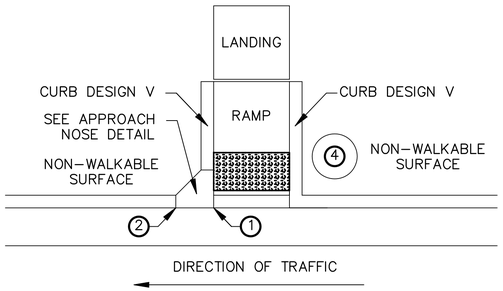
STANDARD PLAN SHEET NO. 5–297.250 (3 OF 5)	PEDESTRIAN CURB RAMP DETAILS
STANDARD APPROVED: MAY 10, 2012	
YOLITE STREET, CITY OF RAMSEY	SHEET NO. 6 OF 21 SHEETS



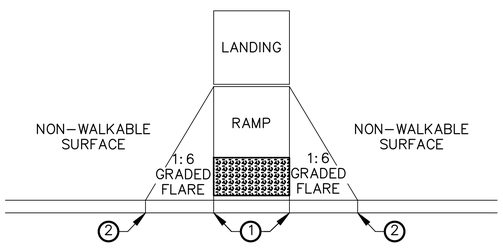
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

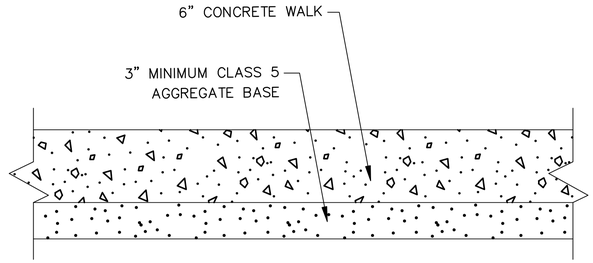


RETURNED CURB

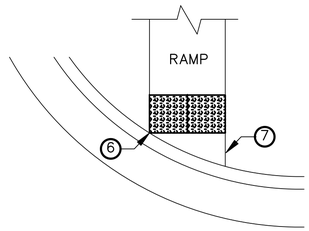


GRADED FLARES

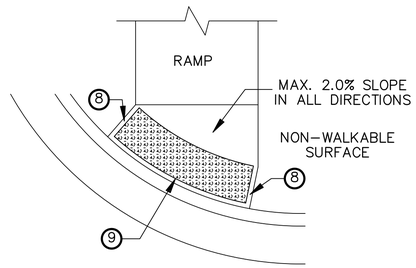
TYPICAL SIDE TREATMENT OPTIONS ⑤



TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

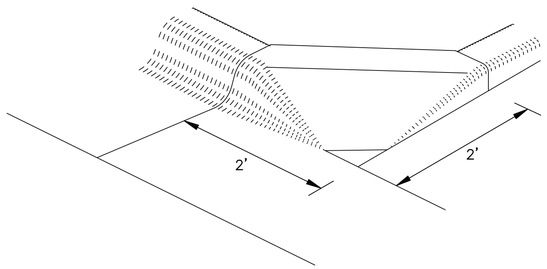


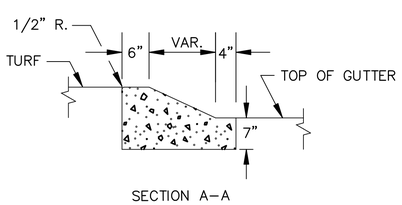
DETECTABLE WARNING
SETBACK CRITERIA



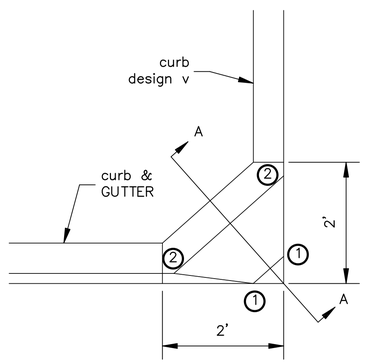
RADIAL DETECTABLE
WARNING AT RADIUS

DETECTABLE WARNING PLACEMENT





SECTION A-A



APPROACH NOSE DETAIL
FOR DOWNSTREAM SIDE OF TRAFFIC

NOTES:

SEE STANDARD PLATE 7038 AND THIS SHEET FOR DETAILS ON DETECTABLE WARNING.

USE 6" CONCRETE WALK UP TO EXISTING SIDEWALK GRADES FOR ALL RAMP AND LANDING AREAS.

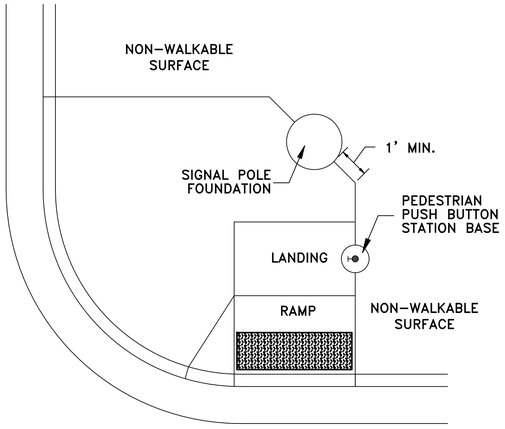
WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.

FLARE LENGTHS SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

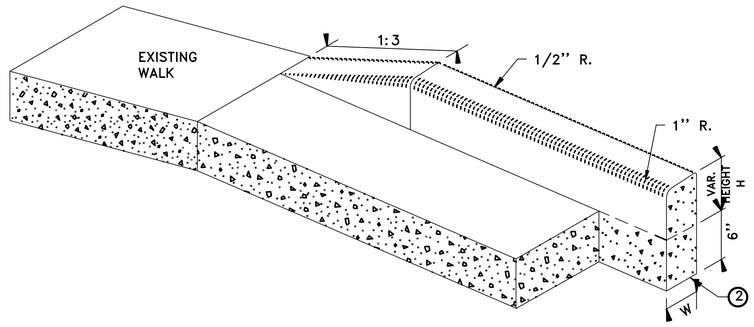
4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2' – 3' CONCRETE FLARE.
④ IMMOVABLE OBJECT OR OBSTRUCTION.
⑤ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑥ DETECTABLE WARNING SHALL HAVE ONE CORNER 3" FROM THE BACK OF CURB.
⑦ SHALL BE 2' MAXIMUM OFFSET WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM OFFSET WHEN ADJACENT TO NON-WALKABLE SURFACE.
⑧ WHEN NO FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑨ DETECTABLE WARNING TO BE PLACED AT A UNIFORM OFFSET DISTANCE FROM 3" TO 6" FROM THE BACK OF CURB. IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNING SHALL BE PLACED 1' FROM THE EDGE OF ROADWAY TO PROVIDE CONCRETE BORDER.

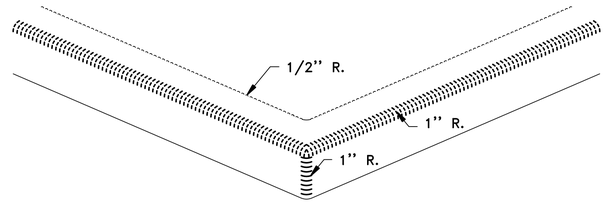
STANDARD PLAN SHEET NO. 5-297.250 (4 OF 5)	PEDESTRIAN CURB RAMP DETAILS
STANDARD APPROVED: MAY 10, 2012	
YOLITE STREET, CITY OF RAMSEY	SHEET NO. 7 OF 21 SHEETS



CONCRETE WALK EDGES ADJACENT TO CONCRETE STRUCTURES

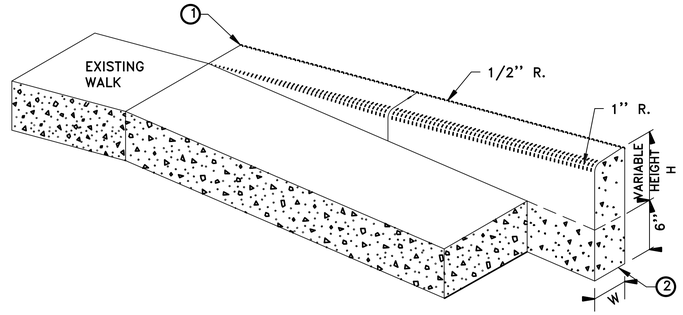


V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

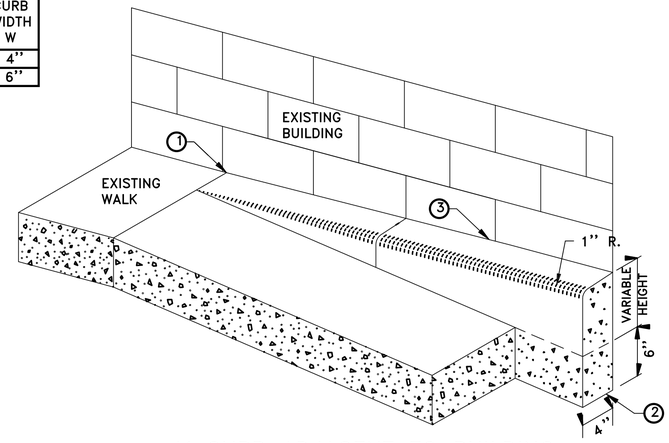


V CURB INTERSECTION

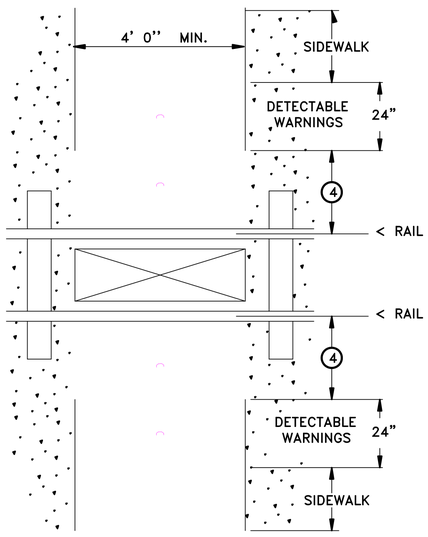
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



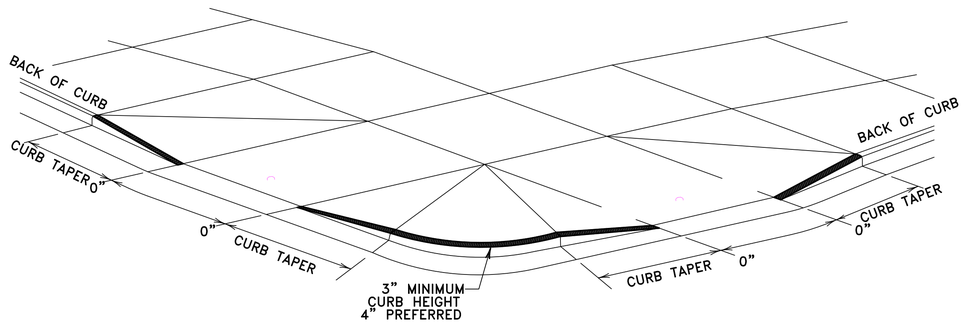
V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS



V CURB ADJACENT TO BUILDING



RAILROAD CROSSING
PLAN VIEW



DETECTABLE EDGE AT QUADRANT ⑤

NOTES:

ALL V–CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.

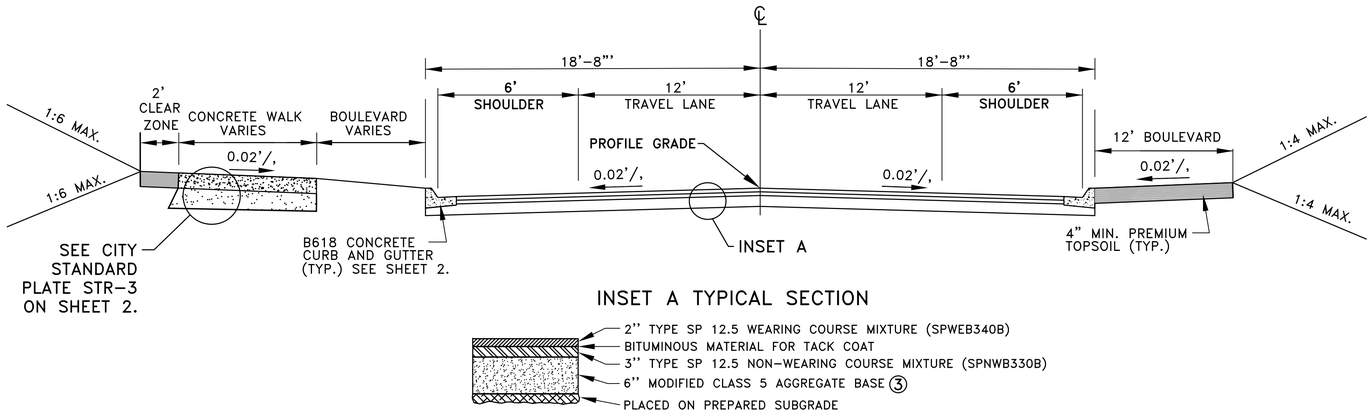
② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.

③ EDGE BETWEEN NEW V CURB AND INPLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V–CURB.

④ EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 6' MINIMUM TO 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.

⑤ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES TRUNCATED DOMES WHEREVER THERE IS ZERO–INCH HIGH CURB. CURB TRANSITIONS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS IMMEDIATELY AT THE EDGE OF THE TRUNCATED DOMES AND UNIFORMLY RISES TO A 3–INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TRANSITION AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILTY GUIDELINES.

STANDARD PLAN SHEET NO. 5–297.250 (5 OF 5)	PEDESTRIAN CURB RAMP DETAILS
STANDARD APPROVED: MAY 10, 2012	
YOLITE STREET, CITY OF RAMSEY	SHEET NO. 8 OF 21 SHEETS



INSET A TYPICAL SECTION

1/9 TYPICAL SECTION – YOLITE STREET ①②

N.T.S.

TABLE A MODIFIED CLASS 5 SPECIFICATIONS	
	% PASSING
1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

2/9 MODIFIED CLASS 5 SPECIFICATIONS

N.T.S.

REFERENCE NOTES:

① SEE SHEET 10 FOR TYPICAL FILL AND EXCAVATION SECTIONS.

② CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.

③ SEE 2/15 .

DATE	REVISION

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CRAIG J. JOCHUM, P.E.
Date 5-4-17 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: MSS
CHECKED BY: CJJ

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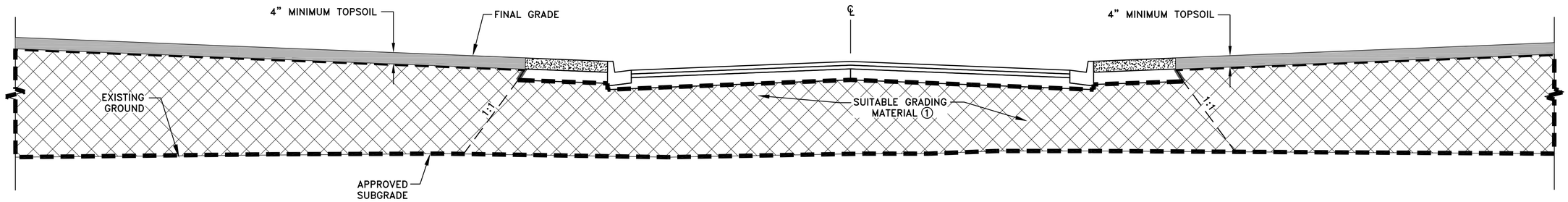
YOLITE STREET

TYPICAL SECTIONS

CITY OF RAMSEY, MINNESOTA

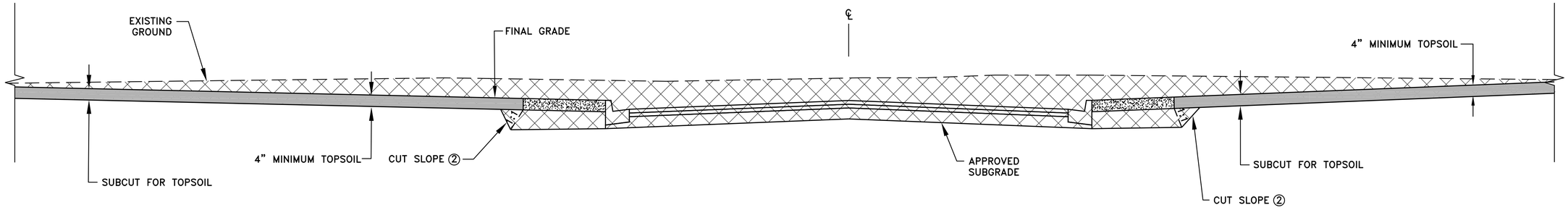
SHEET 9 OF 21 SHEETS

4163.01



1/10 TYPICAL FILL SECTION (EMBANKMENT)

N.T.S.



2/10 TYPICAL EXCAVATION SECTION

N.T.S.

REFERENCE NOTES:

① SUITABLE GRADING MATERIAL ON THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILTS, DEBRIS, ORGANIC MATERIAL, AND OTHER UNSTABLE MATERIAL.

② CONTRACTOR SHALL PROVIDE A SAFE CUT SLOPE PER OSHA REQUIREMENTS.

③ ALL DISTURBED AREAS REQUIRE A MINIMUM OF 4 INCHES OF TOPSOIL. SEE CITY STANDARD PLATE ERO-6 ON SHEET 2.

LEGEND

TOPSOIL ③

COMMON EXCAVATION

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YOLITE STREET

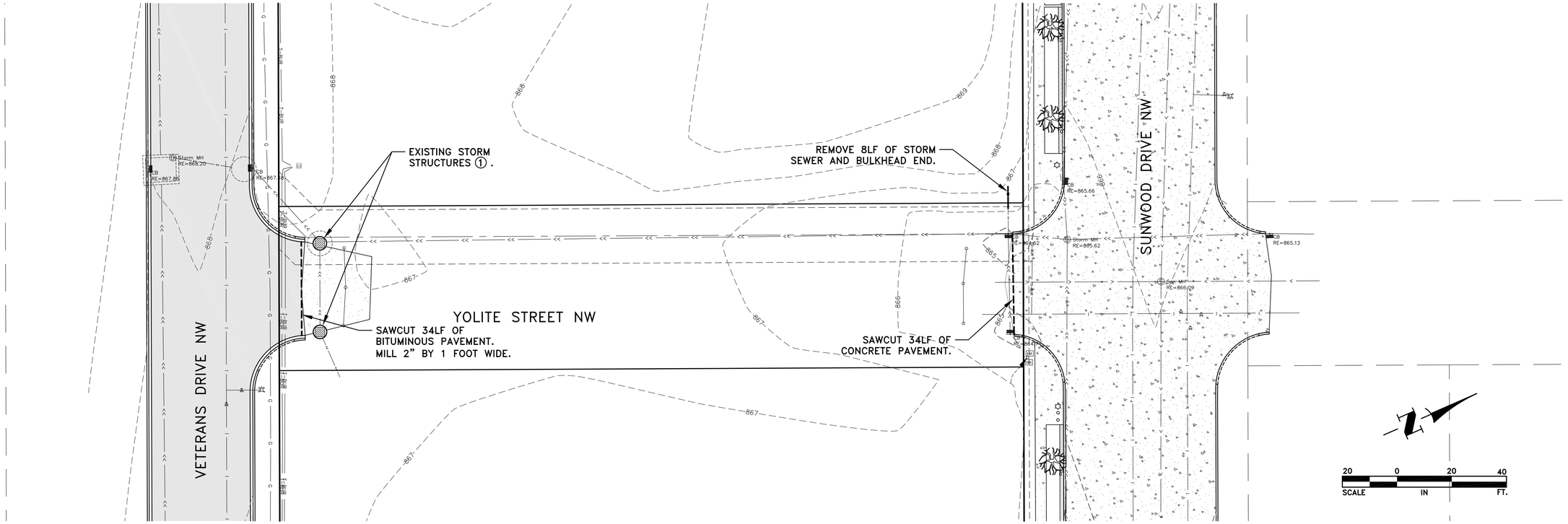
TYPICAL SECTIONS

CITY OF RAMSEY, MINNESOTA

SHEET 10 OF 21 SHEETS

4163.01

REFERENCE NOTES:
① THE EXISTING STORM STRUCTURES ARE BURIED BELOW GRADE.



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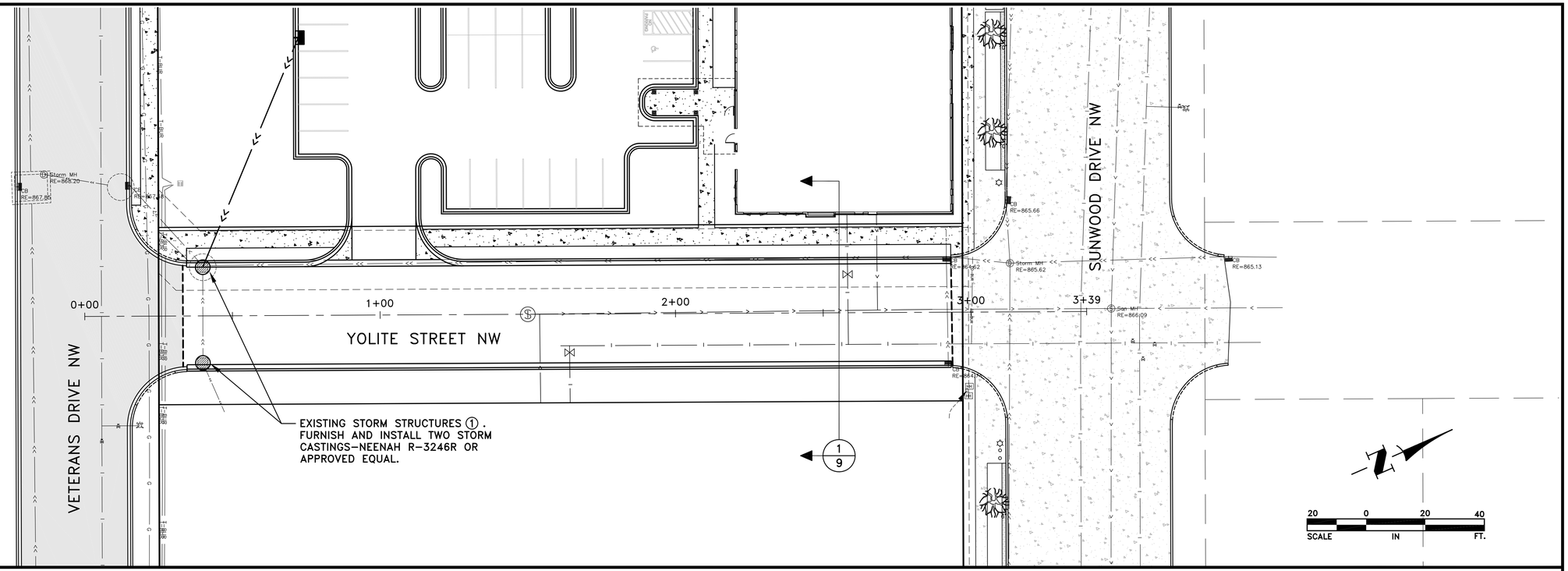
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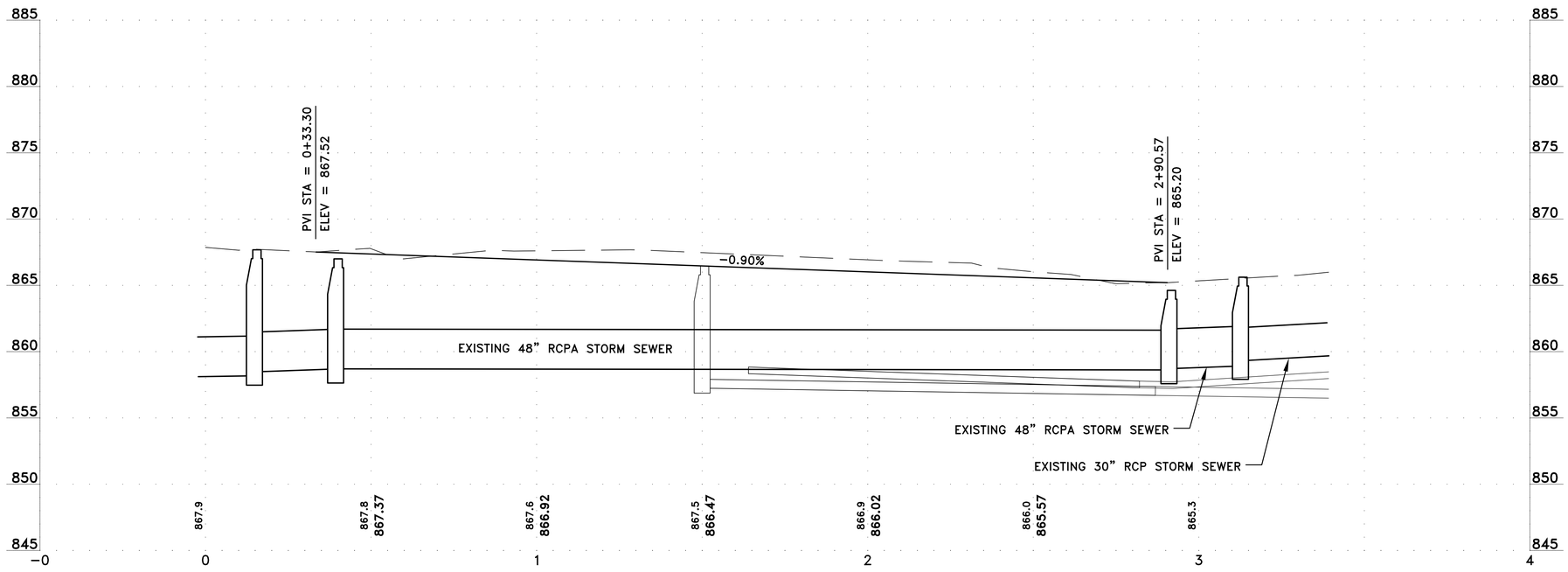
YOLITE STREET

EXISTING CONDITIONS AND REMOVALS
CITY OF RAMSEY, MINNESOTA

SHEET 11 OF 21 SHEETS

4163.01





REFERENCE NOTES:
(1) THE EXISTING STORM STRUCTURES ARE BURIED BELOW GRADE.

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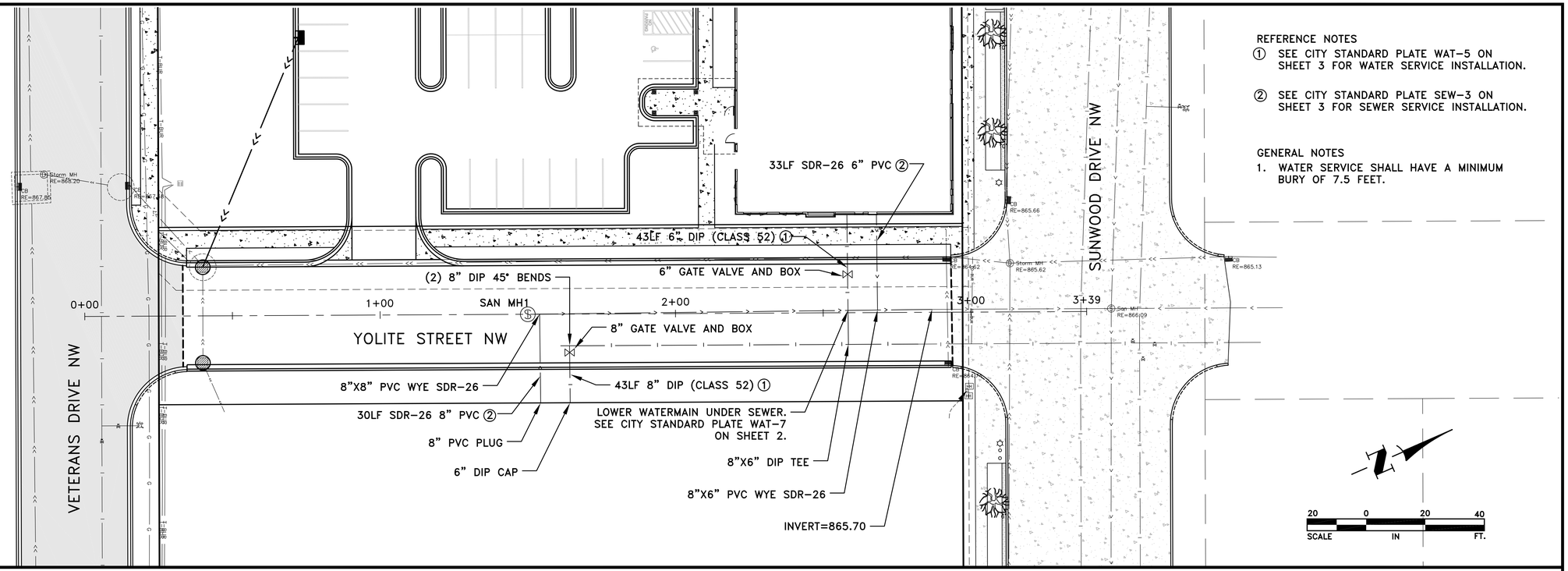
YOLITE STREET

STREET PLAN AND PROFILE

CITY OF RAMSEY, MINNESOTA

SHEET 12 OF 21 SHEETS

4163.01



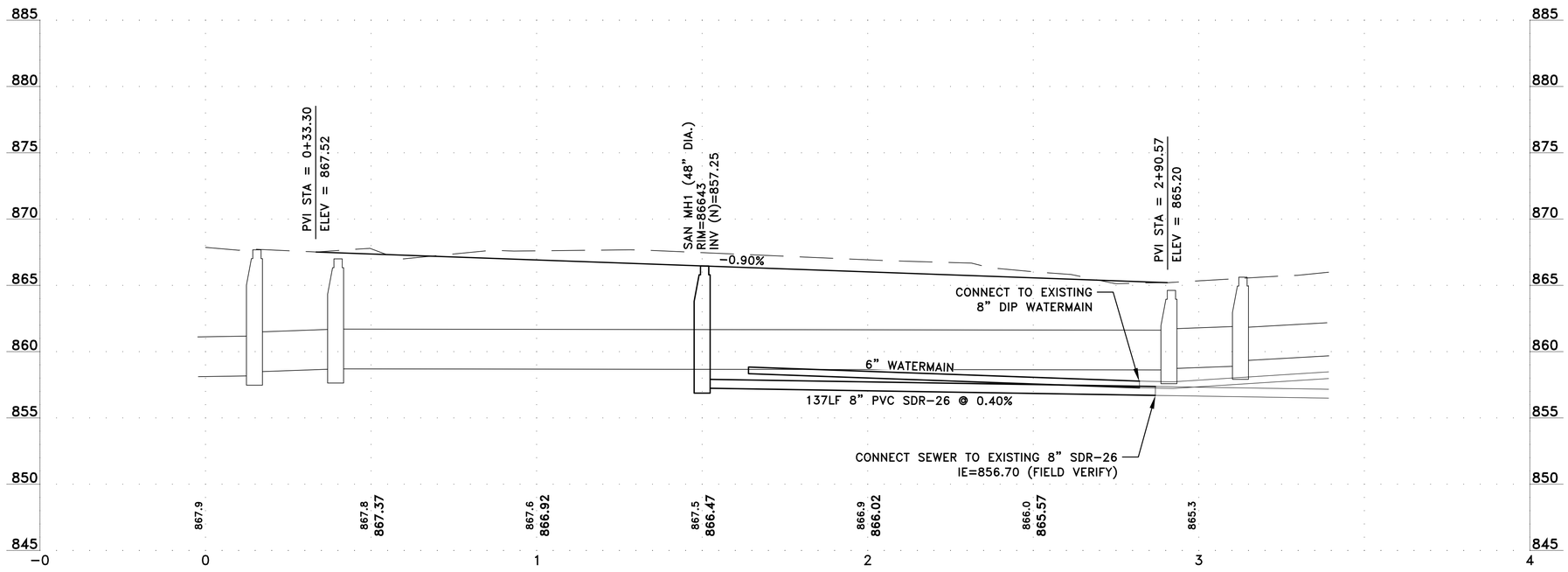
REFERENCE NOTES

① SEE CITY STANDARD PLATE WAT-5 ON SHEET 3 FOR WATER SERVICE INSTALLATION.

② SEE CITY STANDARD PLATE SEW-3 ON SHEET 3 FOR SEWER SERVICE INSTALLATION.

GENERAL NOTES

1. WATER SERVICE SHALL HAVE A MINIMUM BURY OF 7.5 FEET.



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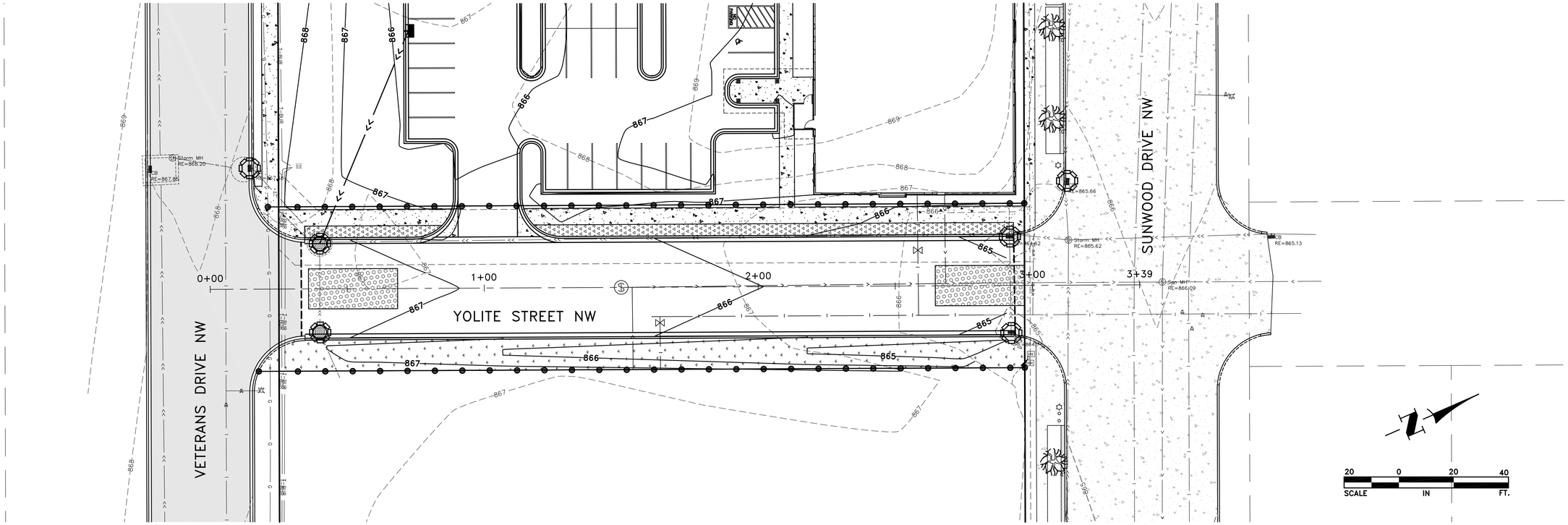
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YOLITE STREET

SANITARY SEWER AND WATERMAIN PLAN
CITY OF RAMSEY, MINNESOTA

SHEET 13 OF 21 SHEETS

4163.01



GENERAL EROSION CONTROL NOTES:

1. EROSION CONTROL SHALL CONFORM TO THE Mn/DOT EROSION CONTROL HANDBOOK.
2. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
3. THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
4. BMP'S SHALL BE INSPECTED DAILY BY THE CONTRACTOR. OBSERVATIONS SHALL BE RECORDED IN THE INSPECTION LOG.
5. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.
6. SITE STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF FINAL GRADING, OR PRIOR TO FINAL GRADING IF LOOSE SOIL IS UNWORKED FOR MORE THAN 7 DAYS.

EROSION AND SEDIMENT CONTROL LEGEND

- SILT FENCE SEE (1/2)
- INLET PROTECTION SEE SHEET 3.
- ROCK CONSTRUCTION ENTRANCE SEE SHEET 3.
- MNDOT SEED MIX 25–121
- MNDOT SEED MIX 25–121 WITH TYPE 1 DISK ANCHORED MULCH AND FERTILIZER SEE SHEET 2 FOR APPLICATION RATES.

DATE	REVISION

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YOLITE STREET

GRADING AND EROSION CONTROL PLAN
CITY OF RAMSEY, MINNESOTA

SHEET 14 OF 21 SHEETS

4163.01

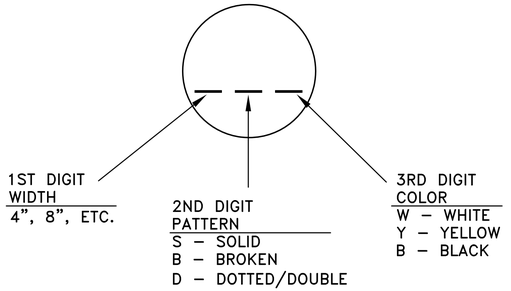
PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. A TOLERANCE OF 1/4 INCH UNDER OR 1/4 OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO 1/2 FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER.
5. THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
7. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
8. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

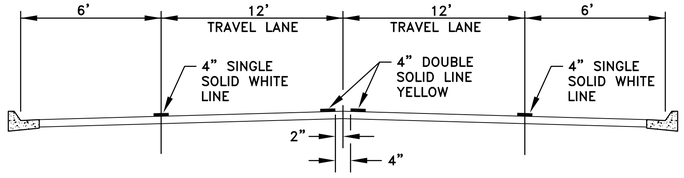
STRIPING KEY & LEGEND

CIRCLE – EPOXY

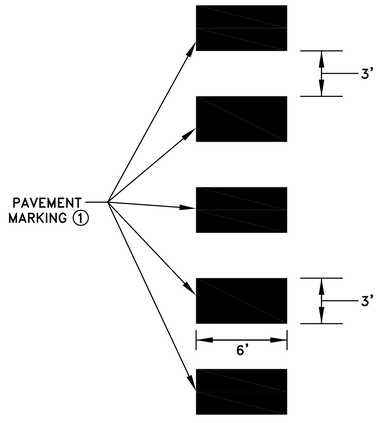
SQUARE – PREFORMED THERMOPLASTIC



EXAMPLE: (4SW) = 4" SOLID LINE WHITE-EPOXY



1/15 YOLITE STREET



2/15 CROSSWALK DETAIL

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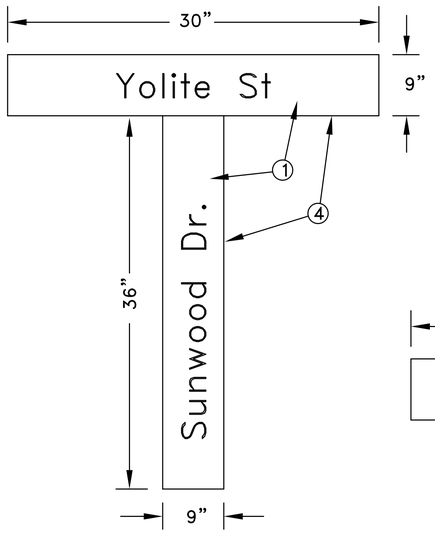
YOLITE STREET

STRIPING LEGEND AND NOTES

CITY OF RAMSEY, MINNESOTA

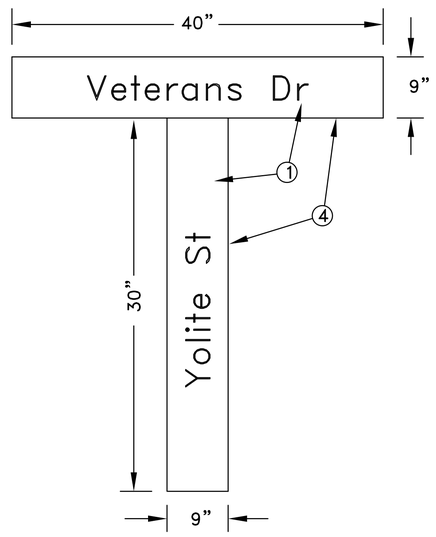
SHEET 15 OF 21 SHEETS

4163.01



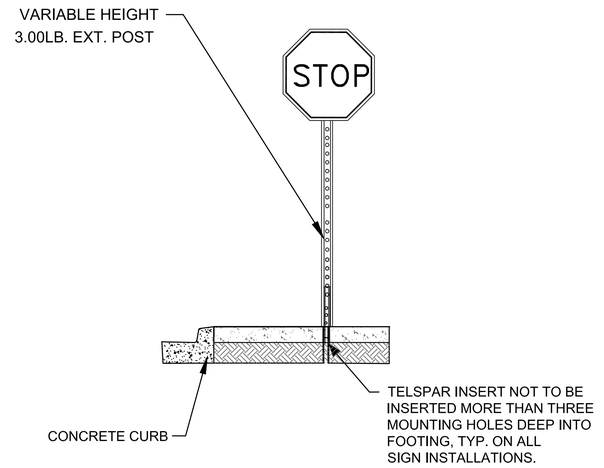
SIGN 1 DETAIL

NO SCALE



SIGN 2 DETAIL

NO SCALE



1/16 SIDEWALK MOUNT BREAK–AWAY SIGN INSTALLATION

SIGN LEGEND	SIGN NUMBER	SIGN SIZE	SIGN MESSAGE	SIGN COLOR ⑤	POSTS			REMARKS	ESTIMATED QUANTITY
					NUMBER AND TYPE	NUMBER OF KNEE BRACES	LENGTH (FEET)		
STOP	R1–1	30”X30”	STOP	WHITE ON RED	2–U		13.5		2
1		30”X9” 36”X9”	YOLITE STREET ① SUNWOOD DRIVE ⑥	WHITE ON GREEN		②③		SEE DETAIL ON THIS SHEET	1
2		30”X9” 40”X9”	YOLITE STREET ① VETERANS DR ⑥	WHITE ON GREEN		②③		SEE DETAIL ON THIS SHEET	1

GENERAL NOTES:

1. ALL SIGNS SHALL HAVE TYPE IX SHEETING UNLESS NOTED.
2. SIGNS CONSTRUCTED IN THE SIDEWALK SHALL BE CONSTRUCTED PER 1/16.

REFERENCE NOTES:

① ALL STREET NAME SIGNS SHALL HAVE 6” AND 4 ½” LETTERING FOR UPPERCASE AND LOWERCASE LETTERS, RESPECTIVELY. SERIES ”B” LETTERING AND NUMBERING SHALL BE USED WITH 75% SPACING.

② MOUNTING BRACKETS SHALL BE E–450 FOURWAY BRACKET OR EQUAL.

③ MOUNTING POSTS SHALL BE 2.5” O.D. BY 10’ GALVANIZED TUBE. POSTS SHALL BE IMBEDDED IN A 12” DIAMETER BY 24” DEEP CONCRETE FOOTING. CONCRETE MIX 3Y43 SHALL BE USED FOR THE FOOTING.

④ SIGN PLATES SHALL BE SINGLE FACED CONSTRUCTED OF 0.100 ALUMINUM TYPE IX SHEETING.

⑤ SIGN COLOR SHALL BE AS SHOWN IN THE MnDOT STANDARD SIGNS MANUAL, UNLESS NOTED.

⑥ ALL STREET NAME SIGNS SHALL BE NOTCHED AND PUNCHED AND HAVE A ⅜” WHITE BORDER.

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Date 5–4–17 CRAIG J. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: MSS
CHECKED BY: CJJ

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Civil Engineers and Land Surveyors
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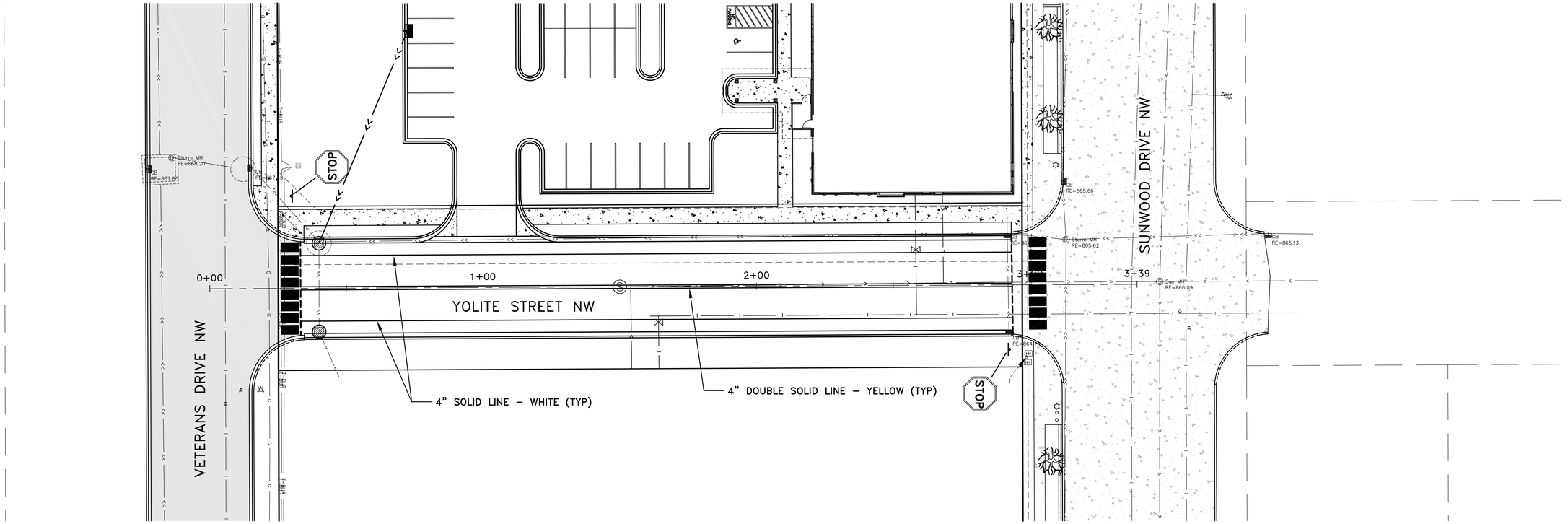
YOLITE STREET

SIGNAGE LEGEND AND NOTES

CITY OF RAMSEY, MINNESOTA

SHEET 16 OF 21 SHEETS

4163.01



DATE	REVISION

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YOLITE STREET

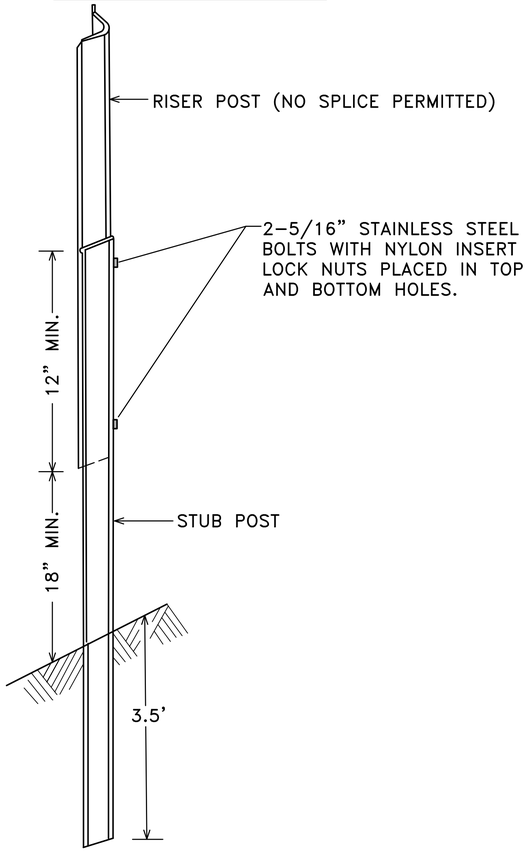
STRIPING & SIGNAGE PLAN

CITY OF RAMSEY, MINNESOTA

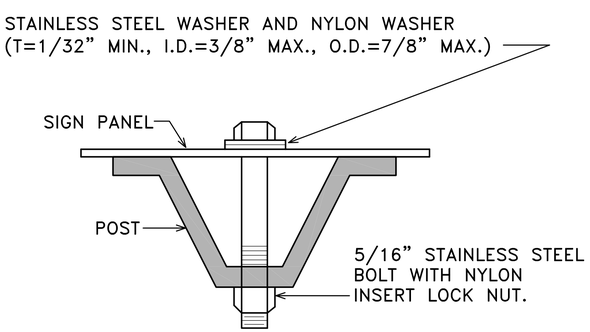
SHEET 17 OF 21 SHEETS

4163.01

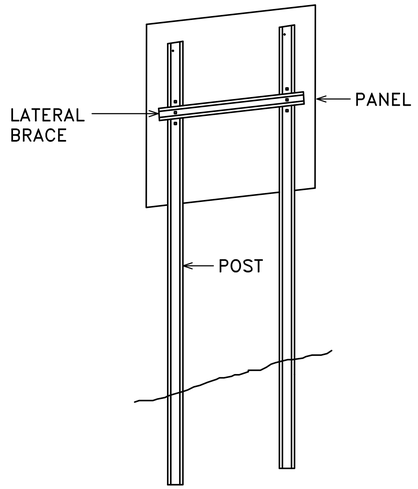
TYPE C & D POST



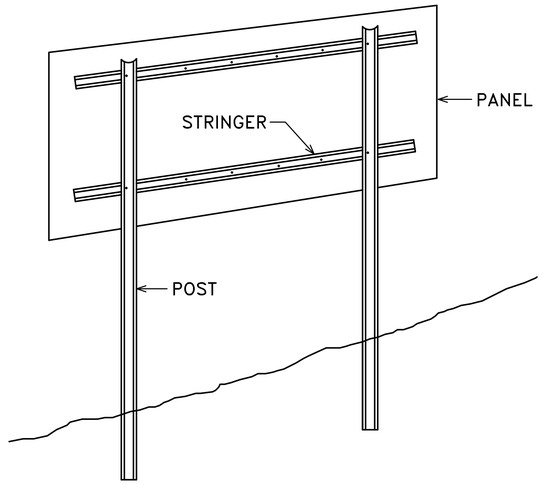
U POST SPLICE



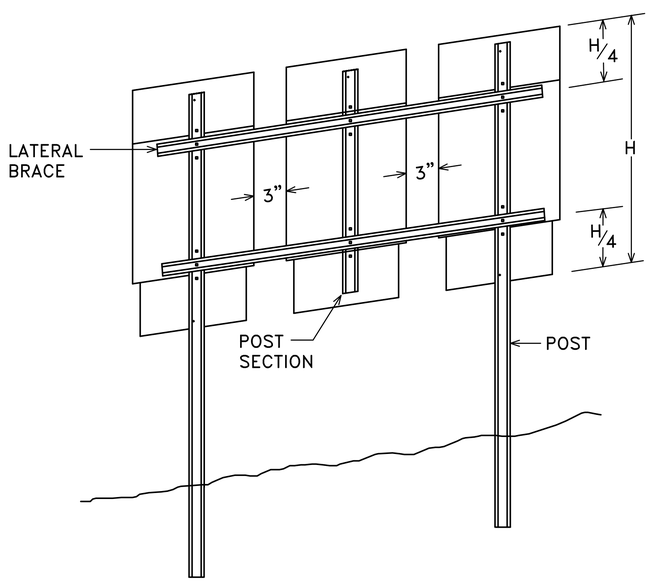
U POST MOUNTING
TYPE C SIGNS



TYPICAL TYPE C INSTALLATION



TYPICAL TYPE D INSTALLATION



MODIFIED TYPE C INSTALLATION

NOTES:

1. USE 3 LB/FT STUB POSTS, RISER POSTS, STRINGERS, KNEE BRACES, LATERAL BRACES AND KNEE BRACE STUB POSTS. ALL SHALL CONFORM TO MN/DOT 3401.
2. SEE TYPE D SIGN POSTS LENGTHS AND SPACINGS, SEE SIGN DATA SHEET.
3. TYPE D SIGN PANELS SHALL BE BOLTED TO STRINGERS AT 24" MAXIMUM INTERVALS IN ACCORDANCE WITH THE TYPE D STRINGER AND PANEL–JOINT DETAIL (SEE STANDARD SIGNS MANUAL).
4. MOUNTING (PUNCH CODE) FOR TYPE C SIGN PANELS SHALL BE AS INDICATED IN THE STANDARD SIGNS MANUAL UNLESS OTHERWISE SPECIFIED.
5. ALL RISER (VERTICAL) U POSTS SHALL BE SPLICED. DRIVEN STUB POSTS SHALL BE AT LEAST 7' LONG.
6. USE STAINLESS STEEL 5/16" BOLTS, WASHERS AND NYLON INSERT LOCK NUTS AS SHOWN FOR ALL GROUND MOUNTED AND OVERHEAD MOUNTED SIGNS.
7. STAINLESS STEEL WASHER WITH SAME DIMENSIONS SHALL BE PROVIDED BETWEEN ALL NYLON WASHERS AND BOLT HEADS.
8. BRACING STUBS SHALL BE NO MORE THAN 4" ABOVE GROUND AND EMBEDDED AT LEAST 3 1/2'.
9. A–FRAME BRACKET SHALL BE STEEL CONFORMING TO MN/DOT 3306 AND GALVANIZED IN ACCORDANCE WITH MN/DOT 3394.
10. COLLARS SHALL BE USED TO SHIM OVERLAYS AND DEMOUNTABLE LEGEND AWAY FROM PANEL WHERE INTERFERENCE WITH BOLT HEADS IS ENCOUNTERED. MN/DOT 3352.2A5.
11. 2 POST TYPE C SIGNS SHALL BE REINFORCED WITH AT LEAST ONE LATERAL BRACE. INSTALLATIONS WHERE THE TOTAL PANEL HEIGHT IS 60" OR MORE SHALL HAVE TWO LATERAL BRACES LOCATED APPROXIMATELY AT THE QUARTER POINTS.
12. WHERE 2 SINGLE POST TYPE C SIGNS ARE INSTALLED SIDE BY SIDE, THEY SHALL BE REINFORCED LATERALLY BY AT LEAST 2 BRACES, BOLTED AT EACH POST AND LOCATED APPROXIMATELY AT THE QUARTER POINTS.
13. WHERE 3 OR MORE TYPE C SIGNS ARE INSTALLED SIDE BY SIDE, THEY SHALL BE REINFORCED LATERALLY BY AT LEAST 2 BRACES, BOLTED AT EACH POST AND POST SECTION AND LOCATED APPROXIMATELY AT THE QUARTER POINTS AS SHOWN IN MODIFIED TYPE C INSTALLATION.

TYPE C & D SIGN
STRUCTURAL DETAILS

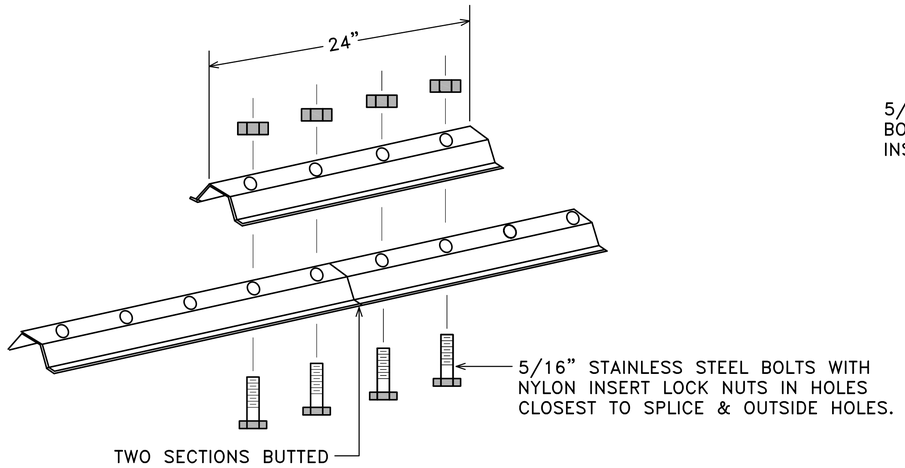
Sheet 1 of 3

REVISED: 1–7–08

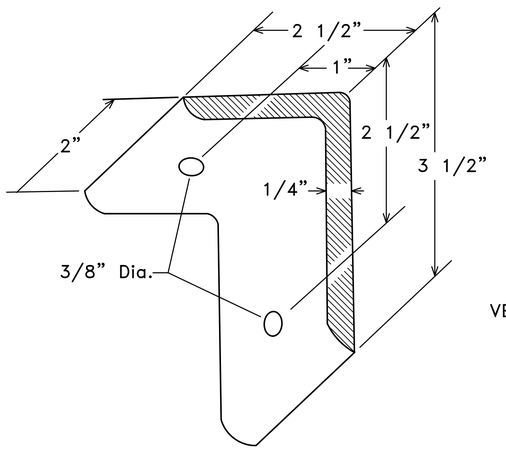
YOLITE STREET
RAMSEY, MINNESOTA

Sheet No. 18 of 21 Sheets

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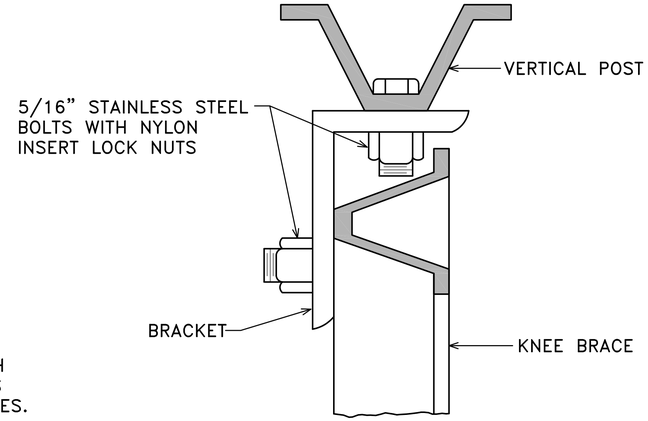


LATERAL BRACE OR STRINGER SPLICE DETAIL (EXPLODED VIEW)

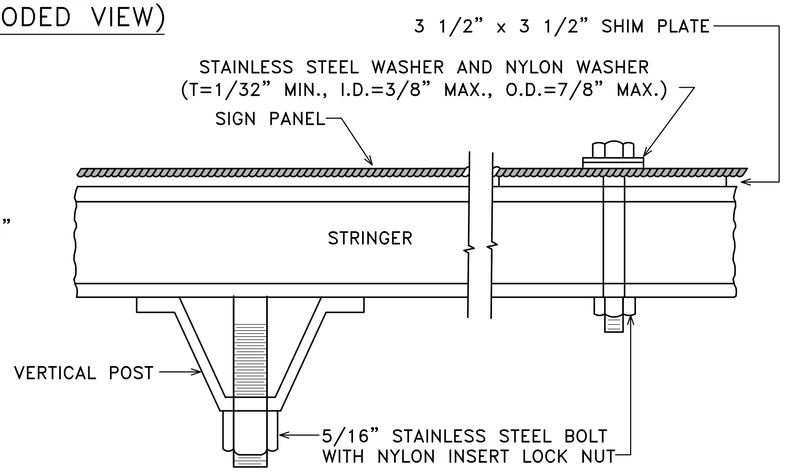


A–FRAME BRACKET

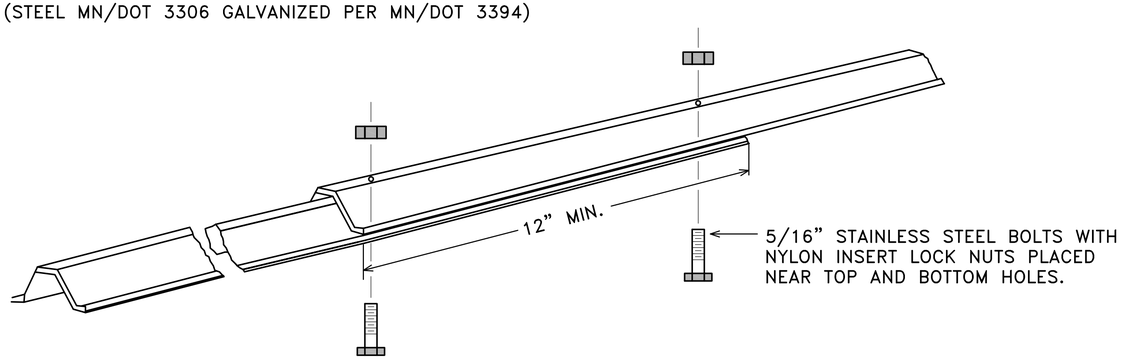
(STEEL MN/DOT 3306 GALVANIZED PER MN/DOT 3394)



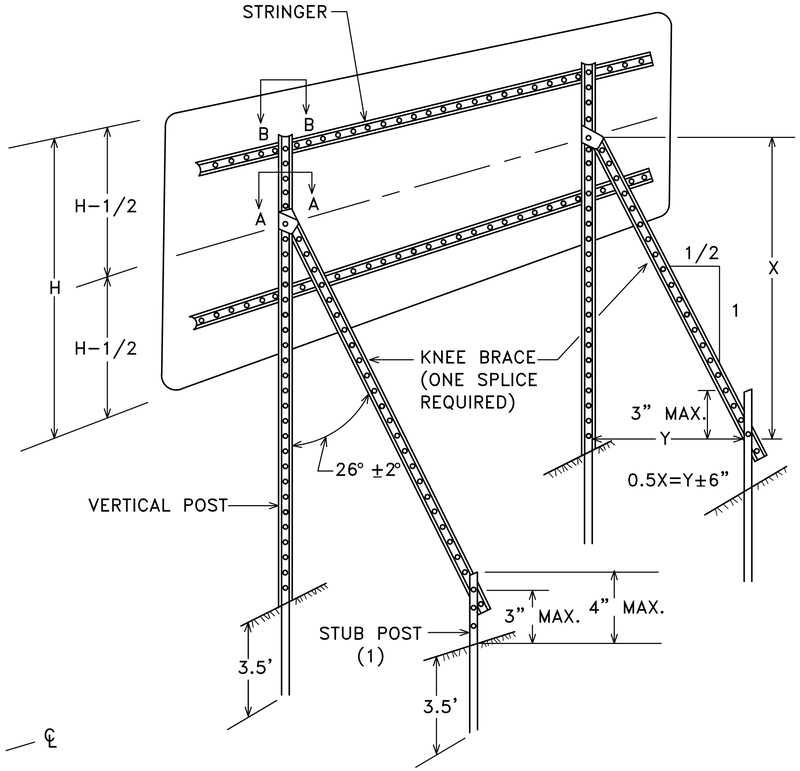
SECTION A–A



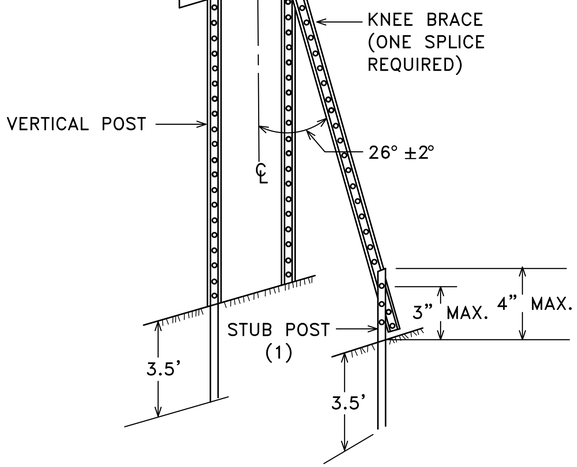
SECTION B–B



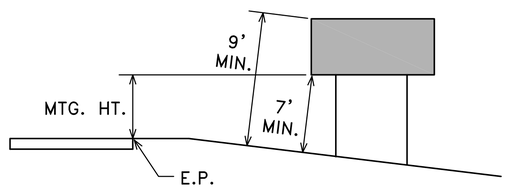
KNEE BRACE SPLICE



TYPICAL "A–FRAME" INSTALLATION TYPE "D" SIGNS



TYPICAL "A–FRAME" INSTALLATION TYPE "C" SIGNS



TYPICAL MOUNTING

(1) OFFSET STUB POST 1' TOWARD ROADWAY RELATIVE TO VERTICAL POST. ATTACH STUB POST AND KNEE BRACE BACK TO BACK.

TYPE C & D SIGN

STRUCTURAL DETAILS

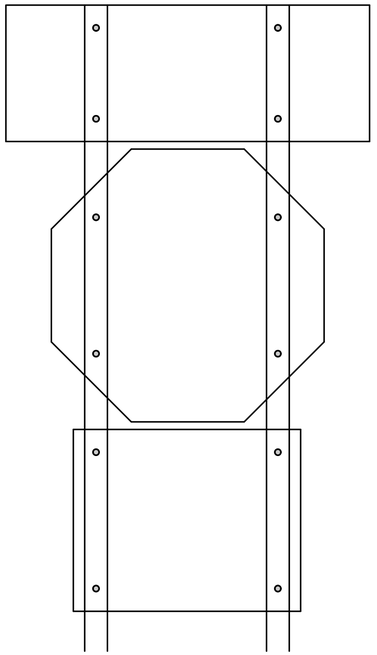
Sheet 2 of 3

REVISED: 1–7–08

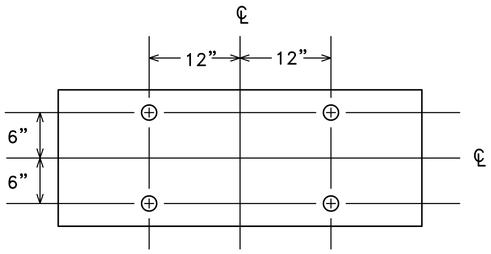
YOLITE STREET
RAMSEY, MINNESOTA

Sheet No. 19 of 21 Sheets

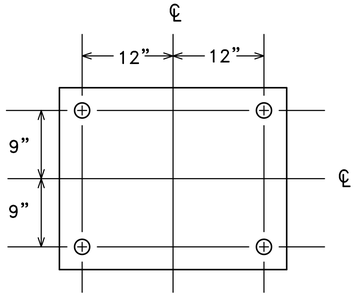
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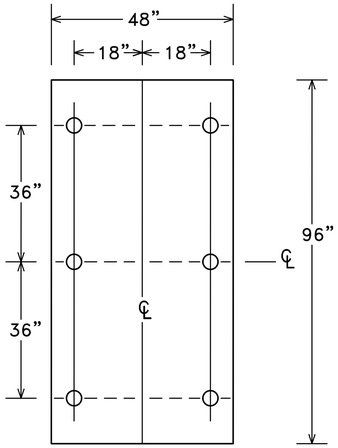
R6-1, R1-1 & (R6-3 OR R6-3a)
MOUNTING



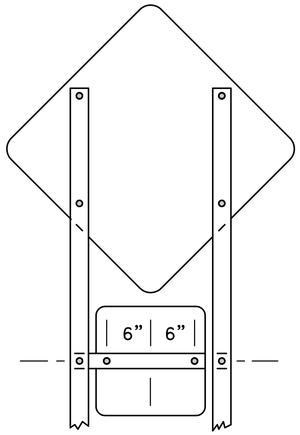
PUNCHING FOR R6-1(48"x18")



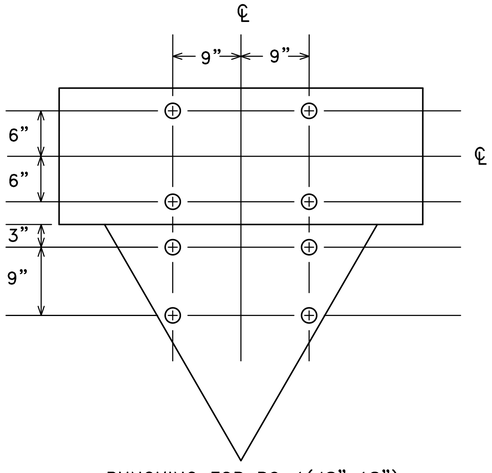
PUNCHING FOR R6-3 OR R6-3a(30"x24")



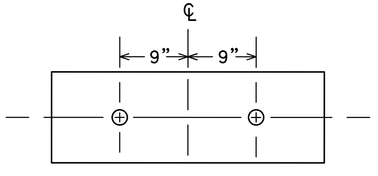
PUNCHING FOR R2-4b
SPEED LIMIT



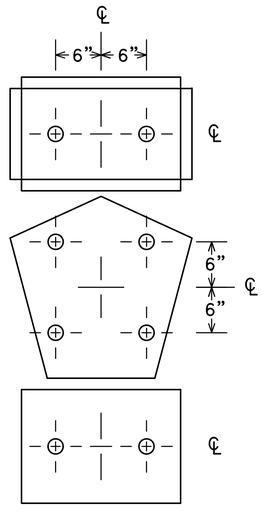
(W1-1, W1-2, W1-3, W1-4 OR W1-5) & W13-1
MOUNTING



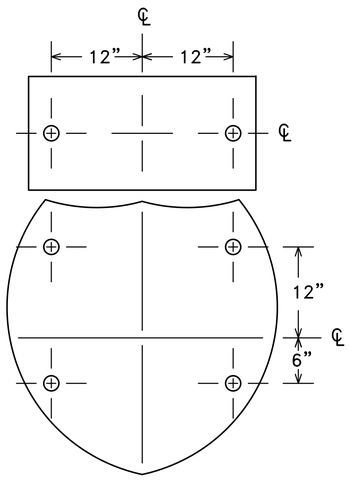
PUNCHING FOR R6-1(48"x18")
& R1-2(36"x36"x36")



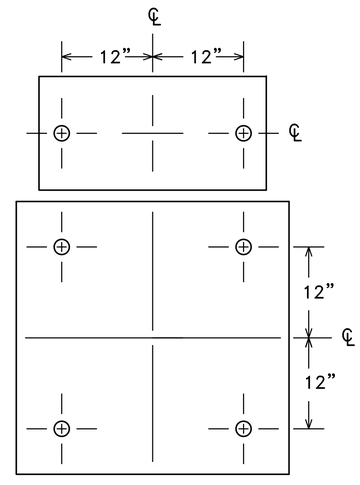
PUNCHING FOR R6-1(36"x12")



M2-1A [21"x15"] OR
(M3-1A, M3-2A, M3-3A OR M3-4A) [24"x12"] AND
M1-6 [24"x24"] AND
(M5-1A, M5-2A, M6-1A, M6-2A, M6-3A M6-4A, M6-5A OR M6-6A) [21"x15"]
PUNCHING



(M3-1A, M3-2A, M3-3A OR M3-4A) [30"x15"] AND
M1-1 [45"x36" OR 36"x36"]
PUNCHING



(M3-1, M3-1A, M3-2, M3-2A, M3-3, M3-3A M3-4 OR
M3-4A) [30"x15"] AND (M1-4 OR M1-5A) [36"x36"]
PUNCHING

TYPE C & D SIGN

STRUCTURAL DETAILS

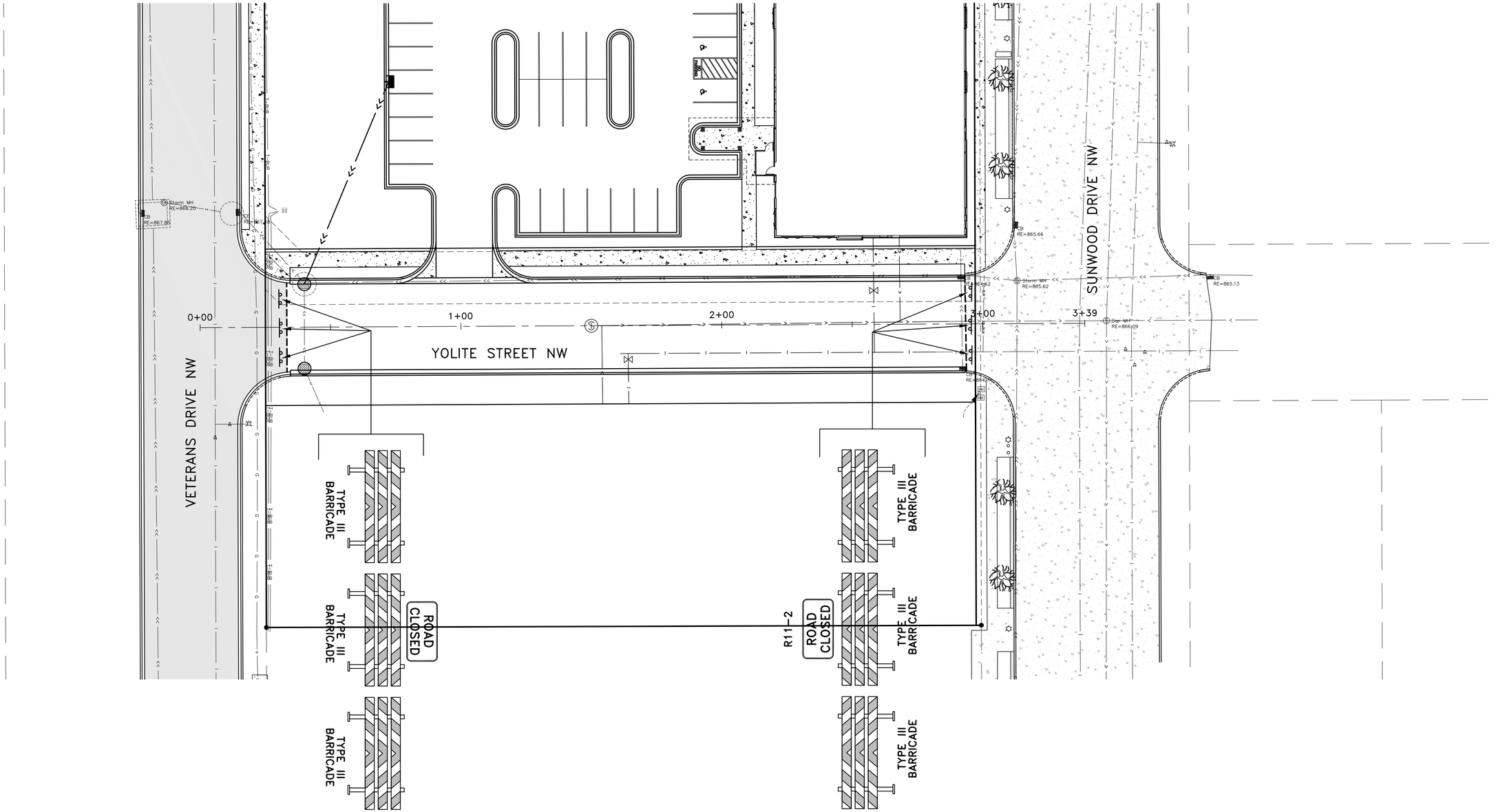
Sheet 3 of 3

REVISED: 10-28-08

YOLITE STREET
RAMSEY, MINNESOTA

Sheet No. 20 of 21 Sheets

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DATE	REVISION

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YOLITE STREET

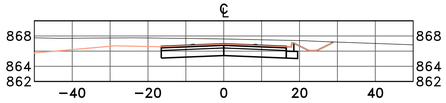
TRAFFIC CONTROL PLAN

CITY OF RAMSEY, MINNESOTA

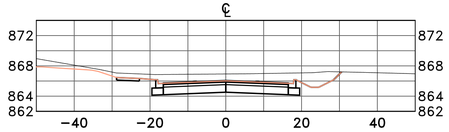
SHEET 21 OF 21 SHEETS

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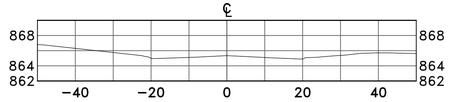
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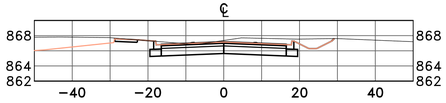
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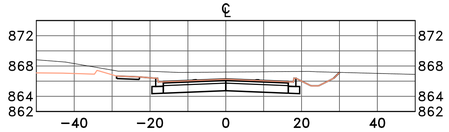
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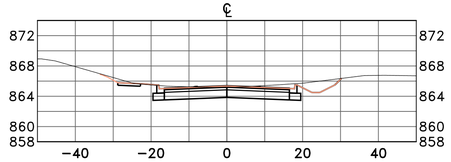
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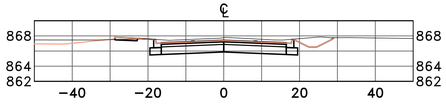
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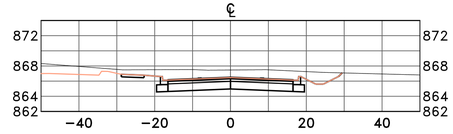
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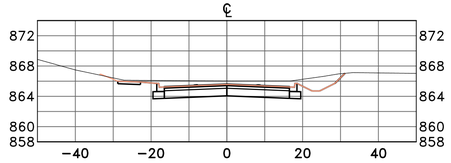
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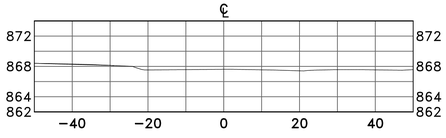
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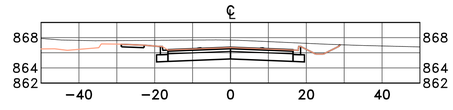
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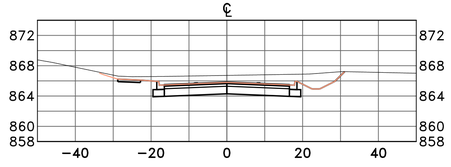
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DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Date 5-4-17 CRAIG J. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: MSS
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
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YOLITE STREET

TYPICAL SECTIONS

CITY OF RAMSEY, MINNESOTA

SHEET X1 OF 21 SHEETS

4163.01

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 26, 2017	**PROJECT ADDRESS**	7800 SUNWOOD DR NW
PROJECT. TITLE	STONEBROOK ACADEMY FINAL PLAT, PRELIMINARY PLAT, SITE PLAN REVIEW		
ESCROW #	115699		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant Planner Phone: 763-433-4302 Email: EMaass@wsbeng.com		

Preliminary and Final Plat Review



General. The purpose of this file is to review the official Preliminary Plat, Final Plat, and Site Plan applications made by Stonebrook Academy. The associated plans were prepared by Hakanson Anderson and are dated May 4, 2017. The applicant is requesting approval for one (1) commercial lot and two (2) outlots.

This case is being reviewed per City Code Section 117-118 entitled The COR, and Chapter 117, Article III entitled Subdivisions.

Staff provides the following comments for general review of applications:

Land Use and Zoning. The Property is guided as Mixed Use in the Comprehensive Plan and is zoned The COR. The intent of the Mixed Use land use designation is to allow for the construction of a variety of uses including retail, commercial, entertainment, office, institutional, high density residential, transit hubs and park and recreation uses with access to municipal sewer and water. The proposed use is consistent with this land use guidance. The project is located within the COR 2 Commercial subdistrict. This subdistrict is intended to provide space for commercial operations with a mix of large and small floor plates accommodating auto-oriented uses.

Lot Dimensions. There is no minimum lot size in The COR 2 Commercial subdistrict. The minimum lot width is 80 feet, measured at the building setback line, and the minimum lot depth is 100 feet.

Setbacks and Dimensional Standards.

The COR2 Subdistrict	
Required	**Proposed**
Minimum Lot Width: 80 feet	135 feet
Minimum Lot Depth: 100 feet	272 feet
Build to Line: 30 feet (located on a local street)	3 feet
Building Height: 1-4 stories	1 story

Landscaping. A tech report regarding landscaping requirements was produced and presented to the City's Environmental Policy Board (EPB). Alterations to the plan set required from that review are provided in the landscaping and streetscape review tech report dated May 12, 2017.

The Environmental Policy Board (EPB) recommended approval of the landscape and tree preservation plans with revisions as noted in the landscaping and streetscape tech report.

Streets and Access. The Preliminary and Final Plat indicate the dedication of sixty (60) feet of right-of-way for the construction of Yolite Street NW. The project would have access off of Yolite Street NW.

Development Fees: Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement for the site improvements will be required prior to releasing the plat for recording. A separate Development Agreement for the construction of Yolite Street will be required prior to releasing of a building permit. Staff will review the engineering estimates once submitted by the Applicant.

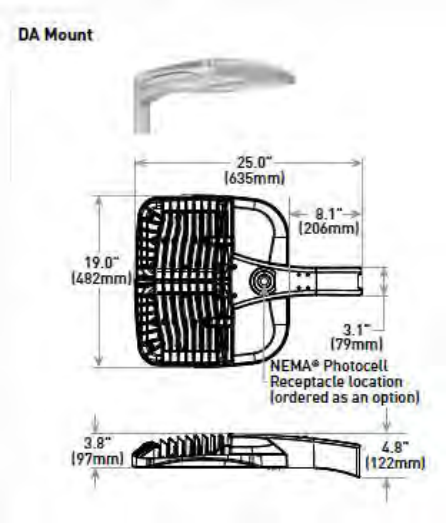
Site Plan Review

General. The purpose of this portion of the review is to assess the submitted site plan application for Stonebrook Academy. The associated plans were prepared by CNH Architects and are dated May 4, 2017 and updated May 23, 2017.

Surfacing: The Applicant is proposing a completely bituminous parking lot which is an acceptable material within The COR. The current plan set shows the bituminous drive lane stopping short of the western property boundary. The drive aisle will need to be extended to the edge of the property line for access for future development. This will also require a cross-access easement recorded against the properties.

Waste Storage: Elevations provided show the trash enclosure to have an exterior finish of manufactured stone and EIFS that would match the primary structure as is required by the Design Framework, and Ramsey City Code.

Fencing: The Applicant is proposing a six (6) foot tall prefinished metal picket fence. The height as well as the material are in compliance with the City's Zoning Code.



Lighting: The plan set provided by CNH Architects shows two (2) lighting fixtures, one each in the center of the center parking medians. City Code requires that lighting used to illuminate an off-street parking area be arranged to deflect light away from adjacent residential districts or public streets. The photometric plan indicates that no illumination will spread beyond the bounds of the site which is in compliance with City Code. The Applicant has provided shop drawings (shown to the left) of the proposed lighting fixtures which show that they are downcast in design and adhere to the City Code requirements for lighting fixture design.

Parking: City Code Section 117-356 addresses commercial development off-street parking requirements. That code indicates that for 90 degree parking stalls, that the stall widths be a minimum of 9 feet wide, that the stall depth be a minimum of 18 feet deep, and that the drive aisle between stalls be a minimum of 24 feet deep. The plans provided show parking stalls and drive aisles which adhere to those dimensional requirements. The plans provided show a total of 36 parking spaces including 2 handicap parking spaces. The City's Zoning Ordinance does not specifically identify daycares in its parking space allocation table; however, Staff's opinion is that the 36 spaces is adequate to fit the proposed use as the expected number of full time employees is anticipated to be 15 total, with an additional 7 part time employees. After employee parking that would still provide an additional 14 spaces for customers.

Sidewalks: Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets. Sidewalks shall also be six (6) feet in width and be clearly labeled on plan sheets.

Landscaping: Please refer to the landscaping and streetscape improvements technical memo dated May 12th, 2017.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 26, 2017	**PROJECT ADDRESS**	7800 SUNWOOD DR NW
PROJECT. TITLE	STONEBROOK ACADEMY FINAL PLAT, PRELIMINARY PLAT, SITE PLAN REVIEW		
ESCROW #	115699		
DEPARTMENT:	Community Development: Planning Division (Architectural)		
TECHNICAL REVIEWER:	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		

Architectural Review

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

The Applicant provided updated building elevations following feedback from the City's Planning Commission that the elevations submitted did not meet the City's Design Framework for buildings constructed within The COR. Additional revisions are outlined below.

Current Revisions. The revised elevations include a change in material for the corner of the building, which would be located at the corner of Sunwood Drive and Yolite Street from EIFS to brick. In addition to the material change, the Applicant is also now showing additional windows along the north and east elevations which border Sunwood Drive and Yolite Street. In addition, the revised elevations now show the introduction of additional natural stone covering a parapet wall located along Sunwood Drive. Lastly, a change in the EIFS color is being proposed to complement the brick and natural stone colors being proposed.

Please make the following revisions to the plan set.

- Please revise any materials that are not glass, stone, brick, windows, or canvas awnings, except as a complimentary material (less than 25% of the façade).
- Use clear or lightly tinted glass for all windows and doors – reflective or highly tinted glass is not acceptable.

- Subject to Planning Commission Approval – make further modifications to draw attention/direction from patrons parking on Sunwood Drive to the main entrance on the south façade.
- The Planning Commission must specifically approve any trash enclosure that is not designed internal to the building.
- At least 50% of the ground level façade along Sunwood Drive must demonstrate 'great design' consisting of window openings, brick, stone, or other comparable material.
- A minimum of 40% of the Sunwood Drive façade must be real window openings.
- The Developer is responsible for compliance with all provisions of design from the Design Framework including, but not limited to the following pages.
    - Pages 26-29
    - Pages 49-53
    - Pages 57-59

Overall Framework – Building Design

Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

Guideline Recommendations

The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- Accommodate larger, 'big box' retailing and auto-oriented uses within the COR2 sub-district only if innovative design approaches are used including two story buildings, use of liner stores facing the street, minimal blank walls, creative parking strategies, etc.
- Where similar uses create a 'family' or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.





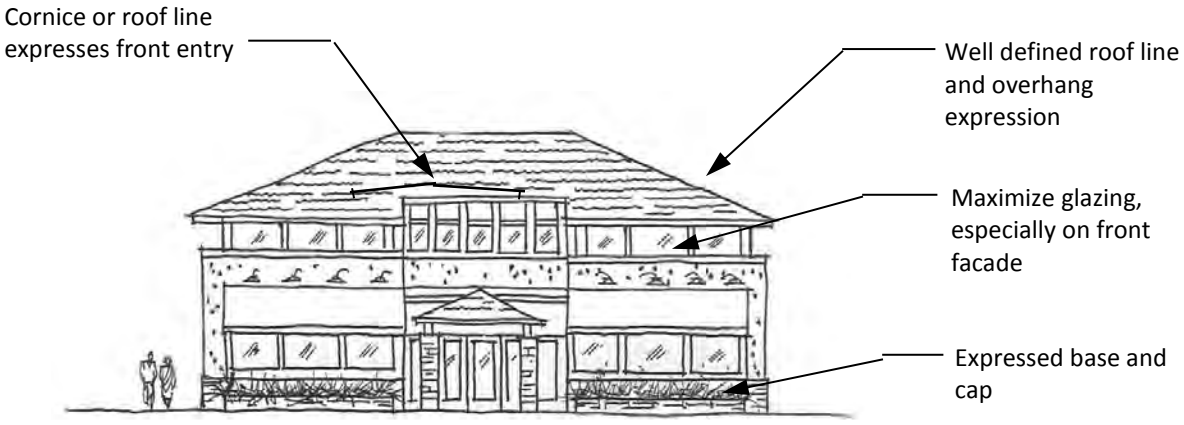
Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

Architecture Recommendations

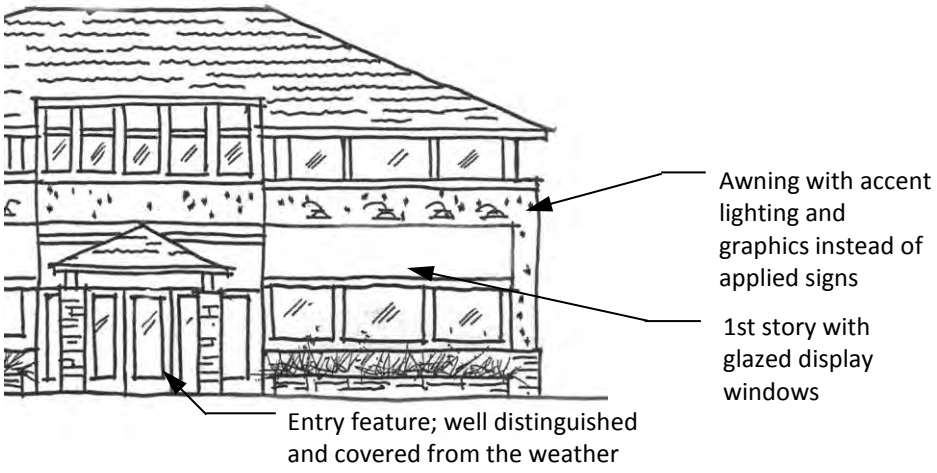
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

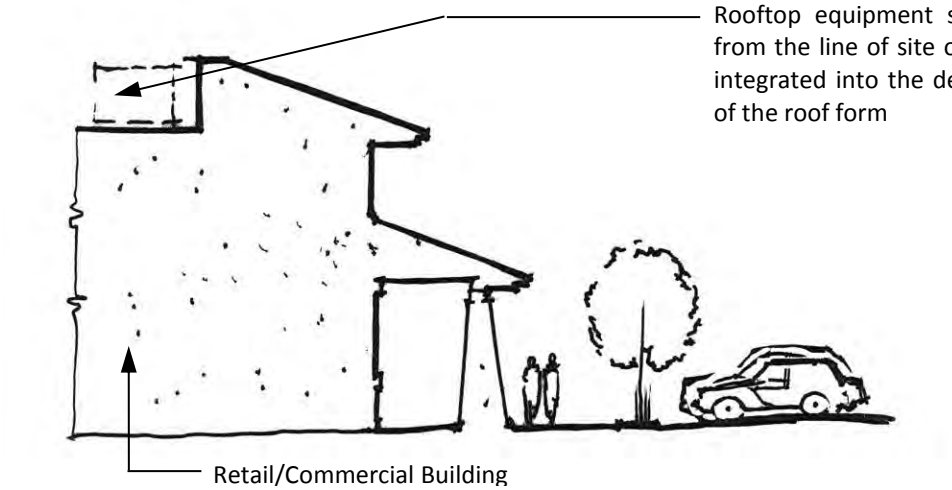
- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience



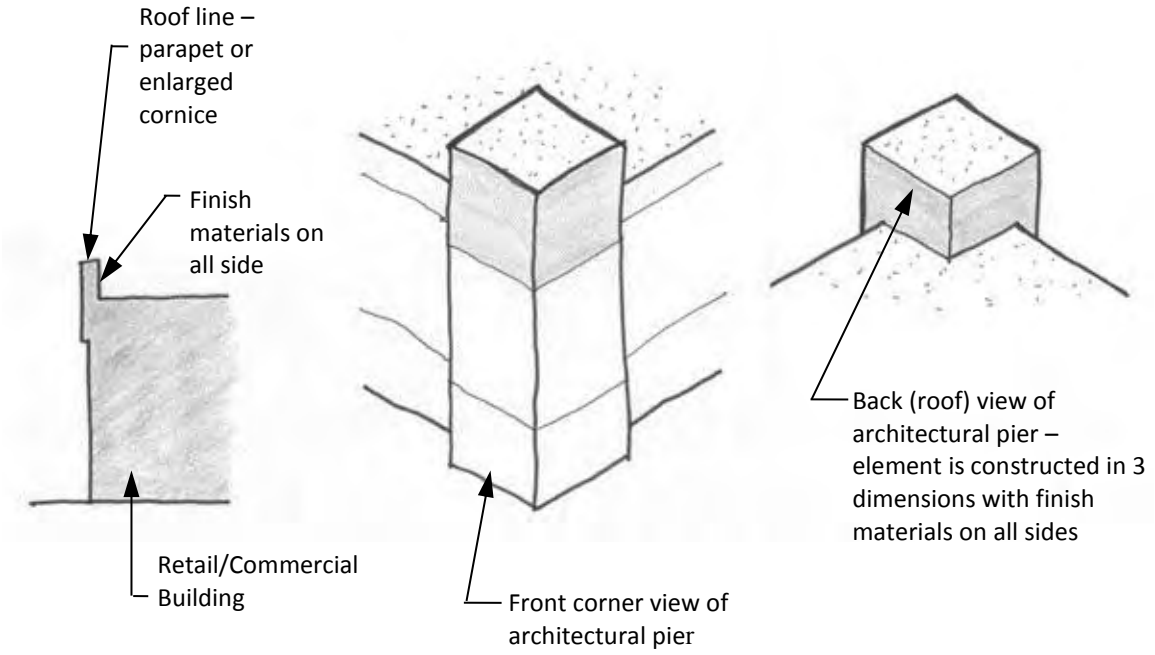
- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- Buildings should always be located at all four corners of intersections.
    - In the COR2 sub-district, if the City finds that there are unique circumstances where buildings cannot be located on the corner, the City may approve the use of fences, walls or other design elements to create that "street edge"

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, or where streets intersect with parks, such as the streets that front on or end near the Municipal Plaza. These locations can often be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent node; They will likely become future landmarks or helpful orientation/wayfinding icons as The COR develops
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage





- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



Part Two: Sub-district Framework

Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (**Error! Reference source not found.**). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

Public Realm/Streetscape

A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.

B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

Plazas

A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.

B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.

C. These plaza spaces should be visible from the public street.

Architecture

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of 'messiness' that comes with creating a real downtown over time; 'faux' second floors, stage set or themed solutions, and large faceless buildings are not acceptable.



Auto Versus Human Design: Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

Minimum Standards

Definitions

Build to line: The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

Setback: The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

Requirements:

A. Additional development standards shall be defined within each sub-district.

B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.

C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:

1. Wall face variations (minimum depth of two (2) feet)
2. Pilasters or columns (minimum depth of two (2) feet)
3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
4. Wainscot (minimum of four (4) feet high)
5. Canopies (minimum four (4) foot width)
6. Corner and demising wall or building separations



More Desirable

D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.

1. Use local sources if available
2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
4. Metal and wood components are acceptable as a complimentary, not primary, building material
5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area

F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.

G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.

H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



J. Building massing shall be oriented parallel to the street frontage of the lot.



K. Trash and recycling areas shall be designed internal to the building.

L. Provide recessed entries wherever possible.

M. Buildings shall have a base and top to the architecture.

N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.

O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.

P. Provide real window openings for all street facing façades above ground level in all districts–a minimum of forty (40%) percent of total façade.

Residential uses in COR4 and COR5 must also comply with the following:

A. Location of main entrance

1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



B. *Porches*: Porches used to satisfy the design criteria shall comply with the following:

1. Porches shall be covered by a solid roof. The roof shall not

be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.

2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



C. *Covered balconies/patio:* The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

D. *Openings between porch floor and ground:* Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.



E. Roofs

1. *Slope:* Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features:* The roof of a principal structure shall include the following architectural details:
   a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation; or
   b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves:* Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.

Sub-District Framework - COR2 Commercial

Public Realm / Streetscape

While the Commercial Sub-district encourages a mix of large and small floor plates accommodating auto-oriented uses, this suggests even greater attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. Surface parking lots provide convenient access to storefronts, but present an additional challenge to the overall visual character and aesthetic appeal of this area. While no large public parks are identified for this sub-district, small pocket parks, squares or other gathering spaces are encouraged. A consistent, attractive streetscape is also essential.

Site Development

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Architecture

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 4

COR2 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
   1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
   2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the

level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the forty (40%) percent required on all street frontages.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 23, 2017	**PROJECT ADDRESS**	SOUTH OF SUNWOOD DRIVE, WEST OF FUTURE YOLITE STREET
PROJECT. TITLE	STONEBROOK ACADEMY		
ESCROW #	115699		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Final Site Plan and Plat Submittal Exhibits for Stonebrook Academy. The submittal consists of 6 Site Plan sheets and 21 Yolite Street Plan sheets prepared by Hakanson Anderson Associates, and 4 Site Plan Sheets prepared by CNH Architects. All sheets are dated May 4, 2017. A new set of plans was received on May 24, 2017. This report does not address the changes in the revised plan set. We offer the following general comments on these plans:

1. A legend showing all symbols used on that sheet must be added to **each** sheet.
2. Ramsey City Details must be included in the plans for all applicable items that will be installed on the project. The details are available on the City website in .dwg and .pdf format.
3. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
4. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
5. Add note: "All DIP 6" and smaller shall be Class 53."
6. Specify that construction of Yolite Street is in a separate plan set.
7. A note must be added to "Protect the existing planters and plant material along Sunwood Drive" to each sheet where there is work adjacent to Sunwood Drive.
8. A SWPPP must be prepared for this project. It must include the training certifications for the designer and installers of the BMP's.

Sheet specific comments follow:

Site Plan Sheets 1 - 6

Sheet 2

1. Each line and symbol on this sheet must be added to the sheet legend.
2. The title states this is a Removals plan. Removals must be shown or the title changed.

Sheet 3

1. Grading is showing extending onto the lot to the west. A right-of-entry agreement must be provided to the City prior to commencing construction.
2. The driveway must be extended to the west lot line as noted below. The drainage must accommodate the driveway extension.
3. The spot elevation at the new catch basin does not match the utility plan rim elevation. This information must be coordinated on both sheets.
4. Review the drainage on the north side the driveway adjacent to the east property line.

Sheet 4

1. The curb and paving must be extended to the west lot line.
2. The pavement section in the drive from the Yolite Street to the west property line must meet City street design standards.
3. Dimensions must be provided for all of the work proposed on this page including parking striping.
4. Add stationing and invert information for the Utility Stubs.

Sheet 5

1. Add note "Streets shall be cleaned within 3 hours after notification by City that sweeping is required".
2. Add the following under termination of coverage "The City must approve the Notice of Termination prior to submittal. All Erosion Control inspection logs must be submitted to the City prior issuance of the Certificate of Occupancy."

Site Plan Sheets 1 – 4 prepared by CNH Architects

CS01

1. The sidewalk along Sunwood Drive is existing and must be labeled as such.
2. A new strip of sidewalk must be added along Sunwood drive between the back of existing walk and the property line.

Street Plan Sheets 1 - 21

Sheet 3

1. Add detail STR-25.

Sheet 4

2. The current MNDOT Pedestrian ramp details have 6 sheets.

Sheet 9

1. Show the ROW width on the typical section.
2. The City standard street section is 1 ½" Bituminous Wear, 2" Bituminous Base and 4" Class 5.
3. The clear zone between the sidewalk and ROW is 1'.

Sheet 11

1. Add note to storm sewer removal "Remove pipe to structure and bulkhead."
2. Reference Detail STR25 at the pavement removal area.
3. Callout quantity of bituminous pavement to remove and quantity of concrete pavement to remove.

Sheet 12

1. The castings shall be R-3267 with grated back.
2. Label all pipes in profile view.
3. Specify rim elevations.
4. Call out pipe outside of ROW "by others" or show length, slope, invert elevation and rim elevation.

Sheet 13

1. The sewer and water lines must be darker on this sheet, the storm sewer lines must be lighter on this sheet.
2. Provide stationing for proposed services and structures. The watermain parallel to the street must be 8" DIP.
3. Specify the invert elevations for the sanitary sewer services.

Sheet 14

1. Add note "Streets shall be cleaned within 3 hours after notification by City that sweeping is required".
2. A custom detail is required for each pedestrian ramp. Three pedestrian ramps are required, 2 at the new driveway entrance and 1 at the southwest corner of Yolite Street and Veterans Drive.

Sheet 16

1. The City makes and installs the signs.

Stormwater Calculations

A stormwater summary report was submitted and reviewed. The report must be updated to include the 2 year event. Infiltration mitigation calculations were submitted. The City has developed a standardized model for calculating the contribution to the infiltration mitigation fund and proposes that the contribution be $ 6,355. Our calculations are shown below. We included importing 1 foot of growing medium between the native soils and the bottom of the basin.

Stonebrook Academy

Infiltration Needed		3,049	CF
(MIDS Calculator)			
Max Depth		1.8	Ft
Surface Area		1,865	SF
Infiltration Basin Construction		5,222	CF
(1.8 ft +1 ft)		193	CY
Excavation and removal of soil	$	15	CY
Grading cost	$	2,901	
Liner 1 ft thick		1,975	CF
		73	CY
Liner import	$	30	CY
Liner Cost	$	2,194	
Seeding	$	400	
Total	$	5,526	
Contingency 15%	$	828.83	
Total with Contingency	$	6,354.39	

The pipe sizing calculations must be submitted.

A project manual which includes the bid form, contract and specifications must be submitted for the project. Shop Drawings must be submitted for City Review.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 12, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	STONEBROOK ACADEMY		
ESCROW #	115699		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The project is located within The COR, which has specific design standards relating to streetscape improvements, including sidewalk widths, boulevard widths, and boulevard plantings, which are outlined in Table 4 of the Sub-District Framework – COR2 Commercial in The COR Design Framework. Furthermore, the Design Framework also addresses street furniture, which outlined in the Master Streetscape Plan.

We offer the following comments regarding the Landscape Plan, prepared by CNH Architects and dated May 4, 2017, and the Yolite St design plans, prepared by Hakason Anderson and dated May 4, 2017, as it relates to The COR Design Framework:

Sheet L1:

- Update irrigation notes to specify that the irrigation system shall include one or more water efficient technologies, such as a smart controller, soil moisture sensors, ET sensors, etc.
- Add Landscape Note specifying that all areas, including boulevards, not otherwise improved with impervious surfaces shall receive four (4) inches of topsoil meeting the City's topsoil specification. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.
- Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall have alternating brush strokes per panel (see City specification).
- Boulevard area along both Veterans Drive and Yolite St shall be improved with topsoil and sod and this must be reflected on the plan set.
- The driveway surface must be extended to connect with the western property boundary for access for future development (this will also require a cross-access easement recorded against the properties).
- Update the Tree Installation Detail to specify that the first set of primary roots shall be at finished grade.
- Boulevard trees shall have branching beginning no lower than six (6) feet above grade.
- Add a Landscape Note that states the City requires a pre-planting meeting to review expectations for all street tree installations.

- Add note stating that any deviation from the approved Final Plat Schedule shall require approval of the City prior to installation.
- Add details of how the existing streetscape along Sunwood Drive will be protected throughout construction (scaffolding with tunnel works best as it also allows for pedestrian movement along sidewalk throughout construction).
- Update Plant Schedule to indicate that shrubs shall be at least twenty-four (24) inches in height or width, depending on species characteristics, at the time of planting.
- The proposed shrubs between the parking lot and Yolite Street must be of a columnar nature to avoid conflicts with pedestrians utilizing the sidewalk.

Sheet CS01

- Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall have alternating brush strokes per panel (see City specification).
- The driveway surface must be extended to connect with the western property boundary for access for future development (this will also require a cross-access easement recorded against the properties).
- Add details of how the existing streetscape along Sunwood Drive will be protected throughout construction (scaffolding with tunnel works best as it also allows for pedestrian movement along sidewalk throughout construction).

Sheet 12

- Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall have alternating brush strokes per panel (see City specification).

Sheet 13

- Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall have alternating brush strokes per panel (see City specification).

Sheet 14

- Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall have alternating brush strokes per panel (see City specification).

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, June 1, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Cindy Nosan Commissioner Patrick Surma Commissioner Gary VanScoy
Members Absent:	Commissioner Ralph Brauer
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson

5.02: Public Hearing: Consider Request for Preliminary Plat and Final Plat for COR StoneBrook Academy, and Site Plan for StoneBrook Academy (Project #17-101); Case of Michael and Kristen Johnson.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:13 p.m.

Presentation

Community Development Director Gladhill presented the staff report stating the City has received an application for Preliminary Plat, Final Plat and Site Plan for StoneBrook Academy, a proposed 9,132 square foot building for a new child care center to be located west of Sunwood Village between Sunwood Drive and Veterans Drive. Staff reviewed the request in detail with the Commission and recommended approval of the project, contingent on revisions outlined in the Staff Review Letter (including architectural corrections).

Citizen Input

Commissioner Nosan asked what changed on the plan.

Community Development Director Gladhill reviewed the changes that were made to the building façade in detail with the Commission.

Commissioner VanScoy asked if the request required a variance.

DRAFT

Community Development Director Gladhill explained the Planning Commission had the ability to waive the variance for the architectural design elements.

Commissioner Anderson believed a door needed to be added to the elevation facing Sunwood Drive. He stated he did not support the asphalt roof as this was out of character with the surrounding buildings. He indicated he would rather see a flat roof.

Community Development Director Gladhill commented the applicant could construct a flat roof, but the applicants supported a pitched roof for their building design. He explained that for safety purposes, the applicants wanted the building to have no access point from Sunwood Drive.

Chairperson Bauer indicated he would rather see a pitched roof on this building than a flat roof.

Quinn Hudson, C&H Architects, stated he has been working with City staff to address the comments and concerns expressed by the Planning Commission. He discussed the numerous changes that were made to the building façade in order to create a four-sided building. He explained the playground had been placed in the target zone. He stated he would continue to work on upgraded building materials with staff. He requested the pitched roof be allowed to remain in place as this created a more comfortable, residential atmosphere for the proposed daycare.

Chairperson Bauer supported the elevation on Sunwood Drive not having a door. He believed this would be an extreme danger.

Commissioner Surma asked if the fire department had reviewed the proposed building designs.

Community Development Director Gladhill explained the entire Public Safety Team has reviewed the building plans and were supportive.

Commissioner Anderson did not believe this building had the same look and feel as the other buildings within The COR and for this reason he would not be offering his support on this request.

Commissioner Nosan stated she appreciated the mix of the flat and gable rooflines as this provided more character to the building. She was pleased the building now had brick and had a more pronounced entrance.

Commissioner VanScoy agreed that the applicant had made significant improvements to the building. He suggested brick be placed along the windows on Sunwood Drive to further enhance the building.

Commissioner Nosan supported the building having brick half-way up to enhance the entire building.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to close the public hearing.

DRAFT

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Anderson, Gengler, and Nosan. Voting No: None. Absent: Brauer.

Chairperson Bauer closed the public hearing closed at 7:36 p.m.

Commission Business

Commissioner VanScoy questioned how staff would address the comments made by the Commission this evening.

Community Development Director Gladhill recommended staff make a motion clarifying the items they would like addressed within the building materials or building façade.

Commissioner Anderson stated he would not be offering his support for this project as presented.

Community Development Director Gladhill indicated the Planning Commission could opt to table action on this item to June 12th in order to further review the proposed changes.

Chairperson Bauer supported this item moving forward.

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to recommend that City Council adopt Resolution #17-06-127 approving the Plat for COR Stone Brook Academy and approving Site Plan for StoneBrook Academy, contingent upon revisions outlined in the Staff Review Letter, with the design for the elevation along Sunwood Drive being amended to be more consistent with Page 52 of the design framework.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Nosan, and Gengler. Voting No: Anderson and Surma. Absent: Brauer.

DRAFT

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-06-129

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF COR STONE BROOK ACADEMY.

WHEREAS, Michael and Kristen Johnson, hereafter referred to as "Developer", properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

Outlot B, COR ONE, Anoka County, Minnesota;

(the 'Subject Property');

WHEREAS, the City of Ramsey received a preliminary plat and final plat for COR Stone Brook Academy, and Site Plan for StoneBrook Academy from the Developer; and

WHEREAS, the Planning Commission reviewed the Architectural Design of the proposed building on May 4, 2017; and;

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered the landscaping and streetscaping plan on May 15, 2017; and

WHEREAS, the Planning Commission reviewed the preliminary plat application on June 1, 2017; and;

WHEREAS, on June 1, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, on June 13, 2016, the City Council reviewed the preliminary plat.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants preliminary plat approval of Cor Stone Brook Academy in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with landscaping and streetscape City Staff review letter dated May 12, 2017
    b) Compliance with planning and engineering City Staff review letter dated May 25, 2017.
    c) The Developer entering into a Development Agreement with the City for the property improvements and Yolite Street.

2) That the Ramsey City Council hereby grants site plan approval of StoneBrook Academy in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with landscaping and streetscape City Staff review letter dated May 12, 2017
    b) Compliance with planning and engineering City Staff review letter dated May 25, 2017.

c) The Developer entering into a Development Agreement with the City for the property improvements and Yolite Street.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember_____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this __th day of June, 2017

_____
Mayor

ATTEST:

_____
City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 2.**

Meeting Date: 06/13/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Adopt Resolution Approving Final Plat of Covenant Meadows and Rezoning of the Subject Property (Project #17-102); Case of Eric Thomsen.

1. Adopt Ordinance #17-05 Approving Zoning Amendment to Planned Unit Development (PUD)
2. Adopt Resolution #17-06-138 Approving Final Plat

Purpose/Background:

The purpose of this case is to consider approval of the Final Plat and adopt an Ordinance for a Zoning Amendment for a development known as Covenant Meadows. The property is legally described as Outlot A, Meadowbrook (the "Subject Property"). The proposed development would subdivide approximately thirty-eight (38) acres into twelve (12) single family lots that would be serviced by individual private utilities (well and septic systems). The Final Plat proposes deeding approximately fifteen (15) of the thirty eight (38) acres to the City as the public benefit in relation to the PUD application. The proposed fifteen (15) acres straddles both sides of Trott Brook, has steep slopes, and is also considered to be high quality natural open space.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

The City Council granted Preliminary Plat approval earlier this year, which granted 'entitlement' to the project with regard to layout, lot configuration, and number of lots. The purpose of the Final Plat stage is to approve the official legal document that will subdivide the lots (Plat). The Final Plat is generally consistent with the approved Preliminary Plat.

The City has received information from the MN Department of Natural Resources regarding whether any rare species or other significant natural features were known to occur in the vicinity of the project site. Of note, the Minnesota Biological Survey (MBS) did identify a Site of Below Biodiversity Significance partially within the project area. While this classification does not meet the threshold for statewide significance, they do generally have conservation value as habitat for native plants and animals, as wildlife corridors, or as buffers to surrounding higher quality natural areas. The area meeting this classification is within the fifteen (15) acres of land proposed to be deeded to the City for permanent open space protection, another added benefit to considering a PUD for this project.

The Final Plat is generally consistent with the approved preliminary plat with minor revisions necessary to the plan set as outlined in the staff review letter.

Alternatives

Alternative 1: Approve the Zoning Amendment and Final Plat for Covenant Meadows. The Final Plat is generally consistent with the approved Preliminary Plat. The Zoning Amendment would rezone the Subject Property to a Planned Unit Development with the public benefit being about fifteen (15) acres of land that would be deeded to the City for permanent protection of open space. This area also includes a portion of land that is classified as having conservation value based on the Minnesota Biological Survey. Furthermore, this would preserve in perpetuity another segment of a greenway corrdior along the Trott Brook. Staff supports this alternative.

Alternative 2: Do not approve the Zoning Amendment and Final Plat for Covenant Meadows. If the City Council is not supportive of rezoning the Subject Property to a PUD, then it should not adopt the proposed Ordinance and should then subsequently not approve the Final Plat as it would not comply with the underlying R-1 Residential (Rural Developing) District standards. The proposed project will permanently protect a high value natural area straddling both sides of Trott Brook as well as the steep slope down to the brook. The Final Plat is generally consistent with the approved Preliminary Plat and as long as the revisions outlined in the Staff Review Letter are incorporated into the plan set, Staff would not support this alternative.

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

Recommendation:

Staff recommends that the City Council adopt Ordinance #17-05 rezoning the Subject Property from R-1 Residential (Rural Developing) to Planned Unit Development (PUD) and adoption of Resolution #17-06-138 granting final plat approval of Covenant Meadows.

Action:
Motion to waive the charter requirement to read the Ordinance aloud and adopt Ordinance #17-05 to rezoning the Subject Property from R-1 Rural Developing to Planned Unit Development (PUD).

Roll Call Vote

Councilmember Kuzma
Councilmember Williams
Councilmember Shryock
Councilmember Riley
Councilmember LeTourneau
Councilmember Johns
Mayor Strommen

-and-

Motion to adopt Resolution #17-06-138 granting final plat approval of Covenant Meadows.

Attachments

Site Location Map
Application Document
Preliminary Plat
Final Plat
Updated Plan Set

Staff Review Letter

City Council Meeting Minutes Dated March 14, 2017

Draft Planning Commission Meeting Minutes Dated April 6, 2017

Ecological Significance Overlay Exhibit

Ordinance #17-05

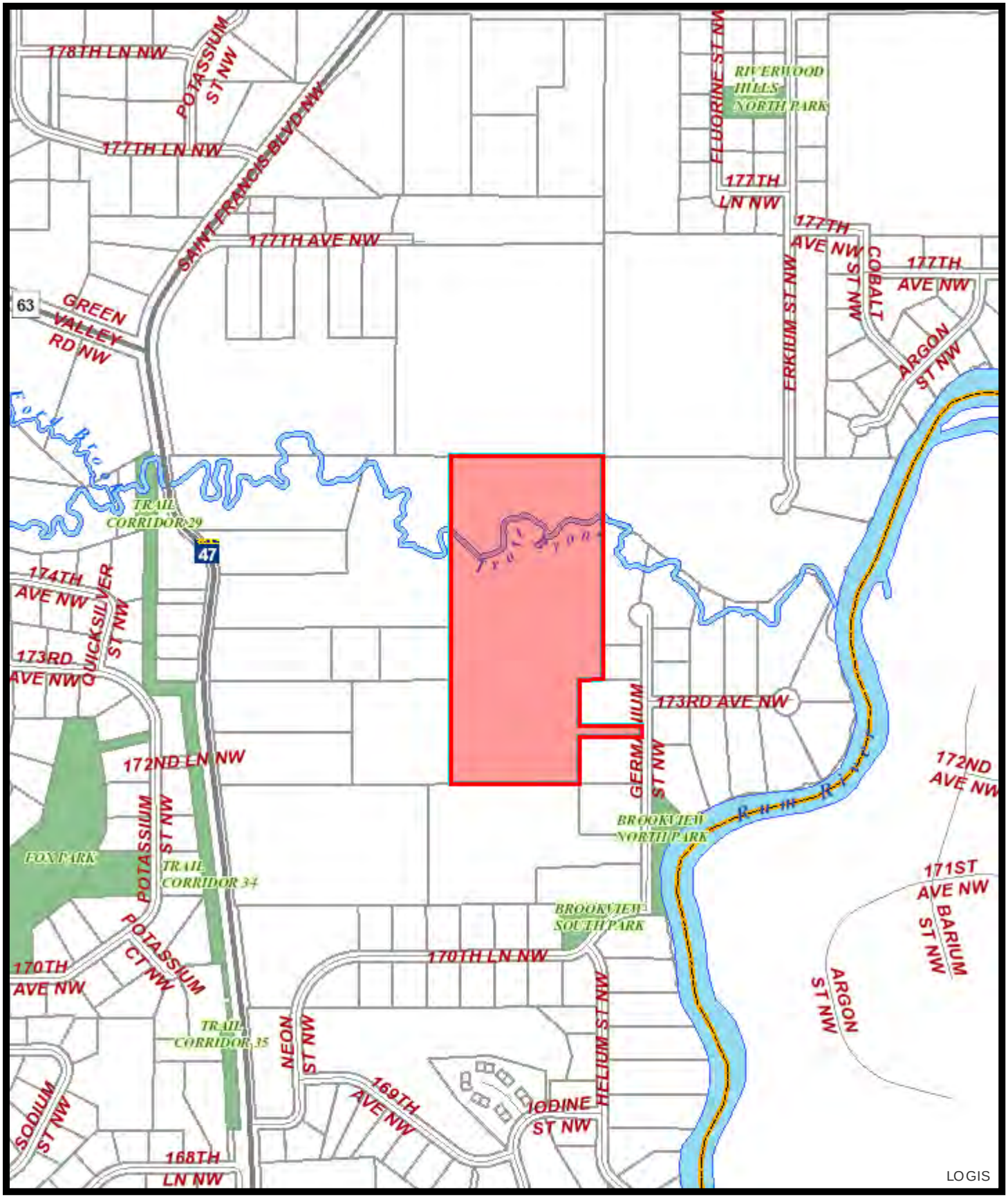
Resolution #17-06-138

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	06/08/2017 12:24 PM
Tim Gladhill	Tim Gladhill	06/08/2017 02:24 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:47 PM
Form Started By: Eric Maass		Started On: 06/06/2017 02:16 PM
Final Approval Date: 06/08/2017		

02-32-25-44-0004

Site Location Map



Feet
0 190 380 760 1,140 1,520

Print Date: December 1, 2016

City of RAMSEY

RECEIVED
MAY 11 2017
BY:

Land Use Application

☐ Plat – Sketch Plan	☐ Plat – Preliminary Plat	☑ Plat – Final Plat
☐ Administrative Plat	☐ Site Plan Review	☐ Easement/ROW Vacation
☐ Conditional Use Permit	☐ Interim Use Permit	☐ Comprehensive Plan Amendment
☐ Zoning Amendment	☐ Home Occupation Permit	☐ Variance
☐ Dwelling Moving Permit	☐ Environmental Permit	☐ Registered Land Survey
☐ Non-Traditional Animal License	☐ Beekeeping License	☐ Private Kennel License

Applicant Contact Information

Please note: All official communication will be routed through this contact.

Name:	Covenant Meadows		
Street Address:			
City, State, ZIP:	Ramsey Mn 55303		
Home Phone:	612 919-6862	Work Phone:	612 919-6862
Email:	Ethansen@a-p.ca	Fax Number:	
Name of Business (if applicable):	Brook View estates L.L.C		
Business Address (if applicable)	6210 Green Valley RD		
Business City, State, ZIP	Ramsey Mn 55303		
Business Phone:	612 919-6862	Business Fax:	

Subject Property Information

(Location of Application)

Address	None
PIN	02-32-26-44-0004
Legal Description	
Zoning District	

Contact the Planning Division at 763-433-9824 or planning@cityoframsey.com to request a Zoning Verification

Property Owner Information

(If different than Applicant)

Name:			
Street Address:			
City, State, ZIP:			
Home Phone:		Work Phone:	
Email:		Fax Number:	

Please provide a detailed description of your request and attached a copy of a scaled site plan

A "Land Use Sign" will be placed on the Subject Property to allow Ramsey Residents the opportunity to obtain information about your request.

Applicant Signature	Eric Thomsen	Co-Applicant Signature	
Printed Name	Eric Thomsen	Printed Name	
Title		Title	
Date	05/10/2017	Date	

I understand that the application fee is non-refundable. All costs associated with the processing of this application are the responsibility of the applicant whether this application is approved or denied. Any excess of escrow account deposits over expenditures will be refunded at the time of account closure. I also understand that as the applicant, it is my responsibility to obtain all other permits or licenses required by any applicable regulatory agencies for this Land Use Application.

Property Owner Signature		Property Owner Signature	
Printed Name		Printed Name	
Title		Title	
Date		Date	

I hereby certify that I am the fee title owner/contract for deed vendee of record for the above-mentioned property. Failure to prove ownership may void any agreements entered into the City and I will be held liable for any and all costs incurred by the City.

Property Owner Information

(If different than Applicant)

Name:	National Growth LLC		
Street Address:	16323 E Ridgeline Dr		
City, State, ZIP:	Fountain Hills, AZ 85268		
Home Phone:	612-685-5400	Work Phone:	480-634-5965
Email:	g.lawabnie@anmedical transport.com	Fax Number:	480-634-5976

Please provide a detailed description of your request and attached a copy of a scaled site plan

A "Land Use Sign" will be placed on the Subject Property to allow Ramsey Residents the opportunity to obtain information about your request.

Applicant Signature		Co-Applicant Signature	
Printed Name		Printed Name	
Title		Title	
Date		Date	

I understand that the application fee is non-refundable. All costs associated with the processing of this application are the responsibility of the applicant whether this application is approved or denied. Any excess of escrow account deposits over expenditures will be refunded at the time of account closure. I also understand that as the applicant, it is my responsibility to obtain all other permits or licenses required by any applicable regulatory agencies for this Land Use Application.

Property Owner Signature		Property Owner Signature	
Printed Name	ABED LAWABNE	Printed Name	Nohad Loabneh
Title	C.F.O	Title	CEO
Date	05-11-2017	Date	5/11/17

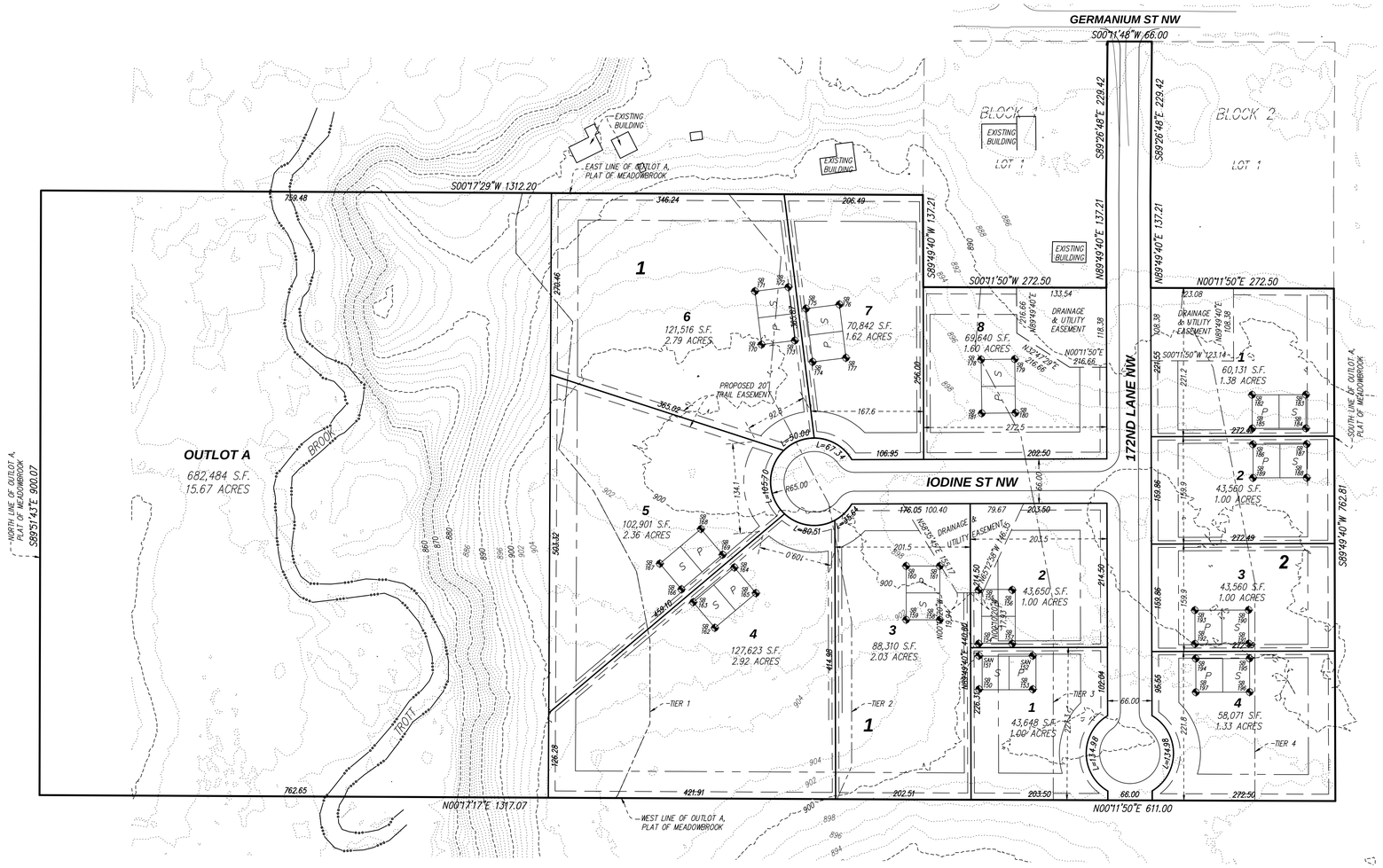
I hereby certify that I am the fee title owner/contract for deed vendee of record for the above-mentioned property. Failure to prove ownership may void any agreements entered into the City and I will be held liable for any and all costs incurred by the City.

PRELIMINARY PLAT OF:
COVENANT MEADOWS

0 50 100 200
(SCALE IN FEET)

LOT AREA TABULATION

BLOCK 1		
LOT 1	*43,648 s.f.*	*1.00 Acres*
LOT 2	*43,650 s.f.*	*1.00 Acres*
LOT 3	*88,310 s.f.*	*2.03 Acres*
LOT 4	*127,623 s.f.*	*2.92 Acres*
LOT 5	*102,901 s.f.*	*2.36 Acres*
LOT 6	*121,516 s.f.*	*2.79 Acres*
LOT 7	*70,842 s.f.*	*1.62 Acres*
LOT 8	*69,640 s.f.*	*1.60 Acres*
BLOCK 2		
LOT 1	*60,131 s.f.*	*1.38 Acres*
LOT 2	*43,560 s.f.*	*1.00 Acres*
LOT 3	*43,560 s.f.*	*1.00 Acres*
LOT 4	*58,071 s.f.*	*1.33 Acres*
OUTLOT A	*682,484 s.f.*	*15.67 Acres*
R.O.W.	*117,536 s.f.*	*2.70 Acres*
TOTAL	*1,673,472 s.f.*	*38.42 Acres*



OWNER/DEVELOPER

Brookview Estates, LLC
6210 Green Valley Road
Ramsey, MN 55303

PROPERTY DESCRIPTION

Outlot A, MEADOWBROOK, according to the plat of record thereof, Anoka County, Minnesota.

NOTE

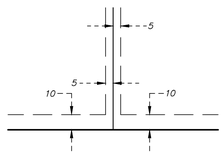
Proposed septic areas shown hereon are approximate and for informational purposes only. It is the responsibility of the landowner to determine a final location for the septic area.

LEGEND

——— – – – ——— *DENOTES BUILDING SETBACK LINE*

——— ——— ——— ——— *DENOTES DRAINAGE AND UTILITY EASEMENT*

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, ALSO BEING 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

TIERED DENSITY ANALYSYS - ALL TIER DEPTHS - 300', BASE DENSITY = 2.5 ACRES

TIER NO.	GROSS AREA	WETLAND/BLUFF AREA	SUITABLE AREA	MULTIPLIER	ALLOWABLE UNITS	PROPOSED UNITS
1	742,506	664,718	77,788	1.5	1	0
2	291,146	0	291,146	2.0	5	3
3	269,457	0	269,457	3.0	7	2
4	259,122	0	259,122	3.0	7	6
5	111,246	0	111,246	3.0	3	1
	1,673,477	664,718	1,008,759		23	12

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

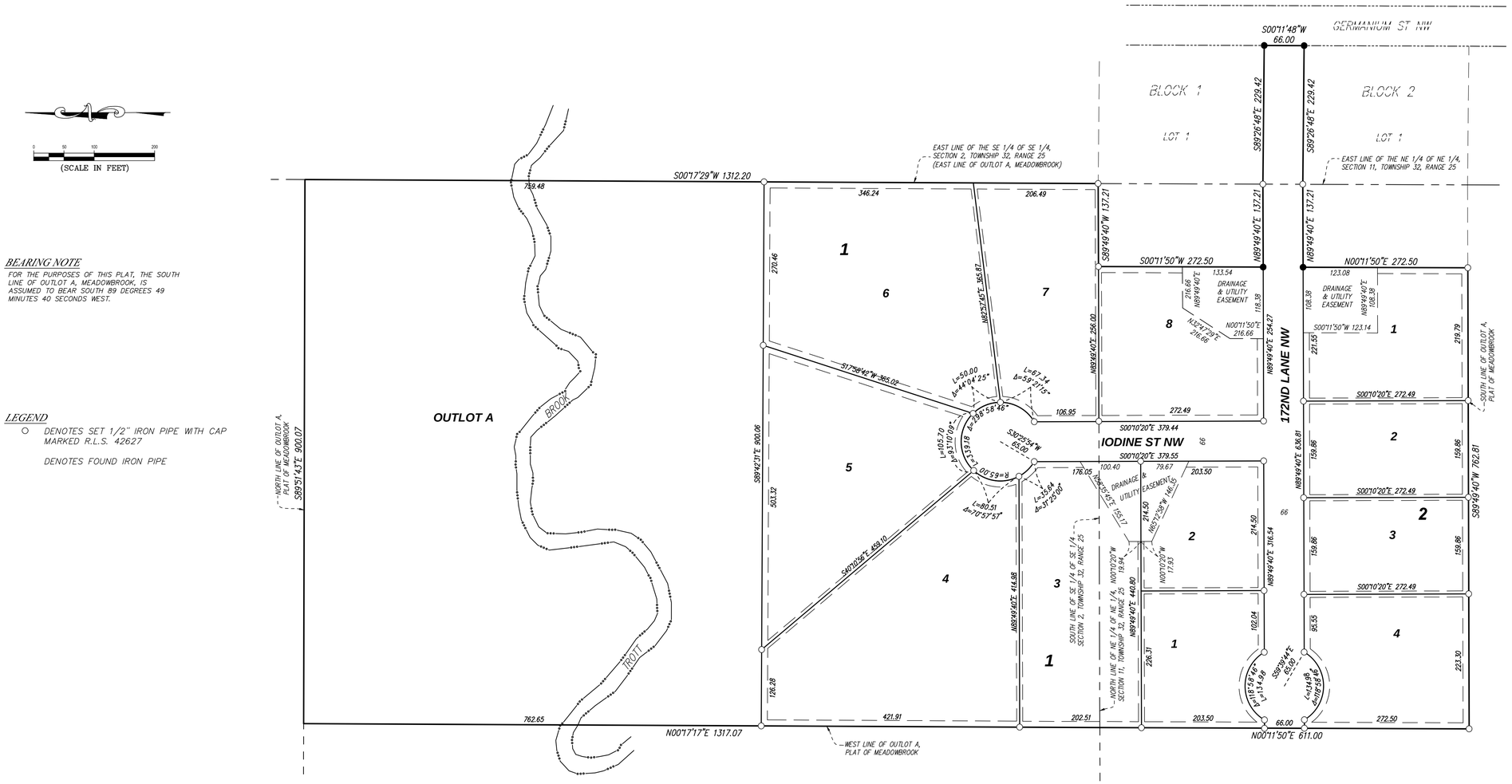
KYLE M. RODDY, MN LIC. NO 42627 *DATED: 2/2/17*

COPYRIGHT 2016 BY LHB, INC. ALL RIGHTS RESERVED.

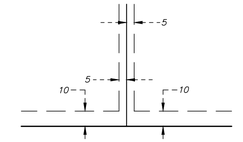
LHB
PERFORMANCE DRIVEN DESIGN.
LHBcorp.com
200 3rd Ave NE, Suite 100 | Cambridge, MN 55008 | 763.689.4042

COVENANT MEADOWS

CITY OF RAMSEY
COUNTY OF ANOKA
SECTIONS 2 AND 11, T. 32, R. 25



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, ALSO BEING 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

KNOW ALL PERSONS BY THESE PRESENTS: That Brookview Estates, LLC, a Minnesota limited liability company, owner of the following described property:

Outlot A, MEADOWBROOK, according to the recorded plat thereof, Anoka County, Minnesota.

Has caused the same to be surveyed and platted as COVENANT MEADOWS and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as shown on this plat.

In witness whereof said Brookview Estates, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20___.

Brookview Estates, LLC

By _____

_____, as _____

State of Minnesota
County of _____

This instrument was acknowledged before me on _____ by _____, as _____ of Brookview Estates, LLC, a Minnesota limited liability company.

_____

_____
Notary Public, _____ County, Minnesota
My commission expires _____

I Kyle J. Roddy do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____.

_____
Kyle J. Roddy, Licensed Land Surveyor
Minnesota License Number 42627

State of Minnesota
County of _____

This instrument was acknowledged before me on _____ by Kyle J. Roddy.

_____

_____
Notary Public, _____ County, Minnesota
My commission expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of COVENANT MEADOWS was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

By: _____, Mayor By: _____, City Clerk

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20____.

_____
Larry D. Hoium, Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20____.

_____
Property Tax Administrator

By_____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES

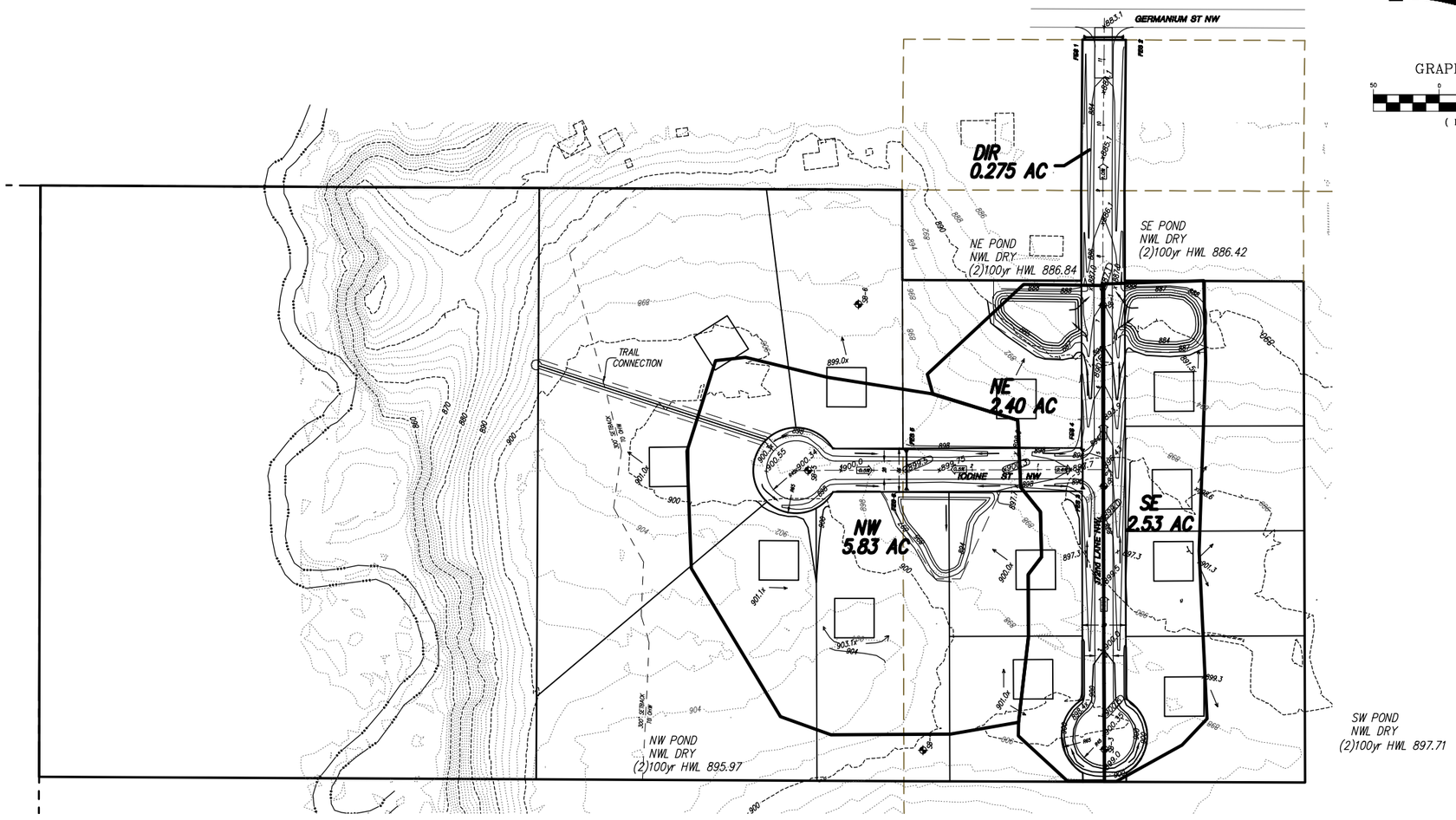
County of Anoka, State of Minnesota

I hereby certify that this plat of BROOKFIELD SEVENTH ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20____, at ____o'clock __.M. and was duly recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By_____, Deputy

LHB
Cambridge, MN



N E S W

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)

BY	REVISIONS	DATE
	RECORD DRAWING	

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

DRAINAGE AREA MAP

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE _____ REG. NO. 24019

BRENT ROSHELL

DRAWN	BR		
DATE	12/19/16		
SCALE	AS SHOWN		
PROJECT	RE-32		
CHECKED	BTR		
APPROVED	BTR		

DR

SHEET INDEX

C0	COVER SHEET
STORM SEWER AND STREET CONSTRUCTION	
C1	172nd AVE NW
C2	IODINE ST NW
EROSION CONTROL, LANDSCAPING AND DETAILS	
G1	GRADING PLAN
D1	DETAILS
D2	DETAILS
D3	DETAILS
SW 1	STORMWATER POLLUTION PREVENTION PLAN
SW 2	STORMWATER POLLUTION PREVENTION PLAN
L1	OVERALL LANDSCAPING PLAN
T1	TREE PLAN
T2	TREE PLAN

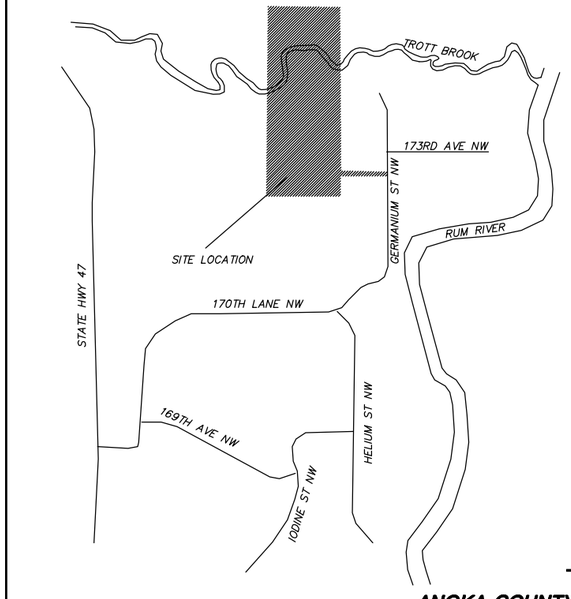
LINE TYPE & SYMBOL LEGEND

- SB-5 — DENOTES SOIL BORING
- P | S — DRAIN FIELD LOC, P = PRIMARY, S = SECONDARY
- (W) — PROPOSED WELL LOC.
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

OWNER:

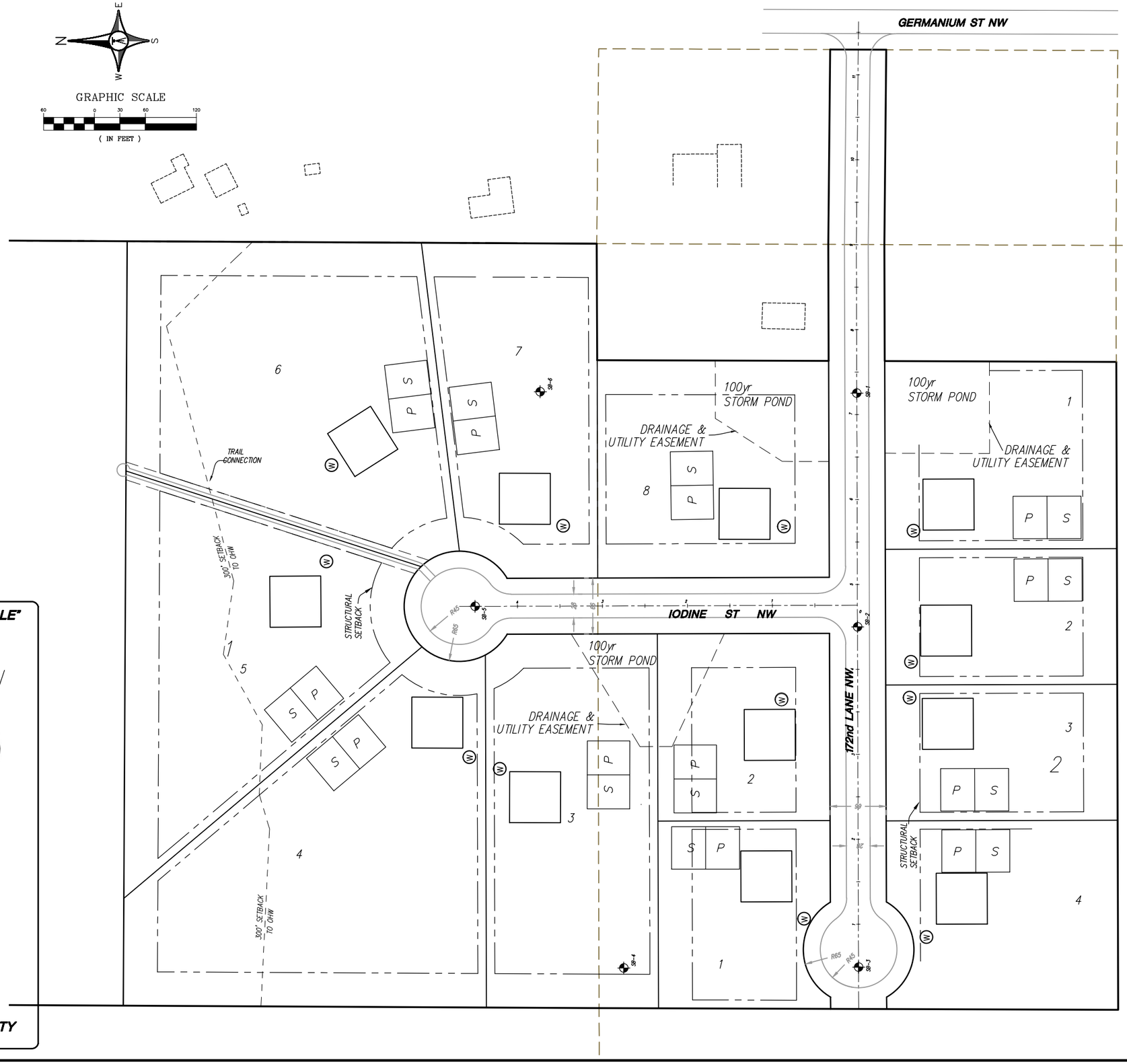
Eric Thomsen
6210 Green Valley Road
Ramsey, Minnesota 55303
Phone: (612) 919-6862

LOCATION MAP "NOT TO SCALE"



RAMSEY, MINNESOTA — ANOKA COUNTY

GRAPHIC SCALE
60 0 30 60 120
(IN FEET)



REVISIONS	DATE	BY
ADDED SHEET TO SET	3/23/17	BR
3 STORM PONDS	5/4/17	BR
RECORD DRAWING		

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

COVER SHEET

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 3/23/17 REG. NO. 24019

Brent Roshell

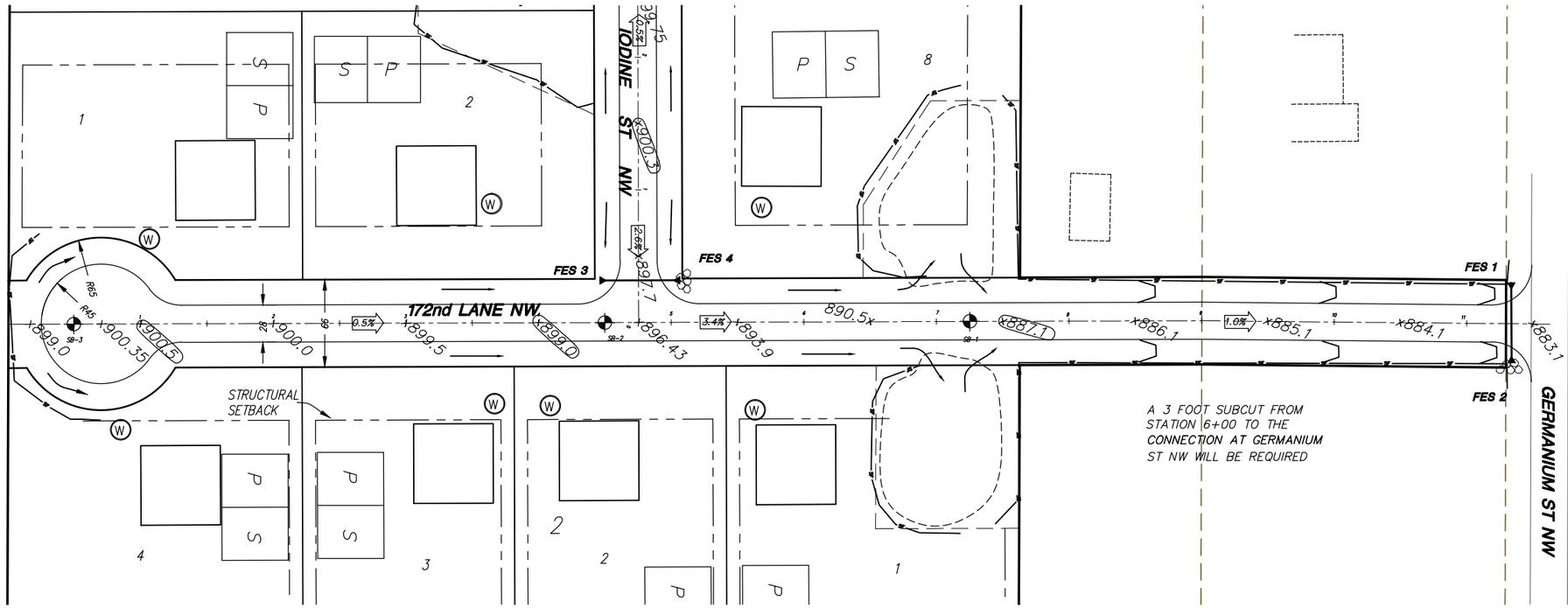
BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	AS SHOWN
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

C0

172ND LANE NW IS 1163 FEET IN LENGTH FROM THE CENTERLINE OF GERMANIUM ST NW TO THE WESTERN BOUNDARY OF THE PLAT.

SEE SHEET C2



A 3 FOOT SUBCUT FROM STATION 6+00 TO THE CONNECTION AT GERMANIUM ST NW WILL BE REQUIRED

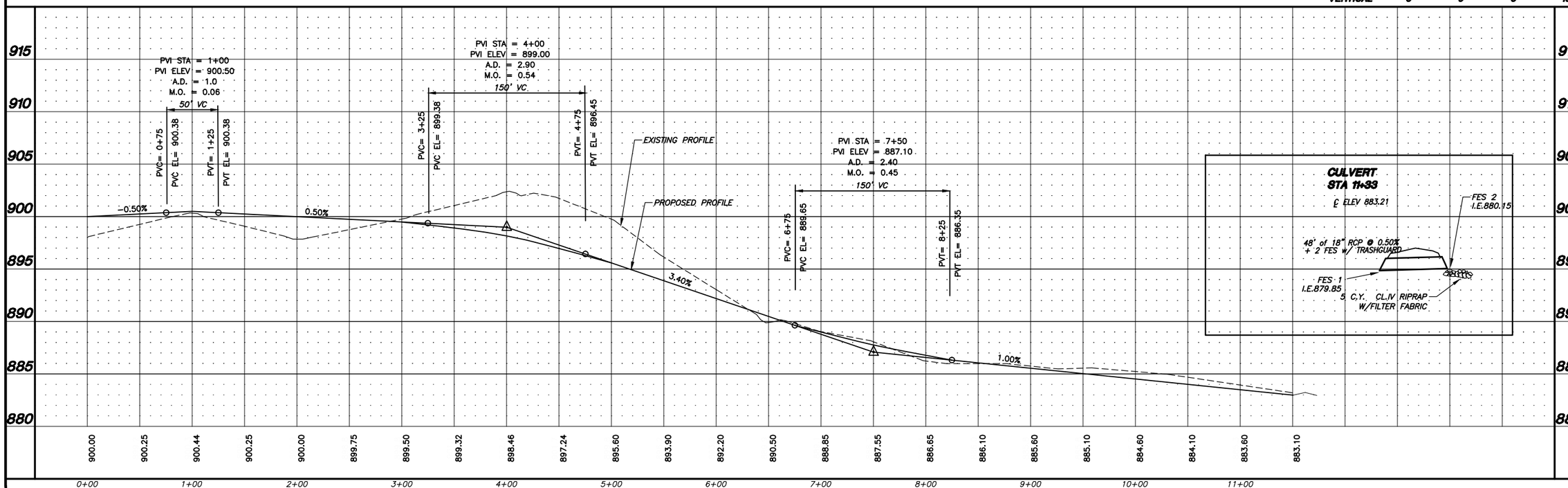
LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 — DENOTES SOIL BORING
- P | S — DRAIN FIELD LOC, P = PRIMARY, S = SECONDARY
- W — PROPOSED WELL LOC.
- SF — SILT FENCE
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

N W E S

HORIZONTAL 50 0 50 100

VERTICAL 5 0 5 10



DATE	REVISIONS	BY
3/23/17	LEGEND	BR
5/4/17	3 PONDS	BR

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

STREET & STORM SEWER
172nd LANE NW
RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 2/2/17 REG. NO. 24019

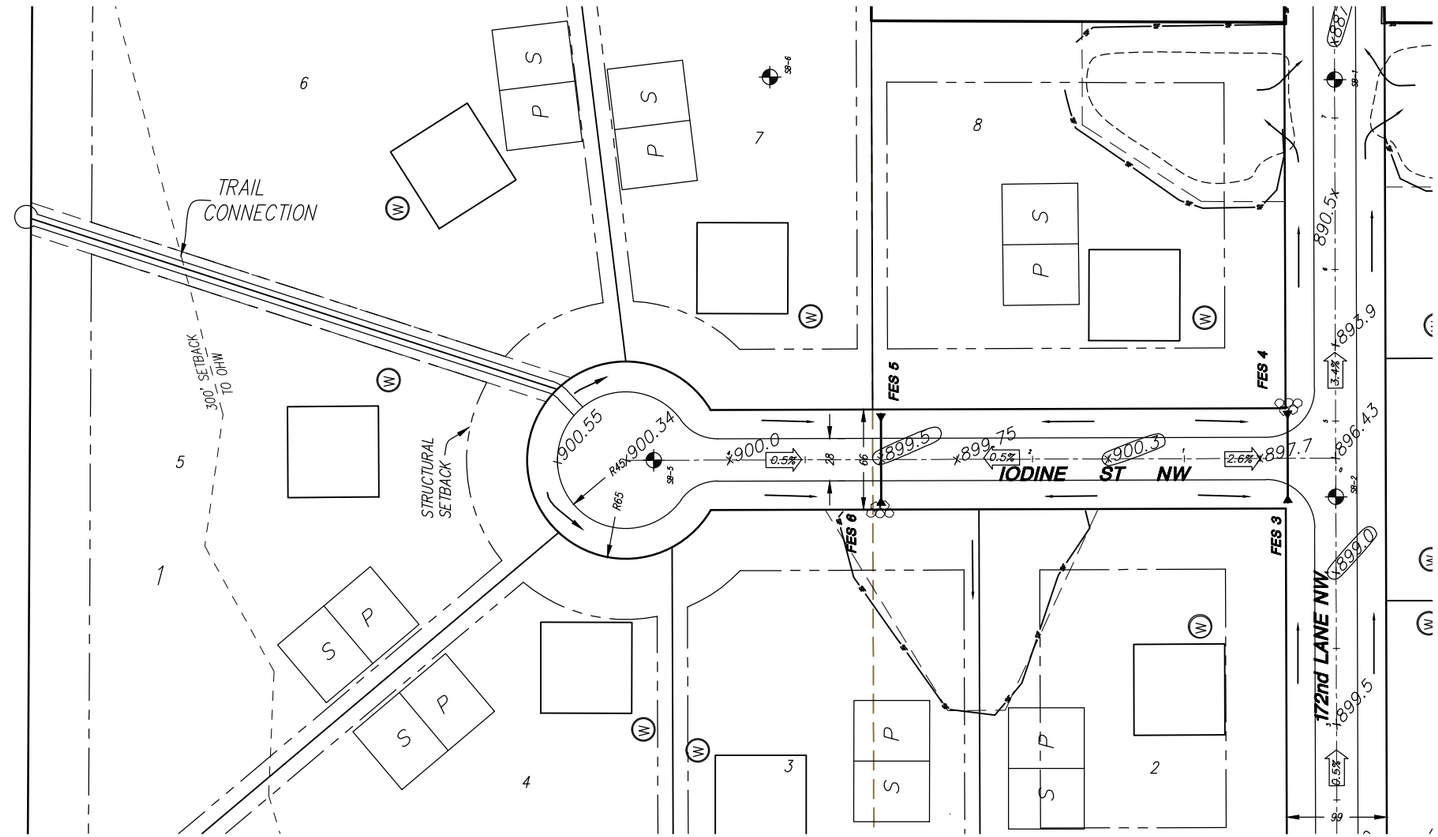
BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	1"=50'
PROJECT	RE-12
CHECKED	BTR
APPROVED	BTR

C1

LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 — DENOTES SOIL BORING
- P | S — DRAIN FIELD LOC, P = PRIMARY, S = SECONDARY
- W — PROPOSED WELL LOC.
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- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

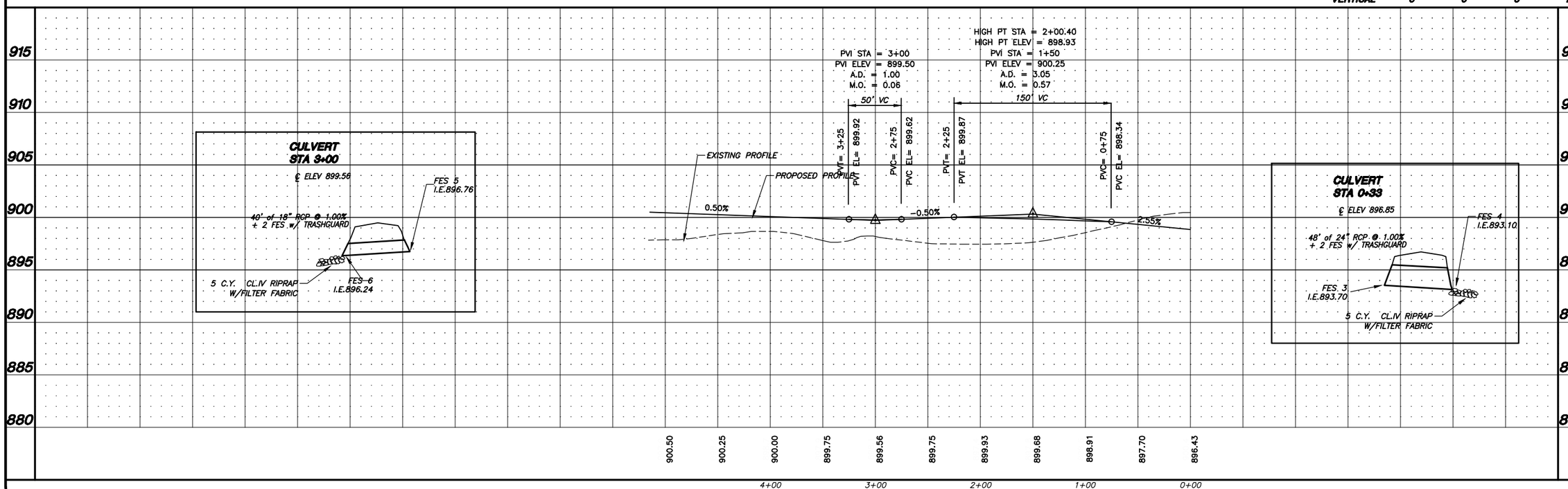


IODINE ST NW IS 513 FEET IN LENGTH FROM THE CENTERLINE OF 172ND LANE NW TO THE NORTH EDGE OF THE CUL-DE-SAC TRAVEL SURFACE

SEE SHEET C1

HORIZONTAL 50 0 50 100

VERTICAL 5 0 5 10



ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

DATE	REVISIONS	BY
3/23/17	LEGEND	BR
5/4/17	3 PONDS	BR
	RECORD DRAWING	

COVENANT MEADOWS

STREET & STORM SEWER
IODINE ST NW
RAMSEY, MINNESOTA

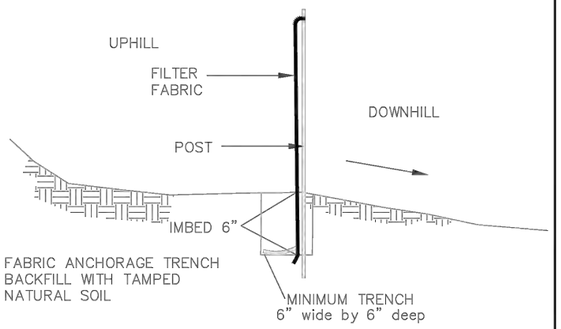
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 2/2/17 REG. NO. 24019

BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	1"=50'
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

C2



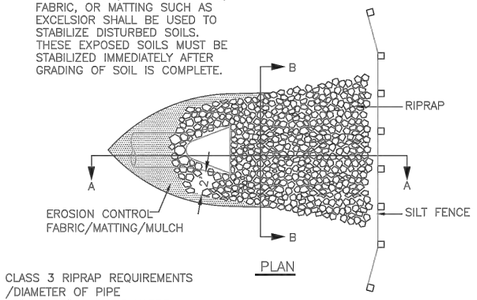
INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

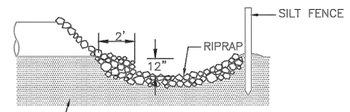
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1

ON SLOPES 4:1 OR GREATER, ANCHOR OR STRAIGHT DISKED STRAW MULCH, SEEDED NETTING, FABRIC, OR MATTING SUCH AS EXCELSIOR SHALL BE USED TO STABILIZE DISTURBED SOILS. THESE EXPOSED SOILS MUST BE STABILIZED IMMEDIATELY AFTER GRADING OF SOIL IS COMPLETE.



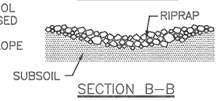
PLAN

CLASS 3 RIPRAP REQUIREMENTS /DIAMETER OF PIPE
12" TO 24" 4 CUBIC YARDS
27" TO 33" 8 CUBIC YARDS
36" TO 48" 12 CUBIC YARDS
54" AND UP 16 CUBIC YARDS
(ONE CUBIC YARD IS APPROX. 2,800 LBS.)



SECTION A–A

A SKIRTING OF EROSION CONTROL FABRIC OR MULCH MUST BE USED TO PROTECT OUTLETS AS ILLISTRATED REGARDLESS OF SLOPE

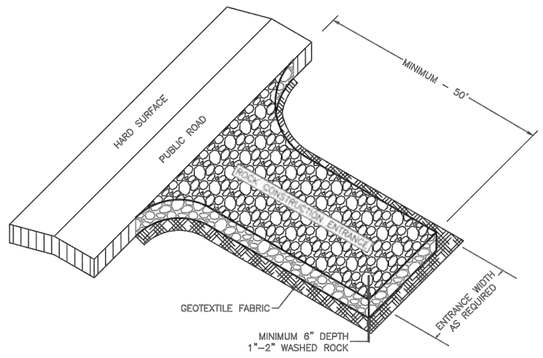


SECTION B–B

RIP–RAP AT R.C.P. OUTLET

NO SCALE

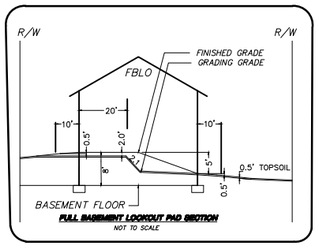
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: RIP–RAP
		CITY PLATE No. ERO–3



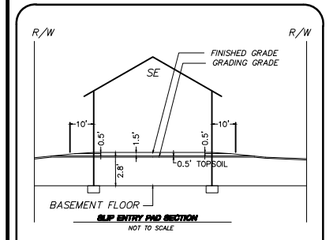
NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

NOT TO SCALE

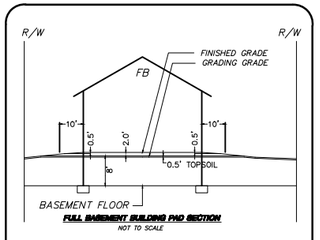
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5



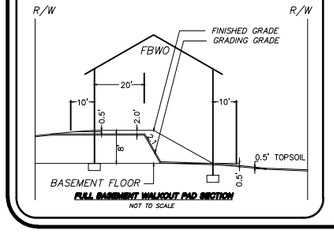
FULL BASEMENT LOOKOUT PAD SECTION
NOT TO SCALE



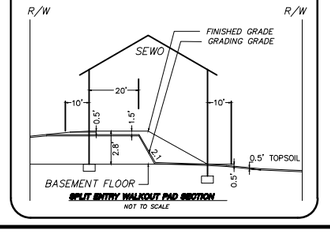
SLIP ENTRY PAD SECTION
NOT TO SCALE



FULL BASEMENT SLIDING PAD SECTION
NOT TO SCALE



FULL BASEMENT WALKOUT PAD SECTION
NOT TO SCALE



SPLIT ENTRY WALKOUT PAD SECTION
NOT TO SCALE

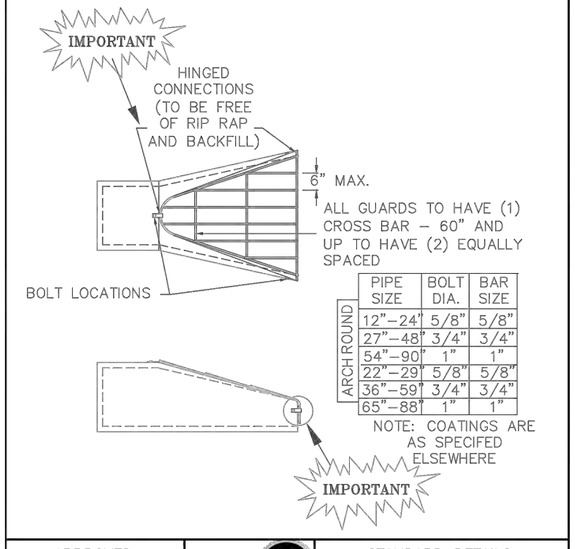
MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS

NOTE:
GUARDS MUST BE INCORPORATED ON ALL INSTALLATIONS EXCEPT WHERE SPECIFICALLY ALLOWED OTHERWISE BY THE CITY ENGINEER.



ARCH ROUND	PIPE SIZE	BOLT DIA.	BAR SIZE
	12"–24"	5/8"	5/8"
	27"–48"	3/4"	3/4"
	54"–90"	1"	1"
	22"–29"	5/8"	5/8"
	36"–59"	3/4"	3/4"
	65"–88"	1"	1"

APPROVED: 2 – 2006	City of RAMSEY	STANDARD DETAILS: TRASH GUARD
		CITY PLATE No. STO–8

DATE	REVISIONS	BY
3/23/17	ADDED SHEET TO SET	BR
	RECORD DRAWING	

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

DETAILS

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

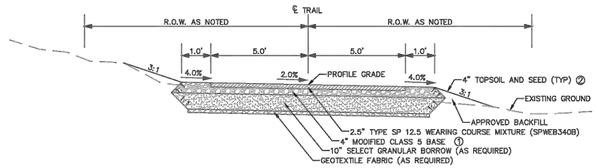
DATE 2/2/17 REG. NO. 24619

Brent Roshell

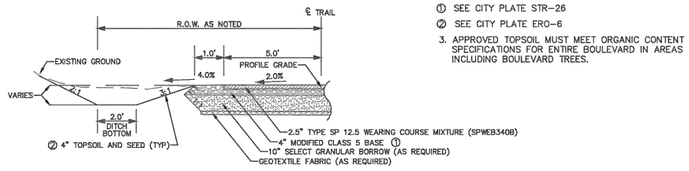
BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	-
PROJECT	RE–32
CHECKED	BTR
APPROVED	BTR

D1



TYPICAL SECTION



DITCH SECTION

NOTE: NOT TO SCALE

NOTES:

① SEE CITY PLATE STR-26

② SEE CITY PLATE ERO-6

3. APPROVED TOPSOIL MUST MEET ORGANIC CONTENT SPECIFICATIONS FOR ENTIRE BOULEVARD IN AREAS INCLUDING BOULEVARD TREES.

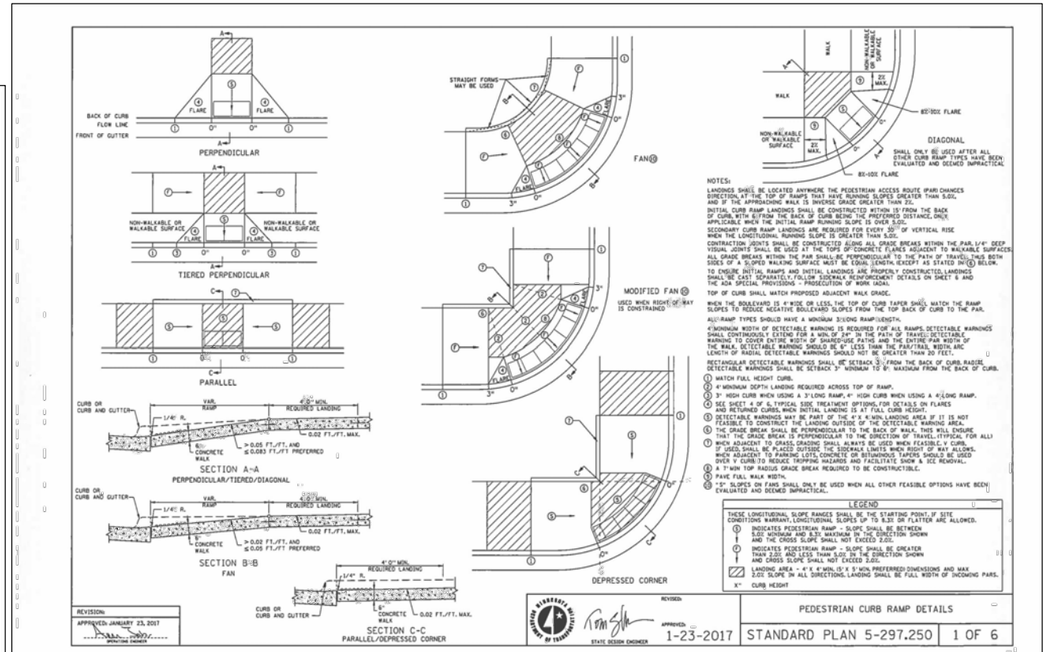
APPROVED: 1 - 2016	City of RAMSEY	CITY PLATE No. PARK-1	STANDARD DETAILS: BITUMINOUS TRAIL

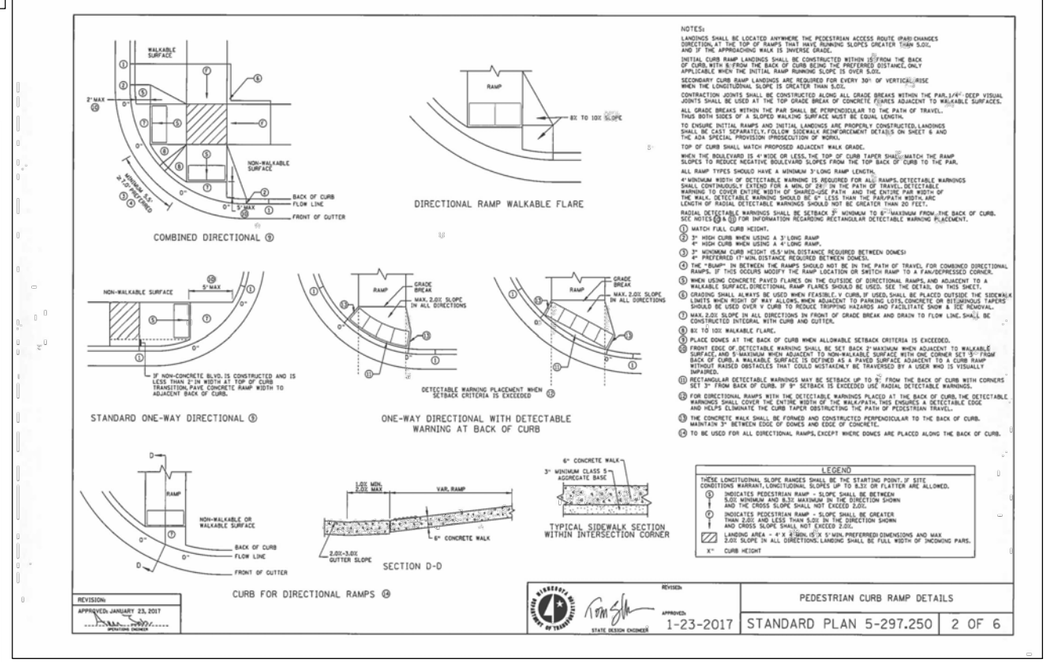
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS
% PASSING

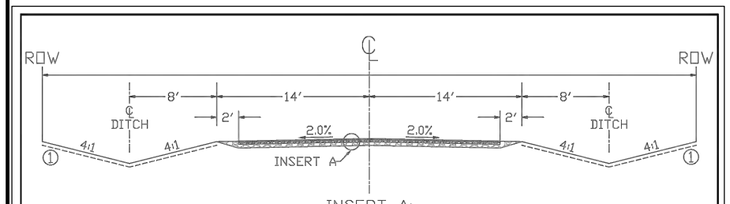
1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

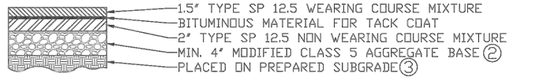
APPROVED: 2 - 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR-26







INSERT A:



REFERENCE NOTES:

① GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW, SEED AND MULCH IN ALL DISTURBED AREAS. SEE CITY PLATE No. ERO-6

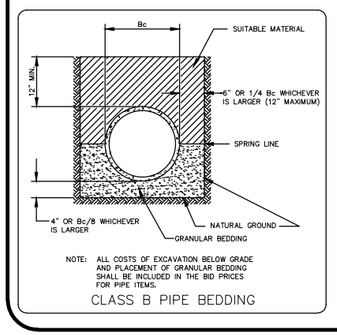
② CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26

③ CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.

NOTE: NOT TO SCALE

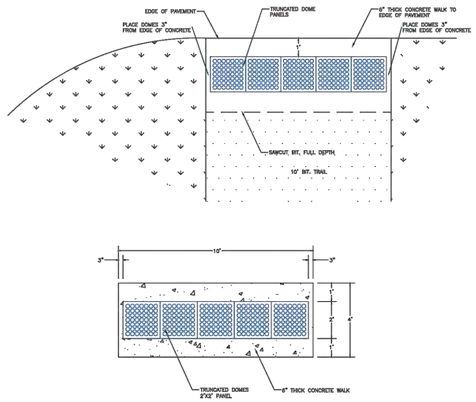
APPROVED: 4 - 2016	City of RAMSEY	CITY PLATE No. STR-6	STANDARD DETAILS: 28' - RURAL STREET

BITUMINOUS BASE – SPNWB 330B
BITUMINOUS WEAR – SPWEA 330B



NOTE: ALL COSTS OF EXCAVATION BELOW GRADE AND PLACEMENT OF GRANULAR BEDDING SHALL BE INCLUDED IN THE BID PRICES FOR PIPE ITEMS.

CLASS B PIPE BEDDING



NOTE:
1. SAWCUT BIT. FULL DEPTH / REMOVE BIT.
2. PLACE 6" THICK CONCRETE FOR TRUNCATED DOMES UP TO EDGE OF PAVEMENT.
3. MEDIUM BROOM FINISH ON CONCRETE
4. MAINTAIN 3" FROM EDGE OF TRUNCATED DOMES AND CONCRETE EDGE.
5. IT MAY BE NECESSARY TO TRIM TRUNCATED DOME PANELS.

NOTE: NOT TO SCALE

APPROVED: 7 - 2015	City of RAMSEY	STANDARD DETAILS: TRUNCATED DOME PLACEMENT – BITUMINOUS TRAIL NO CURB
		CITY PLATE No. STR-28

REVISIONS	BY
ADDED SHEET TO SET	BR
RECORD DRAWING	

DATE
3/23/17

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS
DETAILS
RAMSEY, MINNESOTA

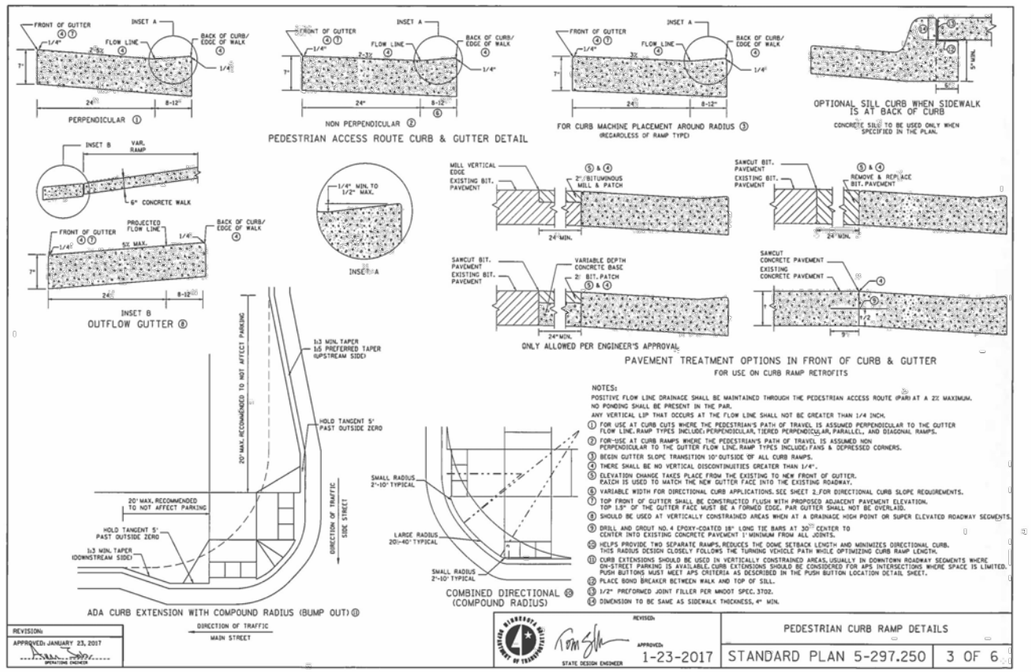
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

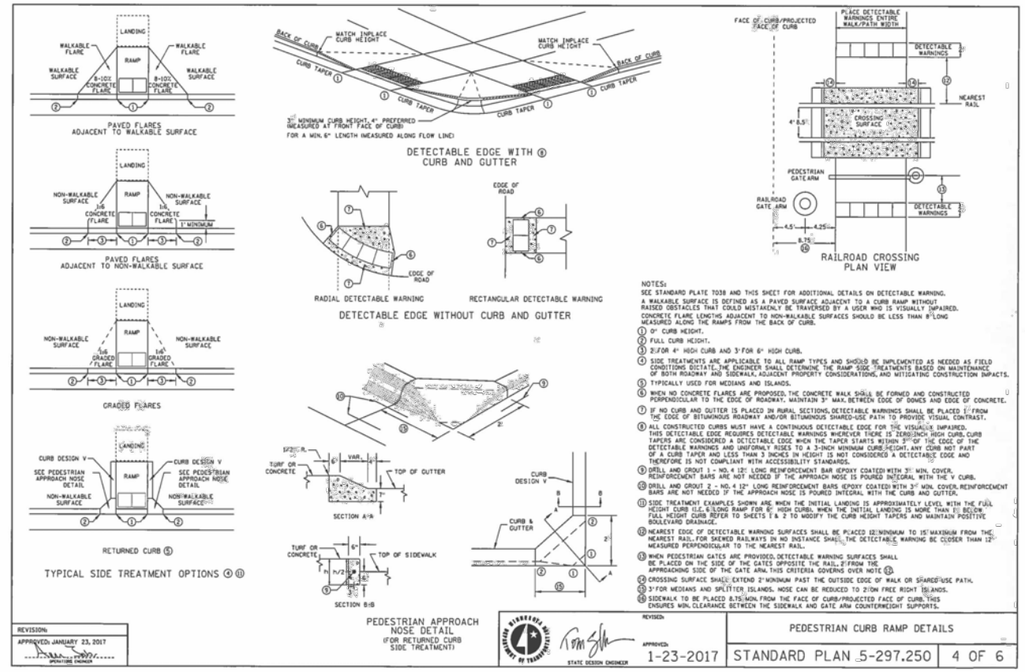
DATE 2/9/17 REG. NO. 24918

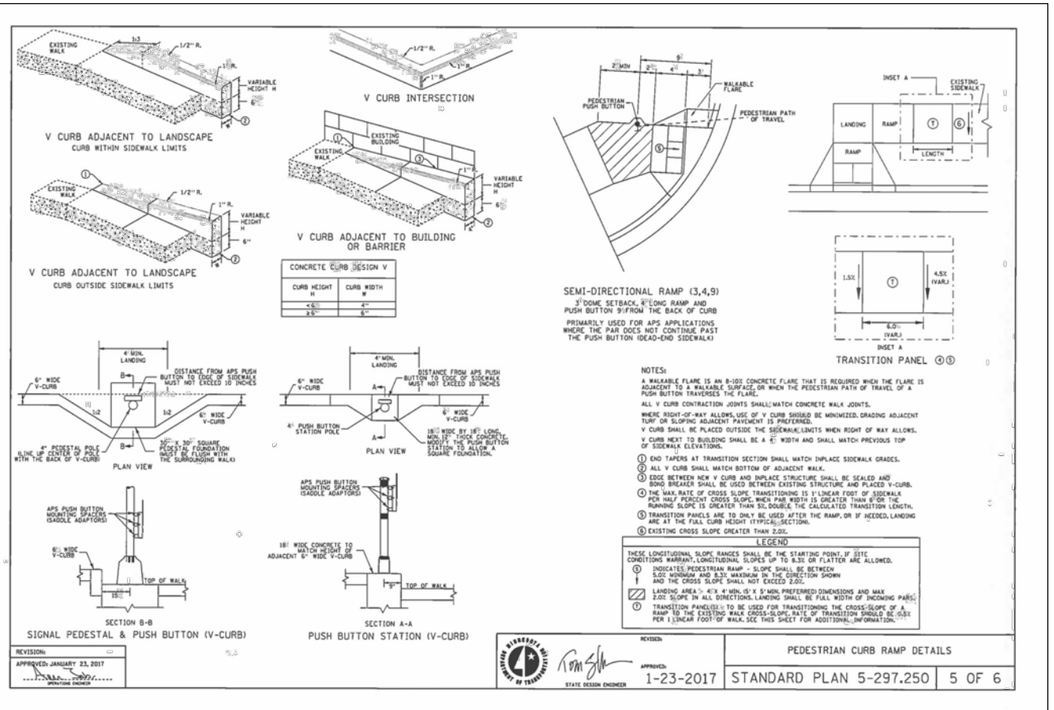
BRENT ROSHELL

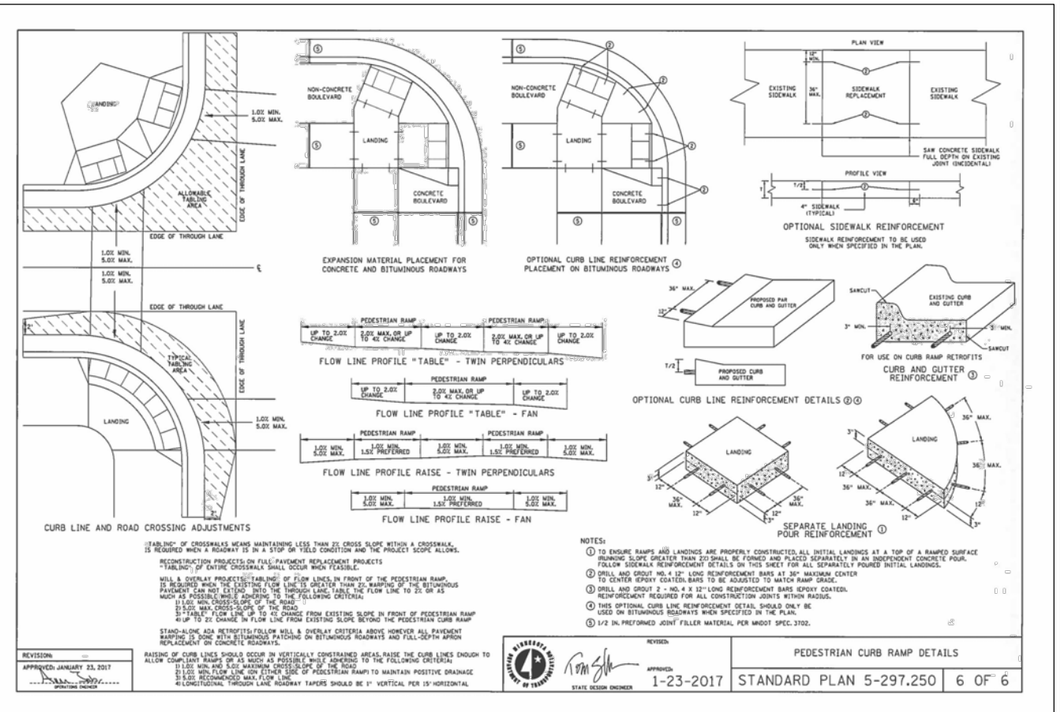
DRAWN	BR
DATE	12/19/16
SCALE	-
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

D2









DATE	REVISIONS	BY
3/23/17	ADDED SHEET TO SET	BR
	RECORD DRAWING	

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PHONE: 763.286.0521

COVENANT MEADOWS

DETAILS

RAMSEY, MINNESOTA

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DATE 2/2/17 REG. NO. 24919

BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	-
PROJECT	RE-12
CHECKED	BTR
APPROVED	BTR

D3

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 — DENOTES SOIL BORING
- P | S — DRAIN FIELD LOC, P = PRIMARY, S = SECONDARY
- W — PROPOSED WELL LOC.
- EXIST TREE LINE
- TF — TREE FENCE
- SF — SILT FENCE
- PROPOSED CONTOUR
- EXIST CONTOUR
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

POND NOTES

INFILTRATION PONDS SHALL BE EXCAVATED BY USE OF BACKHOE WITH A TOOTHED BUCKET.

NE POND AND SE POND WILL REQUIRE OVER-EXCAVATION TO REMOVE A CLAY LAYER OF 4 FEET IN THICKNESS

BOTTOM OF POND SHALL NOT BE COMPACTED

NO TOPSOIL TO BE PLACED IN PONDS

PONDS TO BE SEED WITH MnDOT SEED MIX 33-262 (44 lb/ac)

PLACE SILT FENCE (SECONDARY) IMMEDIATELY AFTER GRADING COMPLETION. THIS FENCING TO REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED IN THE PONDS.

ACCESS TO PONDS VIA EASEMENTS ABUTTING PUBLIC ROADS

NE POND AND SE POND SHALL BE EXCAVATED DOWN TO THE EXISTING SAND LAYER. ON SITE SANDS TO BE PLACED IN LOOSE LIFTS OF 12 INCHES TO BRING POND BOTTOM UP TO GRADE. NO COMPACTION OF SOILS SHALL OCCUR.

NOTE: STREETS TO BE SWEPT DAILY OR AS DIRECTED BY THE CITY ENGINEER.

NOTE: NO ACTIVITY, OTHER THAN THE CONSTRUCTION OF, SHALL BE ALLOWED IN INFILTRATION POND AREAS.

NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD. TREE FENCING TO BE PLACED BY HAND AND PRIOR TO SILT FENCE PLACEMENT.

NOTE: BUILDING PADS & DRAINFIELD SITE FOR GRAPHICAL PURPOSES ONLY. ACTUAL LOCATION MAY VARY.

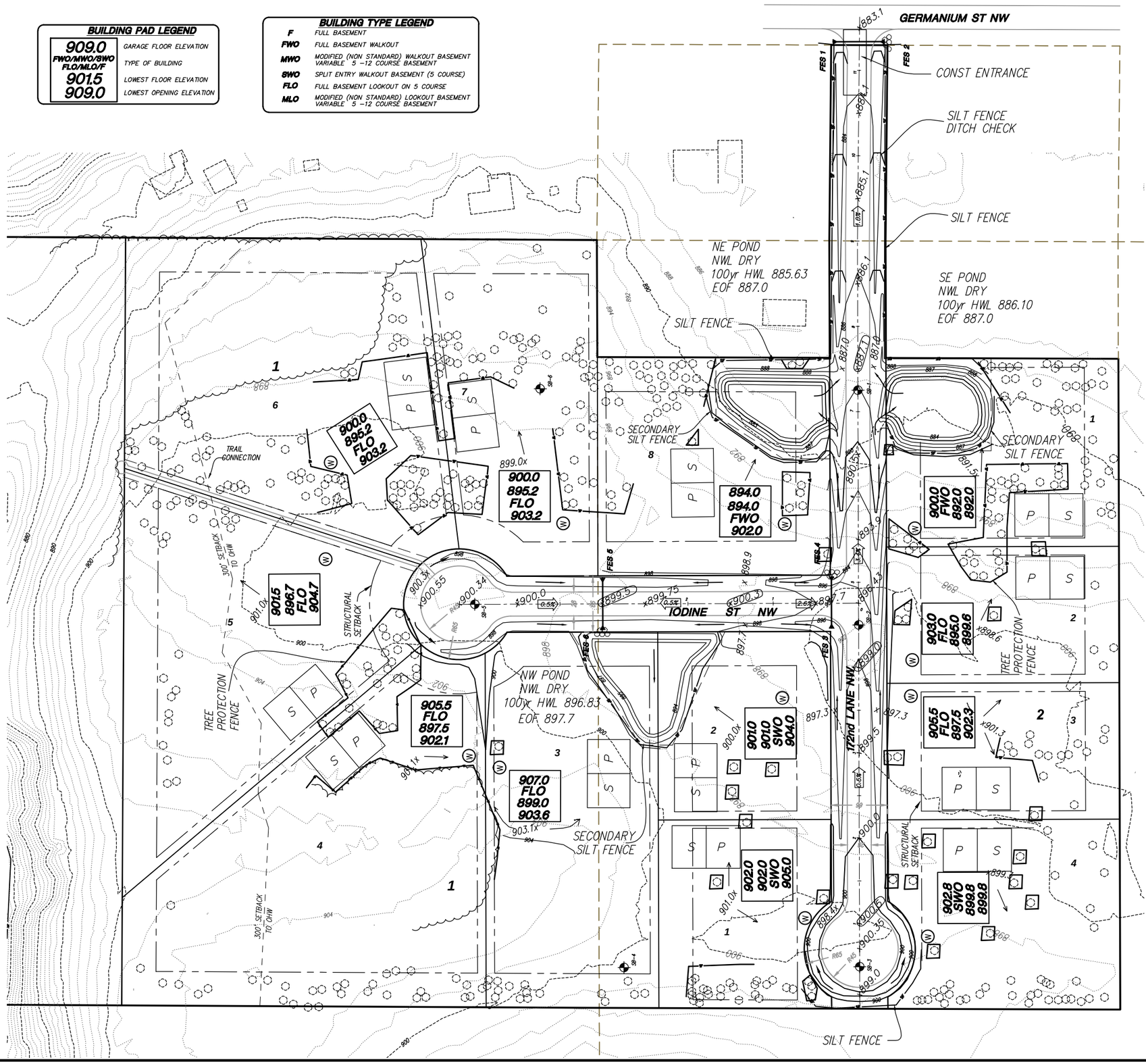
NOTE: DRAINFIELD LOCATIONS, WHEN DETERMINED, ARE TO BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

BUILDING PAD LEGEND

909.0	GARAGE FLOOR ELEVATION
FWO/MWO/SWO FLO/MLO/F	TYPE OF BUILDING
901.5	LOWEST FLOOR ELEVATION
909.0	LOWEST OPENING ELEVATION

BUILDING TYPE LEGEND

F	FULL BASEMENT
FWO	FULL BASEMENT WALKOUT
MWO	MODIFIED (NON STANDARD) WALKOUT BASEMENT VARIABLE 5 -12 COURSE BASEMENT
SWO	SPLIT ENTRY WALKOUT BASEMENT (5 COURSE)
FLO	FULL BASEMENT LOOKOUT ON 5 COURSE
MLO	MODIFIED (NON STANDARD) LOOKOUT BASEMENT VARIABLE 5 -12 COURSE BASEMENT



DATE	REVISIONS	BY
3/23/17	DOUBLE 100 YR PONDS, TREE FENCE	BR
5/4/17	100 YR PONDS, BERMING	BR

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

PRELIMINARY GRADING PLAN

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

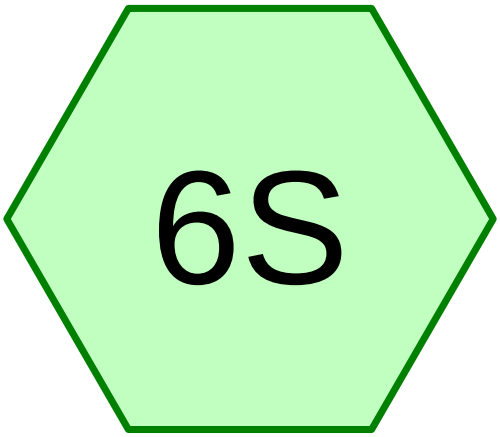
DATE 2/2/17 REG. NO. 24019

Brent Roshell

BRENT ROSHELL

DRAWN	BR
DATE	12/19/16
SCALE	AS SHOWN
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

G1



EXIST

Subcat Reach Pond Link

Routing Diagram for COVENANT MEADOWS ex
Prepared by ROSHELL ENGINEERING, Printed 3/22/2017
HydroCAD® 10.00-15 s/n 01744 © 2015 HydroCAD Software Solutions LLC

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
11.330	39	Pasture/grassland/range, Good, HSG A (6S)
11.330	**39**	**TOTAL AREA**

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Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
11.330	HSG A	6S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
11.330		**TOTAL AREA**

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
11.330	0.000	0.000	0.000	0.000	11.330	Pasture/grassland/range, Good	6S
11.330	**0.000**	**0.000**	**0.000**	**0.000**	**11.330**	**TOTAL AREA**	

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Time span=5.00-72.00 hrs, dt=0.01 hrs, 6701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 6S: EXIST Runoff Area=11.330 ac 0.00% Impervious Runoff Depth=0.00"
Flow Length=300' Slope=0.0100 '/' Tc=48.5 min CN=39 Runoff=0.00 cfs 0.000 af

Total Runoff Area = 11.330 ac Runoff Volume = 0.000 af Average Runoff Depth = 0.00"
100.00% Pervious = 11.330 ac 0.00% Impervious = 0.000 ac

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Summary for Subcatchment 6S: EXIST

[45] Hint: Runoff=Zero

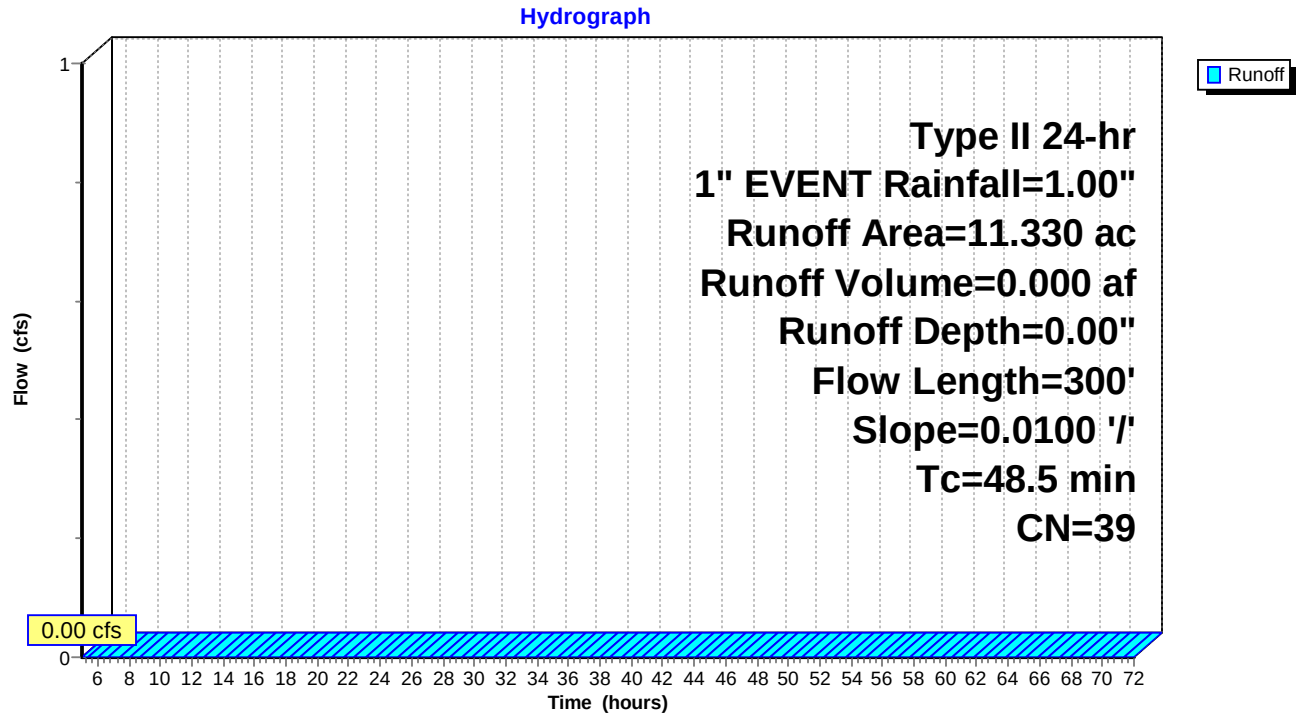
Runoff = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-72.00 hrs, dt= 0.01 hrs
Type II 24-hr 1" EVENT Rainfall=1.00"

Area (ac)	CN	Description
11.330	39	Pasture/grassland/range, Good, HSG A
11.330		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
48.5	300	0.0100	0.10		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 2.80"

Subcatchment 6S: EXIST



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Time span=5.00-72.00 hrs, dt=0.01 hrs, 6701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 6S: EXIST Runoff Area=11.330 ac 0.00% Impervious Runoff Depth=0.00"
Flow Length=300' Slope=0.0100 '/' Tc=48.5 min CN=39 Runoff=0.00 cfs 0.000 af

Total Runoff Area = 11.330 ac Runoff Volume = 0.000 af Average Runoff Depth = 0.00"
100.00% Pervious = 11.330 ac 0.00% Impervious = 0.000 ac

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Summary for Subcatchment 6S: EXIST

[45] Hint: Runoff=Zero

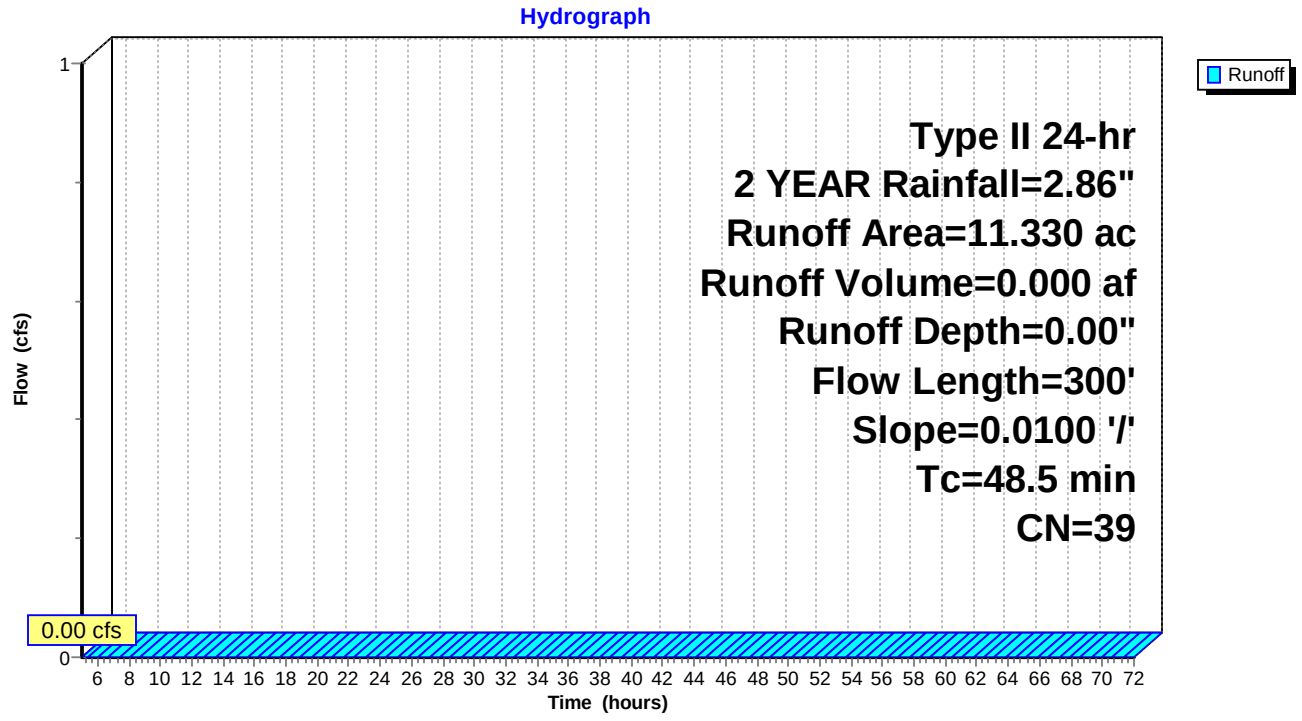
Runoff = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-72.00 hrs, dt= 0.01 hrs
Type II 24-hr 2 YEAR Rainfall=2.86"

Area (ac)	CN	Description
11.330	39	Pasture/grassland/range, Good, HSG A
11.330		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
48.5	300	0.0100	0.10		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 2.80"

Subcatchment 6S: EXIST



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Time span=5.00-72.00 hrs, dt=0.01 hrs, 6701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 6S: EXIST Runoff Area=11.330 ac 0.00% Impervious Runoff Depth=0.08"
Flow Length=300' Slope=0.0100 '/' Tc=48.5 min CN=39 Runoff=0.09 cfs 0.071 af

Total Runoff Area = 11.330 ac Runoff Volume = 0.071 af Average Runoff Depth = 0.08"
100.00% Pervious = 11.330 ac 0.00% Impervious = 0.000 ac

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Summary for Subcatchment 6S: EXIST

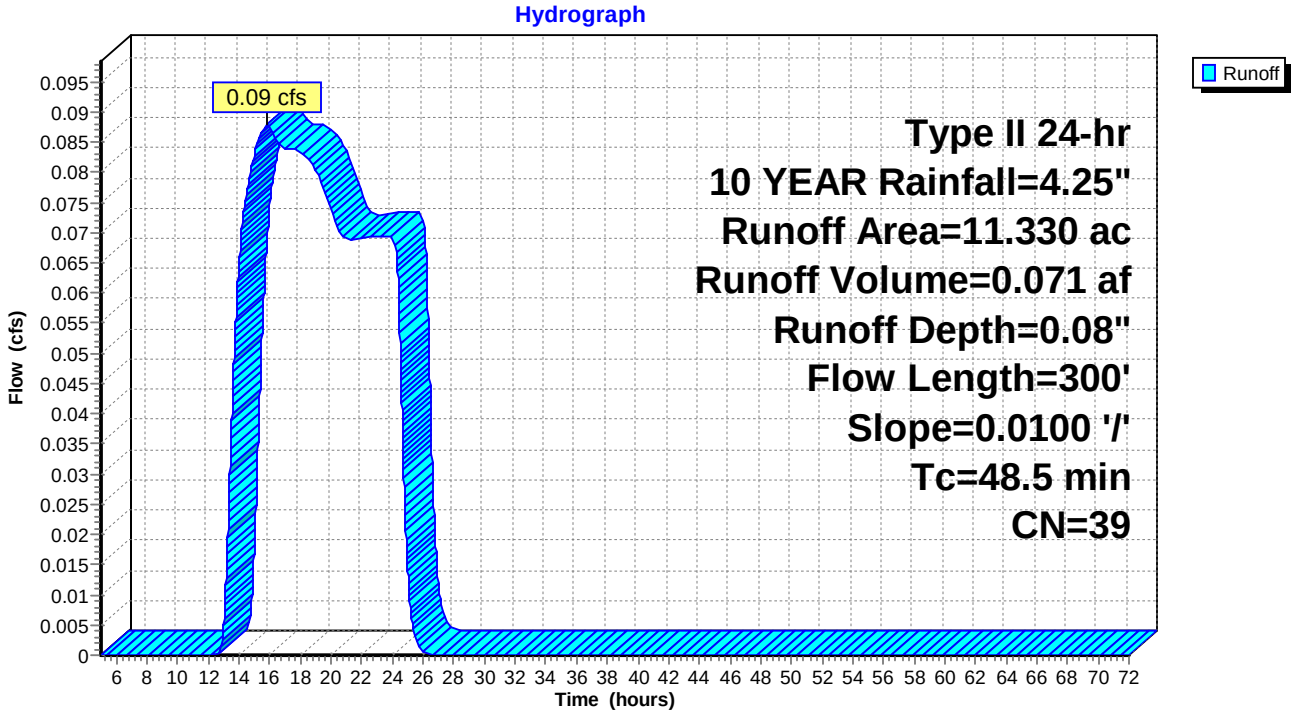
Runoff = 0.09 cfs @ 15.79 hrs, Volume= 0.071 af, Depth= 0.08"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-72.00 hrs, dt= 0.01 hrs
Type II 24-hr 10 YEAR Rainfall=4.25"

Area (ac)	CN	Description
11.330	39	Pasture/grassland/range, Good, HSG A
11.330		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
48.5	300	0.0100	0.10		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 2.80"

Subcatchment 6S: EXIST



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Time span=5.00-72.00 hrs, dt=0.01 hrs, 6701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 6S: EXIST Runoff Area=11.330 ac 0.00% Impervious Runoff Depth=0.79"
Flow Length=300' Slope=0.0100 '/' Tc=48.5 min CN=39 Runoff=3.08 cfs 0.746 af

Total Runoff Area = 11.330 ac Runoff Volume = 0.746 af Average Runoff Depth = 0.79"
100.00% Pervious = 11.330 ac 0.00% Impervious = 0.000 ac

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Summary for Subcatchment 6S: EXIST

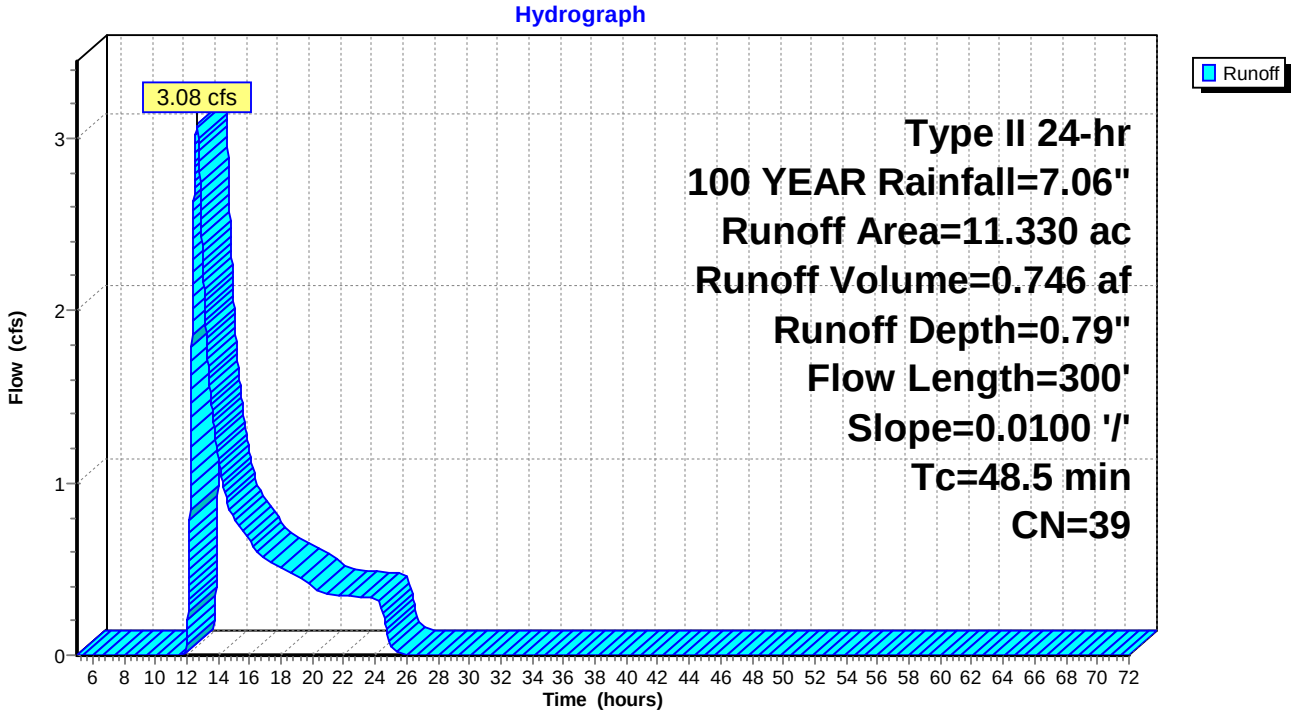
Runoff = 3.08 cfs @ 12.66 hrs, Volume= 0.746 af, Depth= 0.79"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-72.00 hrs, dt= 0.01 hrs
Type II 24-hr 100 YEAR Rainfall=7.06"

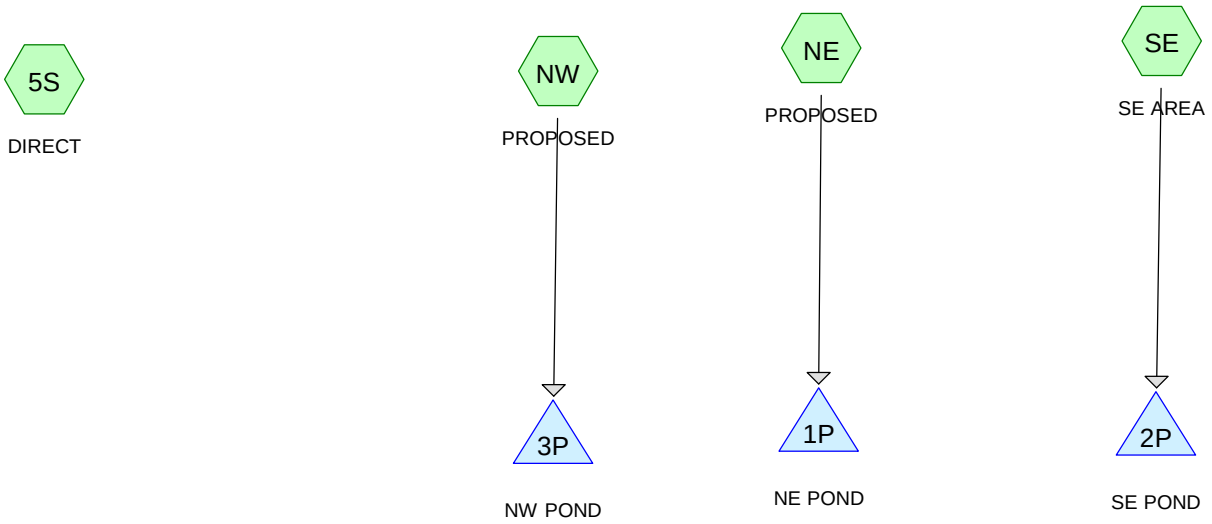
Area (ac)	CN	Description
11.330	39	Pasture/grassland/range, Good, HSG A
11.330		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
48.5	300	0.0100	0.10		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 2.80"

Subcatchment 6S: EXIST



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Subcat Reach Pond Link

Routing Diagram for COVENANT MEADOWS A
Prepared by ROSHELL ENGINEERING, Printed 5/3/2017
HydroCAD® 10.00-15 s/n 01744 © 2015 HydroCAD Software Solutions LLC

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
8.230	51	1 acre lots, 20% imp, HSG A (NE, NW)
2.530	57	1/3 acre lots, 30% imp, HSG A (SE)
0.275	98	Paved parking, HSG A (5S)
11.035	**54**	**TOTAL AREA**

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Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
11.035	HSG A	5S, NE, NW, SE
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
11.035		**TOTAL AREA**

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
8.230	0.000	0.000	0.000	0.000	8.230	1 acre lots, 20% imp	NE, NW
2.530	0.000	0.000	0.000	0.000	2.530	1/3 acre lots, 30% imp	SE
0.275	0.000	0.000	0.000	0.000	0.275	Paved parking	5S
11.035	**0.000**	**0.000**	**0.000**	**0.000**	**11.035**	**TOTAL AREA**	

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Time span=5.00-120.00 hrs, dt=0.01 hrs, 11501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 5S: DIRECT Runoff Area=12,000 sf 100.00% Impervious Runoff Depth>2.58"
Flow Length=400' Slope=0.0050 '/' Tc=6.3 min CN=98 Runoff=1.10 cfs 0.059 af

Subcatchment NE: PROPOSED Runoff Area=2.400 ac 20.00% Impervious Runoff Depth=0.08"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=51 Runoff=0.02 cfs 0.017 af

Subcatchment NW: PROPOSED Runoff Area=5.830 ac 20.00% Impervious Runoff Depth=0.08"
Flow Length=400' Tc=22.8 min CN=51 Runoff=0.06 cfs 0.041 af

Subcatchment SE: SE AREA Runoff Area=2.530 ac 30.00% Impervious Runoff Depth=0.21"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=57 Runoff=0.26 cfs 0.043 af

Pond 1P: NE POND Peak Elev=884.01' Storage=37 cf Inflow=0.02 cfs 0.017 af
Outflow=0.02 cfs 0.017 af

Pond 2P: SE POND Peak Elev=884.03' Storage=184 cf Inflow=0.26 cfs 0.043 af
Outflow=0.11 cfs 0.043 af

Pond 3P: NW POND Peak Elev=894.01' Storage=89 cf Inflow=0.06 cfs 0.041 af
Outflow=0.06 cfs 0.041 af

Total Runoff Area = 11.035 ac Runoff Volume = 0.160 af Average Runoff Depth = 0.17"
75.71% Pervious = 8.355 ac 24.29% Impervious = 2.680 ac

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Summary for Subcatchment 5S: DIRECT

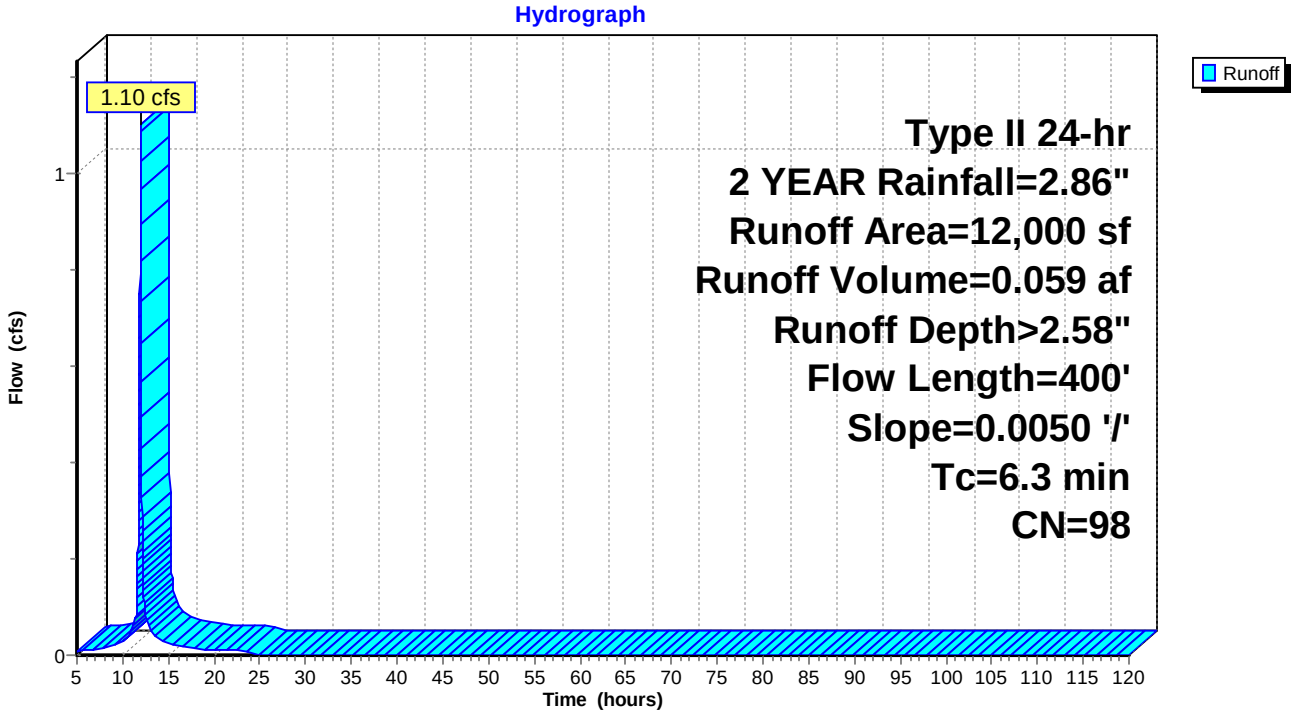
Runoff = 1.10 cfs @ 11.97 hrs, Volume= 0.059 af, Depth> 2.58"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 2 YEAR Rainfall=2.86"

Area (sf)	CN	Description
12,000	98	Paved parking, HSG A
12,000		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.3	400	0.0050	1.06		**Shallow Concentrated Flow, DITCH GRASSED** Grassed Waterway Kv= 15.0 fps

Subcatchment 5S: DIRECT



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Summary for Subcatchment NE: PROPOSED

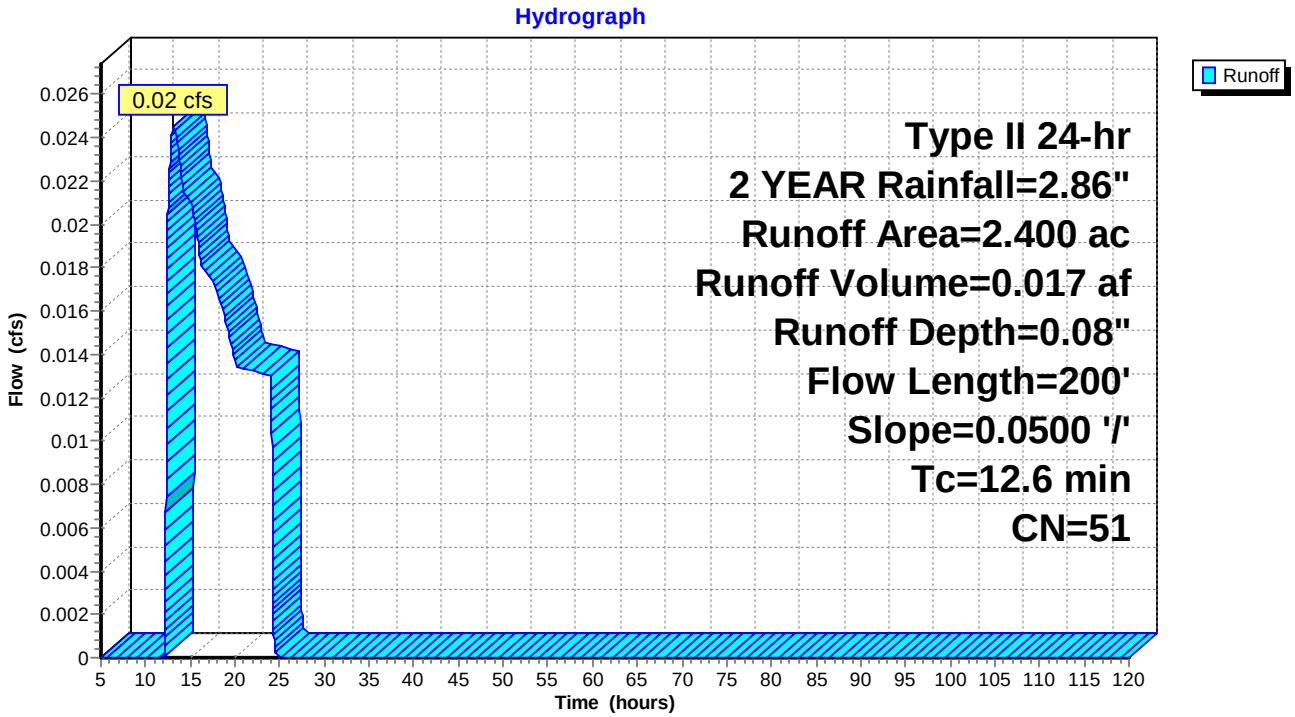
Runoff = 0.02 cfs @ 13.03 hrs, Volume= 0.017 af, Depth= 0.08"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 2 YEAR Rainfall=2.86"

Area (ac)	CN	Description
2.400	51	1 acre lots, 20% imp, HSG A
1.920		80.00% Pervious Area
0.480		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment NE: PROPOSED



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Summary for Subcatchment NW: PROPOSED

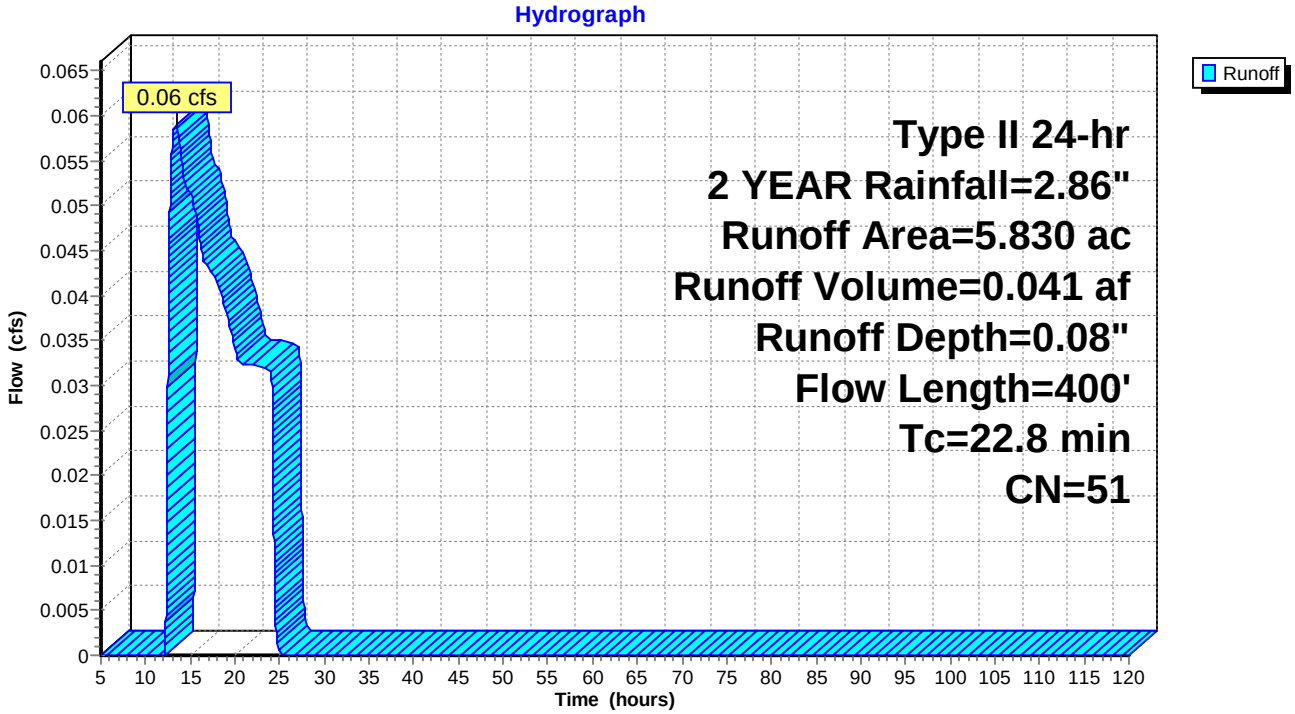
Runoff = 0.06 cfs @ 13.40 hrs, Volume= 0.041 af, Depth= 0.08"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 2 YEAR Rainfall=2.86"

Area (ac)	CN	Description
5.830	51	1 acre lots, 20% imp, HSG A
4.664		80.00% Pervious Area
1.166		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
20.5	200	0.0150	0.16		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"
2.3	200	0.0050	1.44		**Shallow Concentrated Flow, CONCENTRATED** Paved Kv= 20.3 fps
22.8	400	Total			

Subcatchment NW: PROPOSED



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Summary for Subcatchment SE: SE AREA

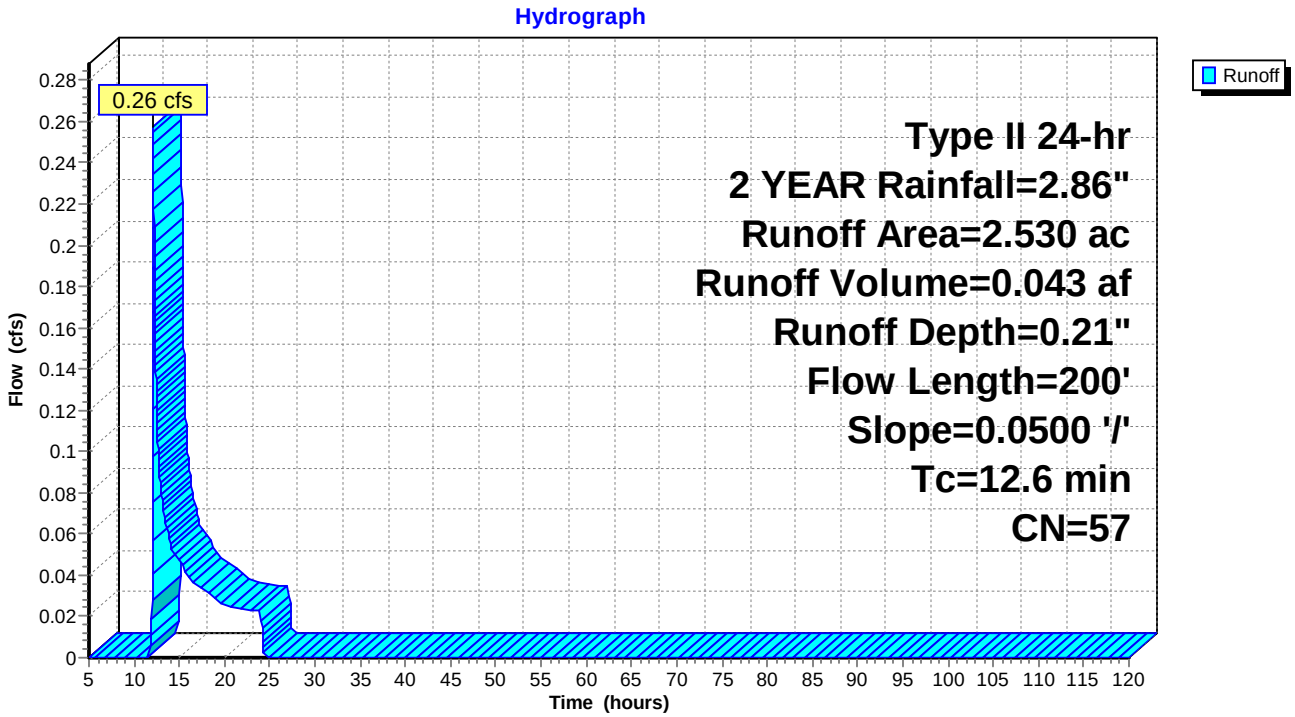
Runoff = 0.26 cfs @ 12.11 hrs, Volume= 0.043 af, Depth= 0.21"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 2 YEAR Rainfall=2.86"

Area (ac)	CN	Description
2.530	57	1/3 acre lots, 30% imp, HSG A
1.771		70.00% Pervious Area
0.759		30.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment SE: SE AREA



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Summary for Pond 1P: NE POND

Inflow Area = 2.400 ac, 20.00% Impervious, Inflow Depth = 0.08" for 2 YEAR event
Inflow = 0.02 cfs @ 13.03 hrs, Volume= 0.017 af
Outflow = 0.02 cfs @ 13.86 hrs, Volume= 0.017 af, Atten= 7%, Lag= 49.7 min
Discarded = 0.02 cfs @ 13.86 hrs, Volume= 0.017 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 884.01' @ 13.86 hrs Surf.Area= 5,127 sf Storage= 37 cf

Plug-Flow detention time= 26.9 min calculated for 0.017 af (100% of inflow)
Center-of-Mass det. time= 26.9 min (1,079.3 - 1,052.4)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	21,286 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

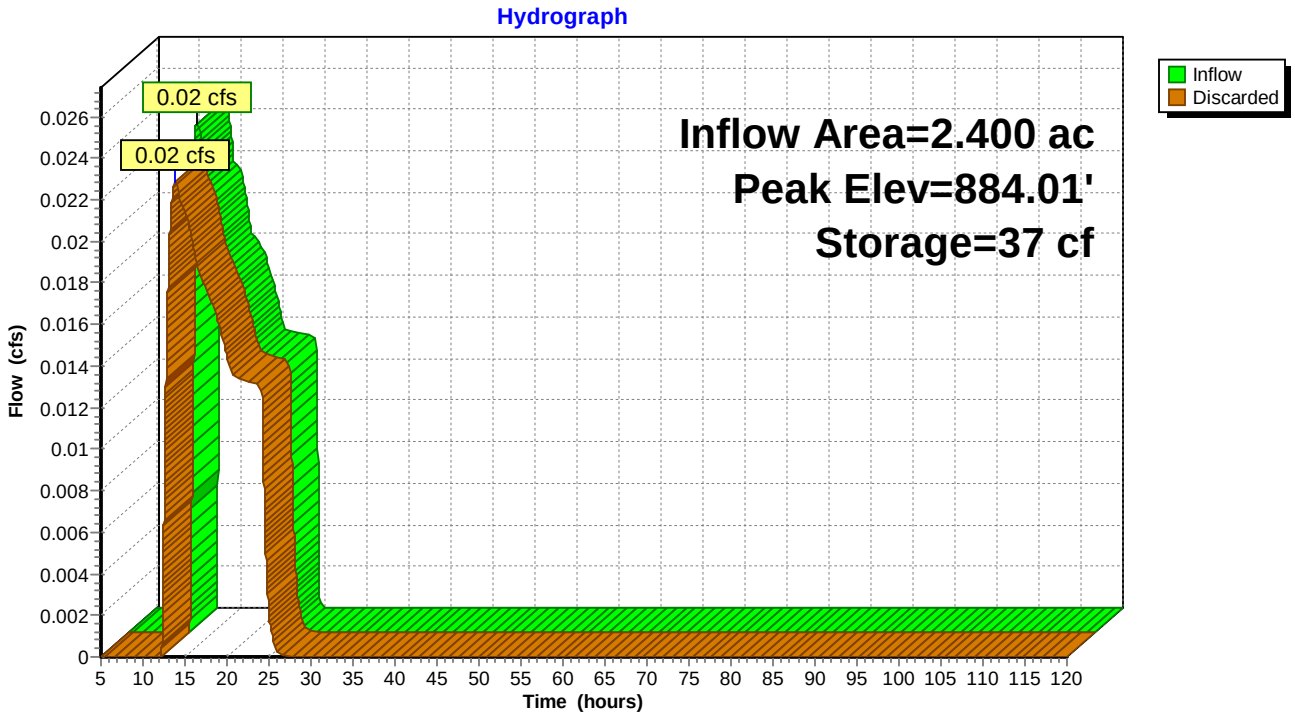
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,118	0	0
885.00	6,374	5,746	5,746
886.00	7,720	7,047	12,793
887.00	9,265	8,493	21,286

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.09 cfs @ 13.86 hrs HW=884.01' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.09 cfs)

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Pond 1P: NE POND



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Summary for Pond 2P: SE POND

Inflow Area = 2.530 ac, 30.00% Impervious, Inflow Depth = 0.21" for 2 YEAR event
Inflow = 0.26 cfs @ 12.11 hrs, Volume= 0.043 af
Outflow = 0.11 cfs @ 12.59 hrs, Volume= 0.043 af, Atten= 58%, Lag= 28.5 min
Discarded = 0.11 cfs @ 12.59 hrs, Volume= 0.043 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 884.03' @ 12.59 hrs Surf.Area= 5,853 sf Storage= 184 cf

Plug-Flow detention time= 27.0 min calculated for 0.043 af (100% of inflow)
Center-of-Mass det. time= 27.0 min (996.9 - 969.9)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	23,064 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

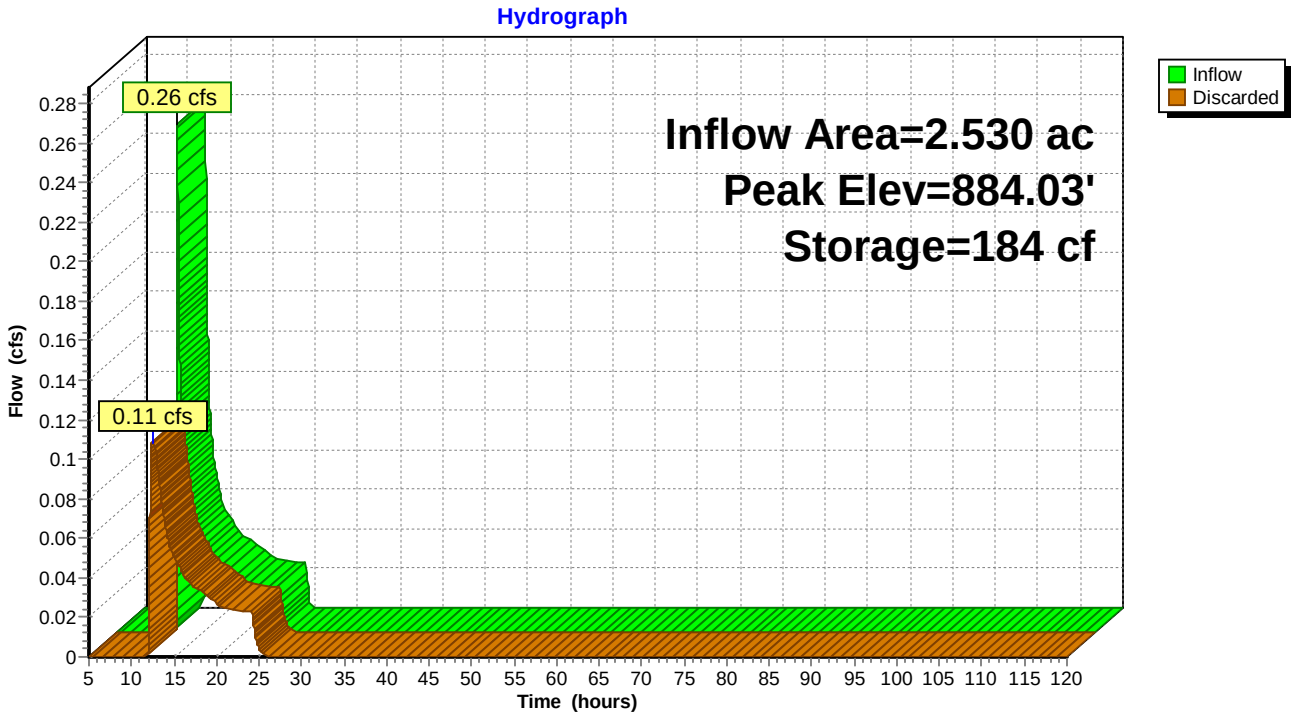
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,815	0	0
885.00	7,008	6,412	6,412
886.00	8,301	7,655	14,066
887.00	9,695	8,998	23,064

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.11 cfs @ 12.59 hrs HW=884.03' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.11 cfs)

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Pond 2P: SE POND



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Summary for Pond 3P: NW POND

Inflow Area = 5.830 ac, 20.00% Impervious, Inflow Depth = 0.08" for 2 YEAR event
Inflow = 0.06 cfs @ 13.40 hrs, Volume= 0.041 af
Outflow = 0.06 cfs @ 14.03 hrs, Volume= 0.041 af, Atten= 6%, Lag= 37.7 min
Discarded = 0.06 cfs @ 14.03 hrs, Volume= 0.041 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 894.01' @ 14.03 hrs Surf.Area= 7,869 sf Storage= 89 cf

Plug-Flow detention time= 26.9 min calculated for 0.041 af (100% of inflow)
Center-of-Mass det. time= 26.9 min (1,088.8 - 1,061.9)

Volume	Invert	Avail.Storage	Storage Description
#1	894.00'	30,265 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

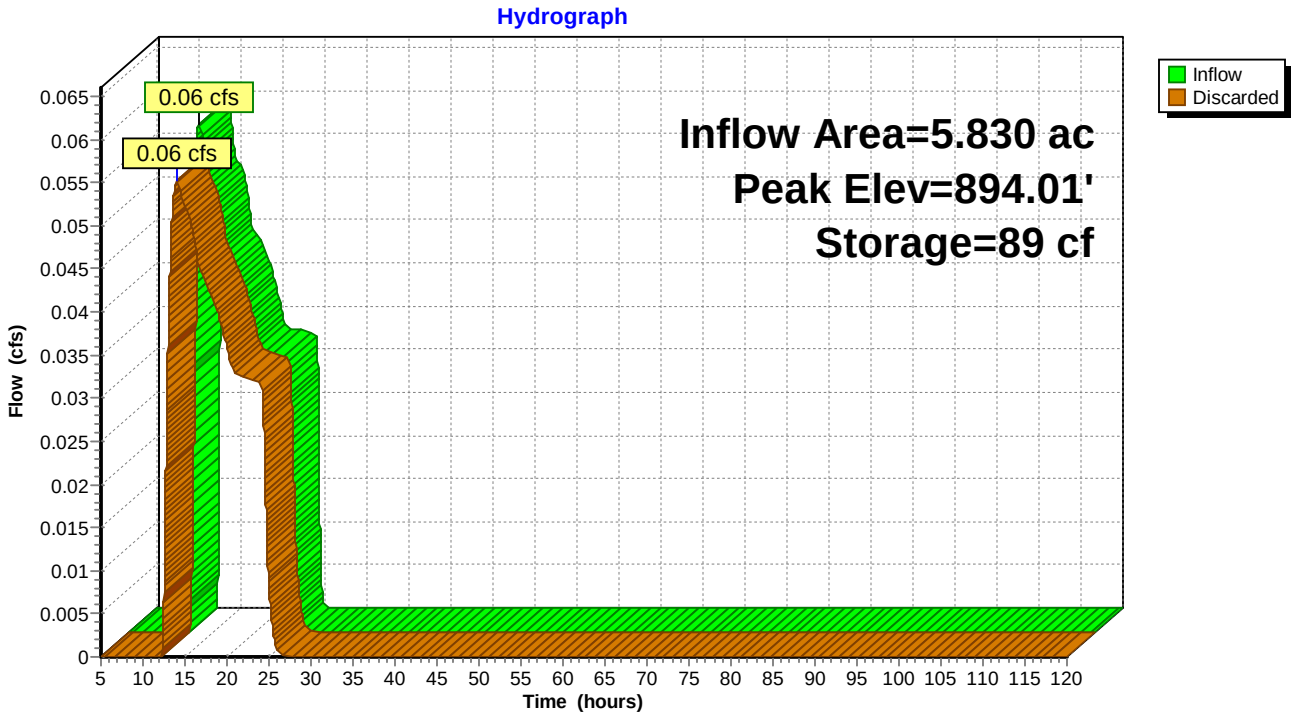
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
894.00	7,853	0	0
895.00	9,287	8,570	8,570
897.00	12,408	21,695	30,265

Device	Routing	Invert	Outlet Devices
#1	Discarded	894.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.15 cfs @ 14.03 hrs HW=894.01' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.15 cfs)

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Pond 3P: NW POND



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Time span=5.00-120.00 hrs, dt=0.01 hrs, 11501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 5S: DIRECT Runoff Area=12,000 sf 100.00% Impervious Runoff Depth>3.90"
Flow Length=400' Slope=0.0050 '/' Tc=6.3 min CN=98 Runoff=1.65 cfs 0.090 af

Subcatchment NE: PROPOSED Runoff Area=2.400 ac 20.00% Impervious Runoff Depth=0.45"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=51 Runoff=0.88 cfs 0.091 af

Subcatchment NW: PROPOSED Runoff Area=5.830 ac 20.00% Impervious Runoff Depth=0.45"
Flow Length=400' Tc=22.8 min CN=51 Runoff=1.44 cfs 0.221 af

Subcatchment SE: SE AREA Runoff Area=2.530 ac 30.00% Impervious Runoff Depth=0.73"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=57 Runoff=2.09 cfs 0.154 af

Pond 1P: NE POND Peak Elev=884.21' Storage=1,125 cf Inflow=0.88 cfs 0.091 af
Outflow=0.10 cfs 0.091 af

Pond 2P: SE POND Peak Elev=884.48' Storage=2,898 cf Inflow=2.09 cfs 0.154 af
Outflow=0.12 cfs 0.154 af

Pond 3P: NW POND Peak Elev=894.46' Storage=3,745 cf Inflow=1.44 cfs 0.221 af
Outflow=0.16 cfs 0.221 af

Total Runoff Area = 11.035 ac Runoff Volume = 0.555 af Average Runoff Depth = 0.60"
75.71% Pervious = 8.355 ac 24.29% Impervious = 2.680 ac

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Summary for Subcatchment 5S: DIRECT

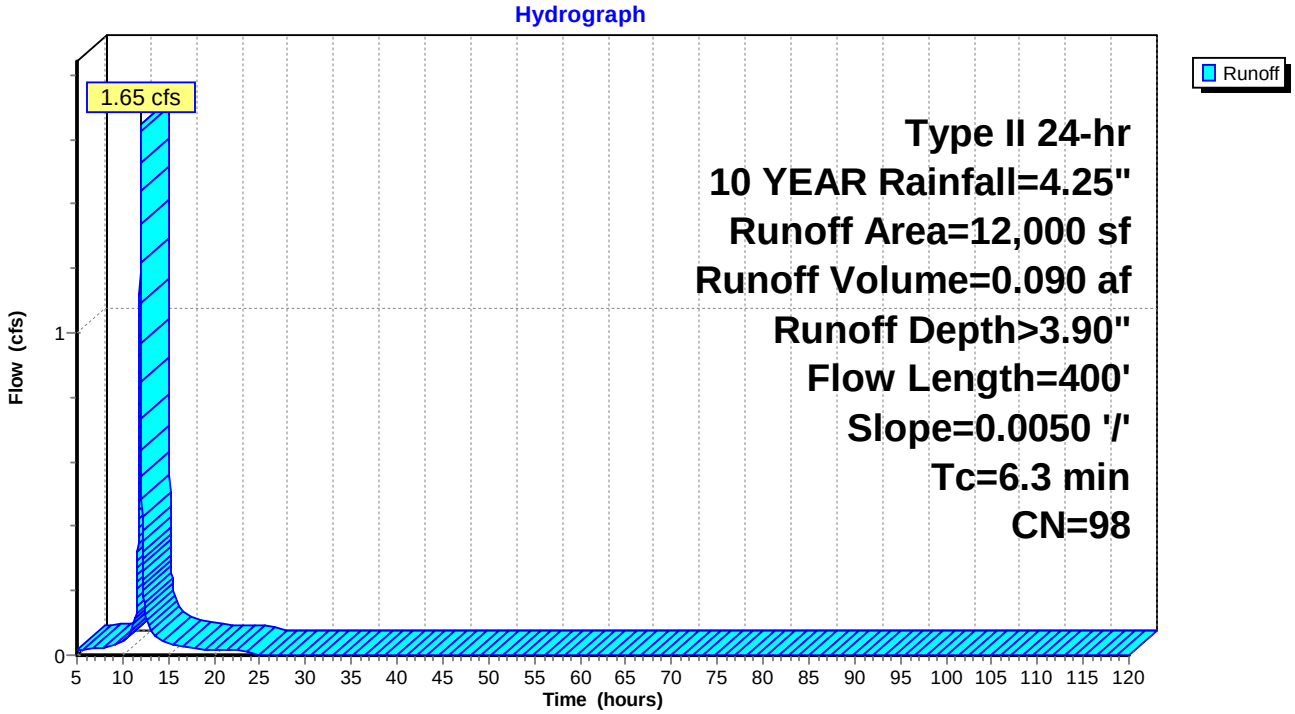
Runoff = 1.65 cfs @ 11.97 hrs, Volume= 0.090 af, Depth> 3.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 10 YEAR Rainfall=4.25"

Area (sf)	CN	Description
12,000	98	Paved parking, HSG A
12,000		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.3	400	0.0050	1.06		**Shallow Concentrated Flow, DITCH GRASSED** Grassed Waterway Kv= 15.0 fps

Subcatchment 5S: DIRECT



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Summary for Subcatchment NE: PROPOSED

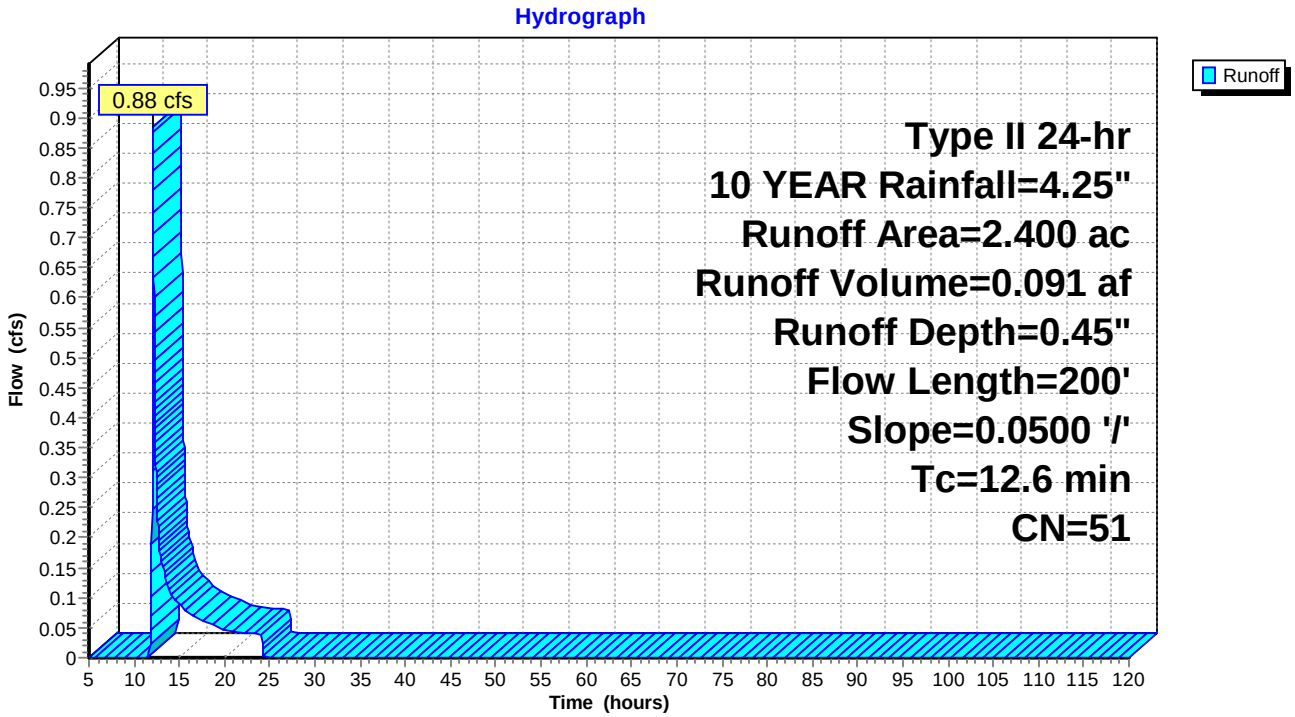
Runoff = 0.88 cfs @ 12.09 hrs, Volume= 0.091 af, Depth= 0.45"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 10 YEAR Rainfall=4.25"

Area (ac)	CN	Description
2.400	51	1 acre lots, 20% imp, HSG A
1.920		80.00% Pervious Area
0.480		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment NE: PROPOSED



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Summary for Subcatchment NW: PROPOSED

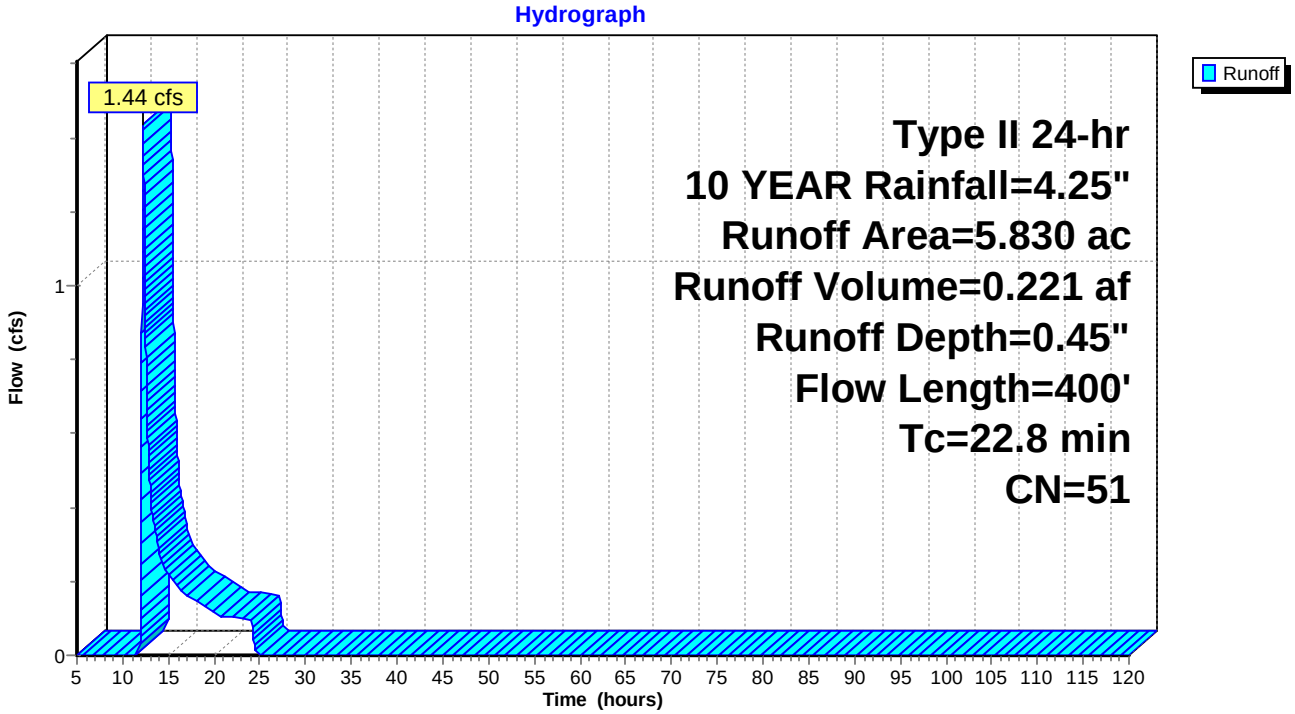
Runoff = 1.44 cfs @ 12.24 hrs, Volume= 0.221 af, Depth= 0.45"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 10 YEAR Rainfall=4.25"

Area (ac)	CN	Description
5.830	51	1 acre lots, 20% imp, HSG A
4.664		80.00% Pervious Area
1.166		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
20.5	200	0.0150	0.16		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"
2.3	200	0.0050	1.44		**Shallow Concentrated Flow, CONCENTRATED** Paved Kv= 20.3 fps
22.8	400	Total			

Subcatchment NW: PROPOSED



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Summary for Subcatchment SE: SE AREA

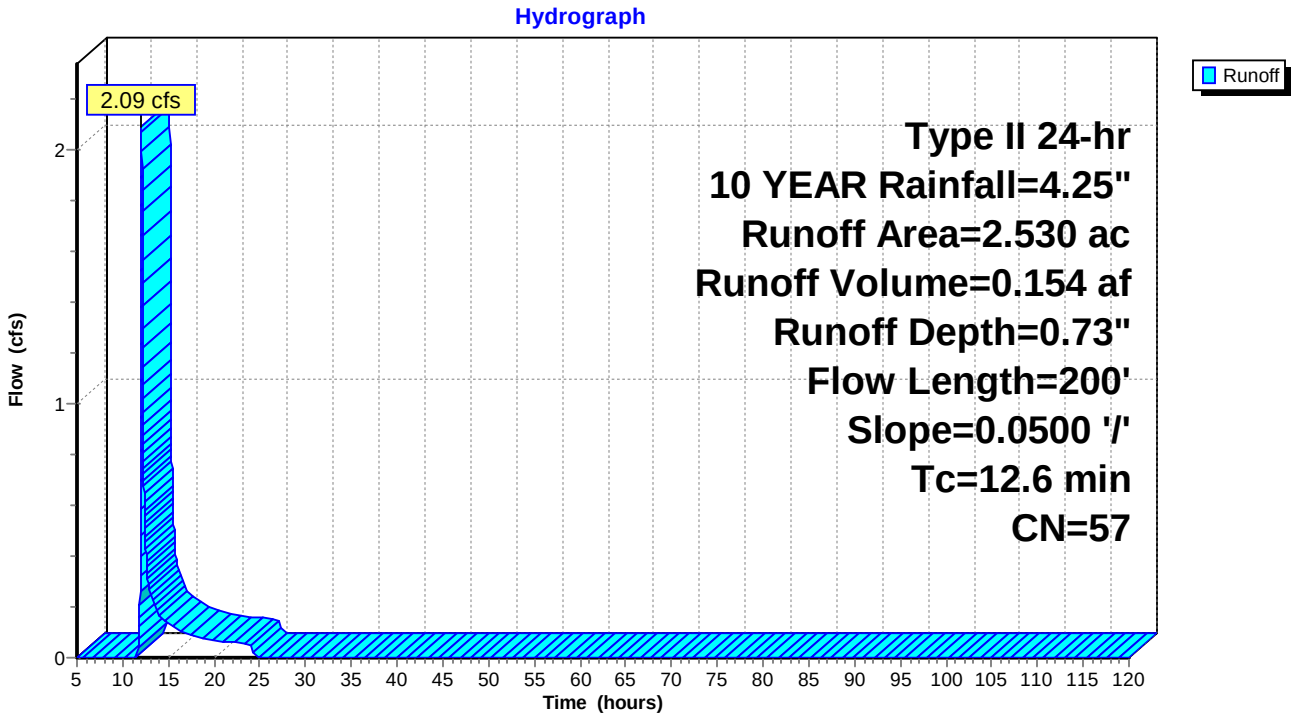
Runoff = 2.09 cfs @ 12.07 hrs, Volume= 0.154 af, Depth= 0.73"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 10 YEAR Rainfall=4.25"

Area (ac)	CN	Description
2.530	57	1/3 acre lots, 30% imp, HSG A
1.771		70.00% Pervious Area
0.759		30.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment SE: SE AREA



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Summary for Pond 1P: NE POND

Inflow Area = 2.400 ac, 20.00% Impervious, Inflow Depth = 0.45" for 10 YEAR event
Inflow = 0.88 cfs @ 12.09 hrs, Volume= 0.091 af
Outflow = 0.10 cfs @ 14.22 hrs, Volume= 0.091 af, Atten= 89%, Lag= 127.6 min
Discarded = 0.10 cfs @ 14.22 hrs, Volume= 0.091 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 884.21' @ 14.22 hrs Surf.Area= 5,387 sf Storage= 1,125 cf

Plug-Flow detention time= 120.4 min calculated for 0.091 af (100% of inflow)
Center-of-Mass det. time= 120.4 min (1,058.8 - 938.4)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	21,286 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

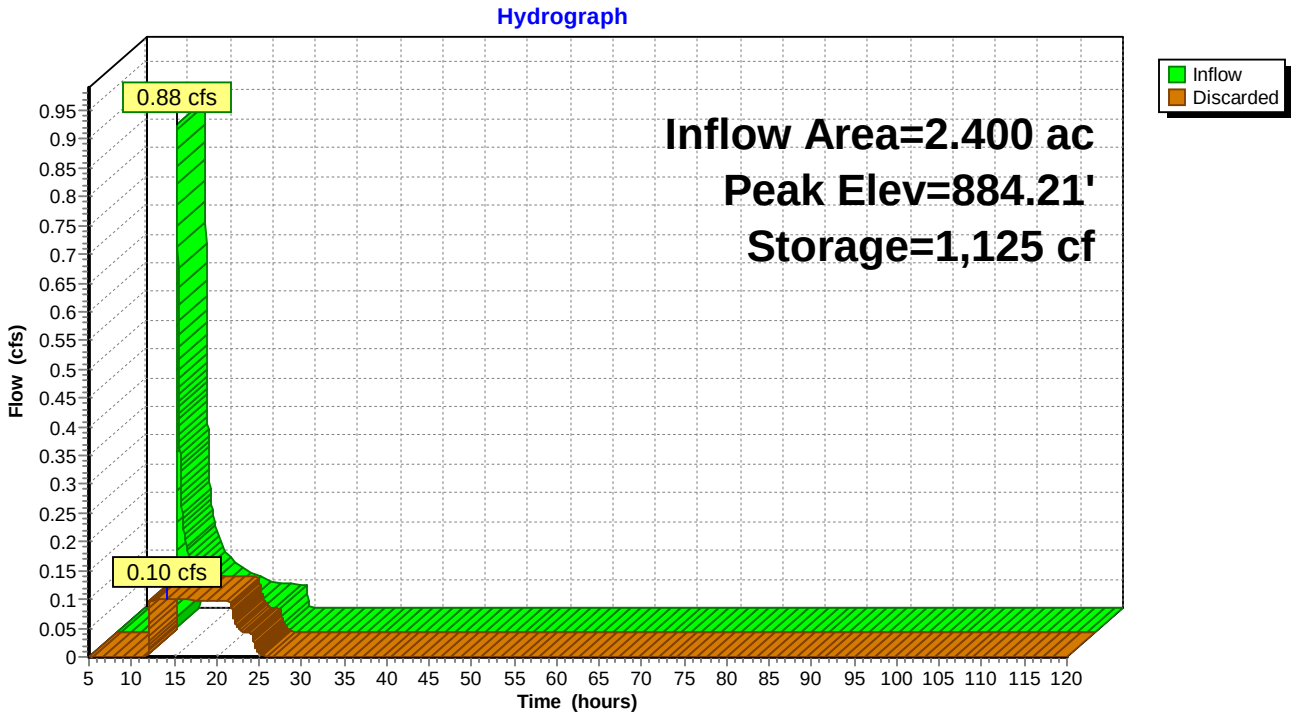
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,118	0	0
885.00	6,374	5,746	5,746
886.00	7,720	7,047	12,793
887.00	9,265	8,493	21,286

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.10 cfs @ 14.22 hrs HW=884.21' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.10 cfs)

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Pond 1P: NE POND



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Summary for Pond 2P: SE POND

Inflow Area = 2.530 ac, 30.00% Impervious, Inflow Depth = 0.73" for 10 YEAR event
Inflow = 2.09 cfs @ 12.07 hrs, Volume= 0.154 af
Outflow = 0.12 cfs @ 15.55 hrs, Volume= 0.154 af, Atten= 94%, Lag= 208.4 min
Discarded = 0.12 cfs @ 15.55 hrs, Volume= 0.154 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 884.48' @ 15.55 hrs Surf.Area= 6,382 sf Storage= 2,898 cf

Plug-Flow detention time= 291.2 min calculated for 0.154 af (100% of inflow)
Center-of-Mass det. time= 291.2 min (1,196.0 - 904.8)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	23,064 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

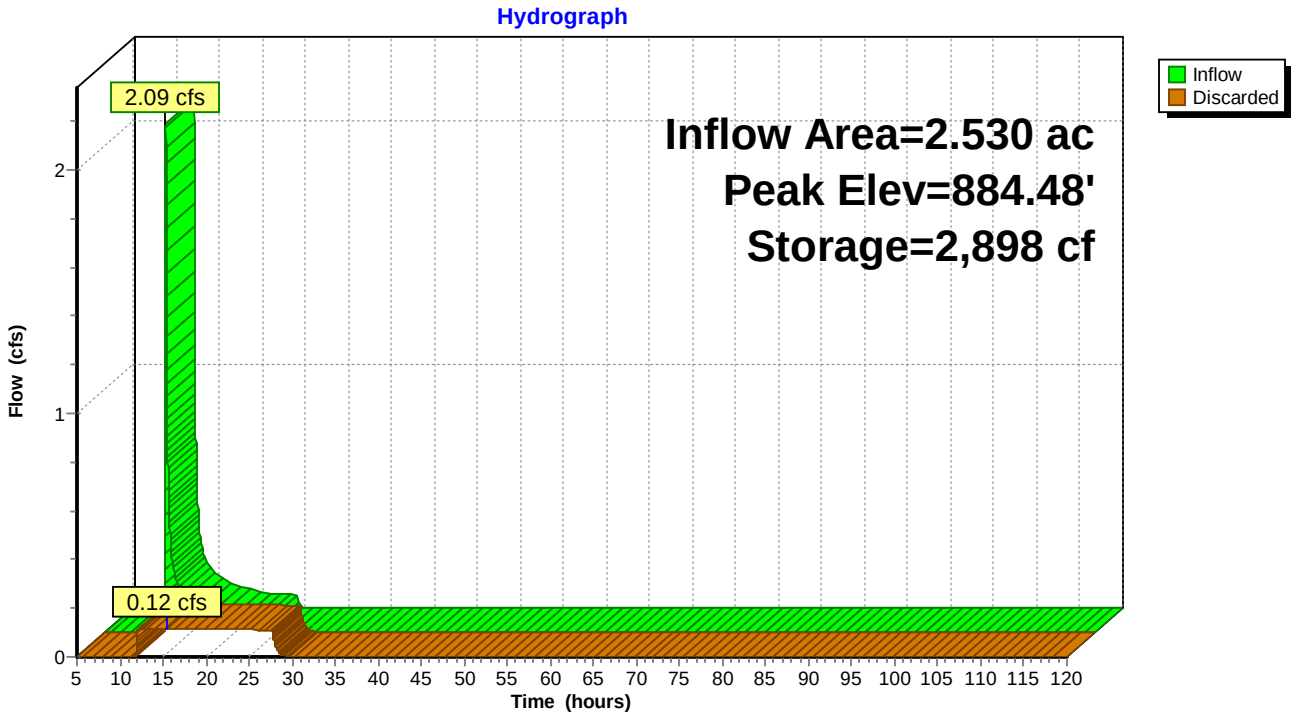
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,815	0	0
885.00	7,008	6,412	6,412
886.00	8,301	7,655	14,066
887.00	9,695	8,998	23,064

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.12 cfs @ 15.55 hrs HW=884.48' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.12 cfs)

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Pond 2P: SE POND



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Summary for Pond 3P: NW POND

Inflow Area = 5.830 ac, 20.00% Impervious, Inflow Depth = 0.45" for 10 YEAR event
Inflow = 1.44 cfs @ 12.24 hrs, Volume= 0.221 af
Outflow = 0.16 cfs @ 17.22 hrs, Volume= 0.221 af, Atten= 89%, Lag= 298.8 min
Discarded = 0.16 cfs @ 17.22 hrs, Volume= 0.221 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 894.46' @ 17.22 hrs Surf.Area= 8,509 sf Storage= 3,745 cf

Plug-Flow detention time= 291.3 min calculated for 0.221 af (100% of inflow)
Center-of-Mass det. time= 291.3 min (1,239.1 - 947.9)

Volume	Invert	Avail.Storage	Storage Description
#1	894.00'	30,265 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

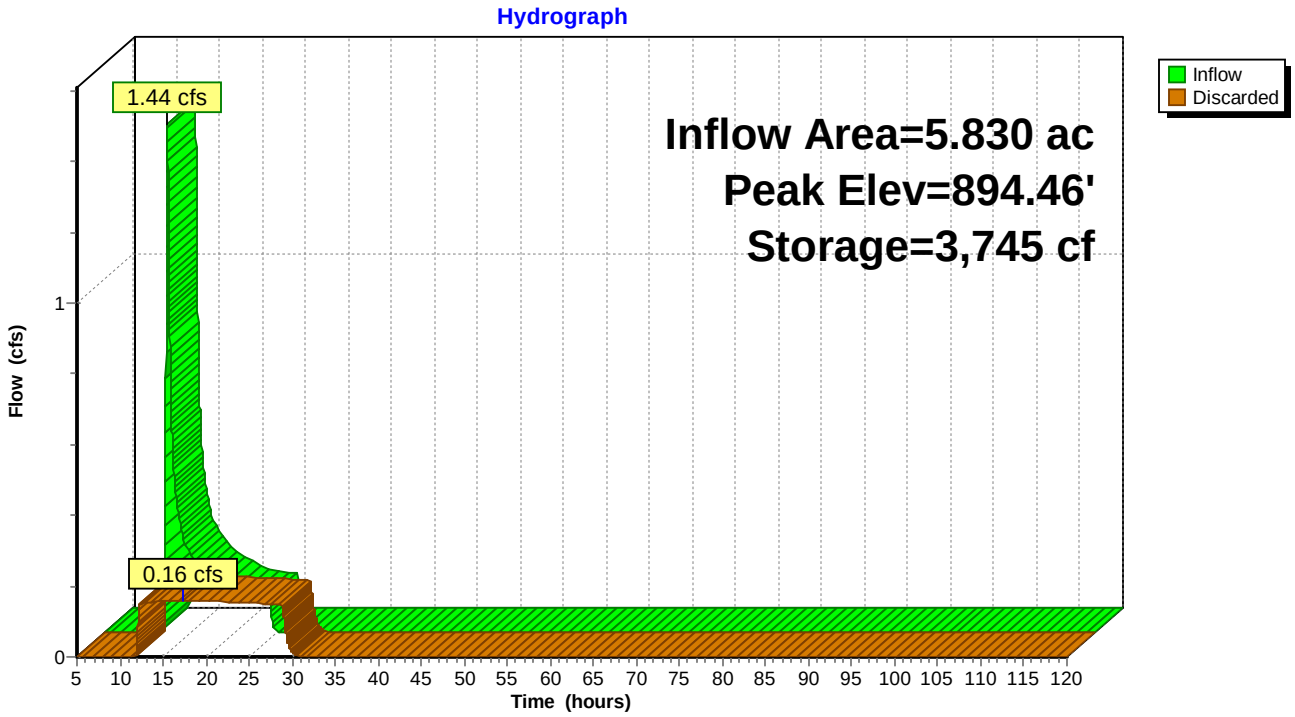
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
894.00	7,853	0	0
895.00	9,287	8,570	8,570
897.00	12,408	21,695	30,265

Device	Routing	Invert	Outlet Devices
#1	Discarded	894.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.16 cfs @ 17.22 hrs HW=894.46' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.16 cfs)

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Pond 3P: NW POND



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Time span=5.00-120.00 hrs, dt=0.01 hrs, 11501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 5S: DIRECT Runoff Area=12,000 sf 100.00% Impervious Runoff Depth>6.56"
Flow Length=400' Slope=0.0050 '/' Tc=6.3 min CN=98 Runoff=2.75 cfs 0.151 af

Subcatchment NE: PROPOSED Runoff Area=2.400 ac 20.00% Impervious Runoff Depth=1.79"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=51 Runoff=5.58 cfs 0.358 af

Subcatchment NW: PROPOSED Runoff Area=5.830 ac 20.00% Impervious Runoff Depth=1.79"
Flow Length=400' Tc=22.8 min CN=51 Runoff=9.50 cfs 0.870 af

Subcatchment SE: SE AREA Runoff Area=2.530 ac 30.00% Impervious Runoff Depth=2.35"
Flow Length=200' Slope=0.0500 '/' Tc=12.6 min CN=57 Runoff=8.14 cfs 0.496 af

Pond 1P: NE POND Peak Elev=885.63' Storage=10,024 cf Inflow=5.58 cfs 0.358 af
Outflow=0.13 cfs 0.358 af

Pond 2P: SE POND Peak Elev=886.10' Storage=14,864 cf Inflow=8.14 cfs 0.496 af
Outflow=0.16 cfs 0.496 af

Pond 3P: NW POND Peak Elev=896.83' Storage=28,186 cf Inflow=9.50 cfs 0.870 af
Outflow=0.22 cfs 0.870 af

Total Runoff Area = 11.035 ac Runoff Volume = 1.875 af Average Runoff Depth = 2.04"
75.71% Pervious = 8.355 ac 24.29% Impervious = 2.680 ac

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Summary for Subcatchment 5S: DIRECT

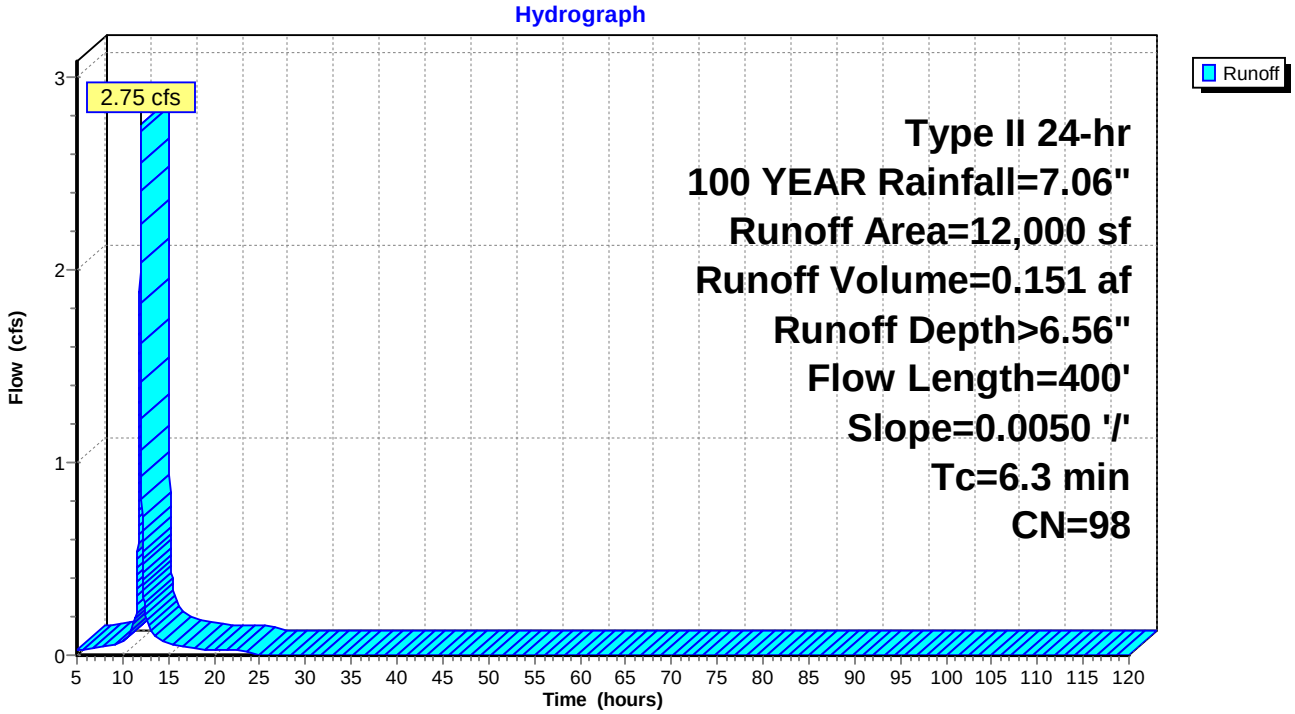
Runoff = 2.75 cfs @ 11.97 hrs, Volume= 0.151 af, Depth> 6.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 100 YEAR Rainfall=7.06"

Area (sf)	CN	Description
12,000	98	Paved parking, HSG A
12,000		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.3	400	0.0050	1.06		**Shallow Concentrated Flow, DITCH GRASSED** Grassed Waterway Kv= 15.0 fps

Subcatchment 5S: DIRECT



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Summary for Subcatchment NE: PROPOSED

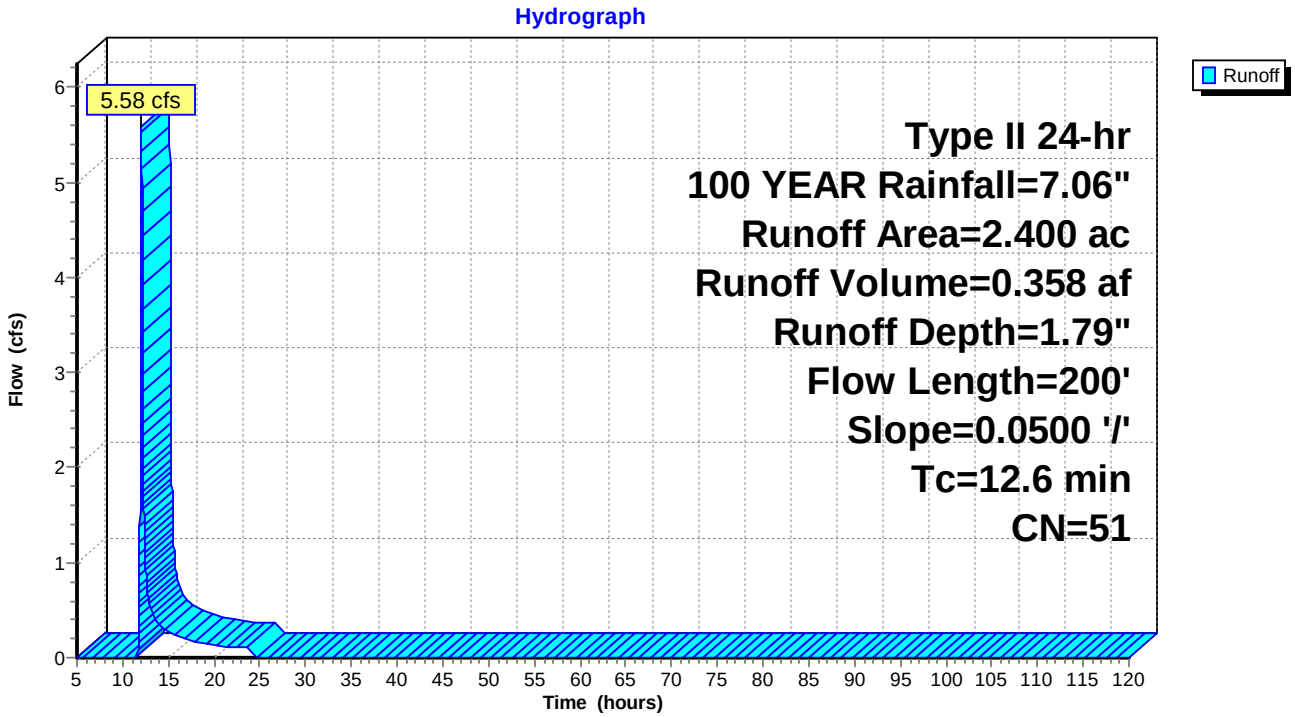
Runoff = 5.58 cfs @ 12.06 hrs, Volume= 0.358 af, Depth= 1.79"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 100 YEAR Rainfall=7.06"

Area (ac)	CN	Description
2.400	51	1 acre lots, 20% imp, HSG A
1.920		80.00% Pervious Area
0.480		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment NE: PROPOSED



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Summary for Subcatchment NW: PROPOSED

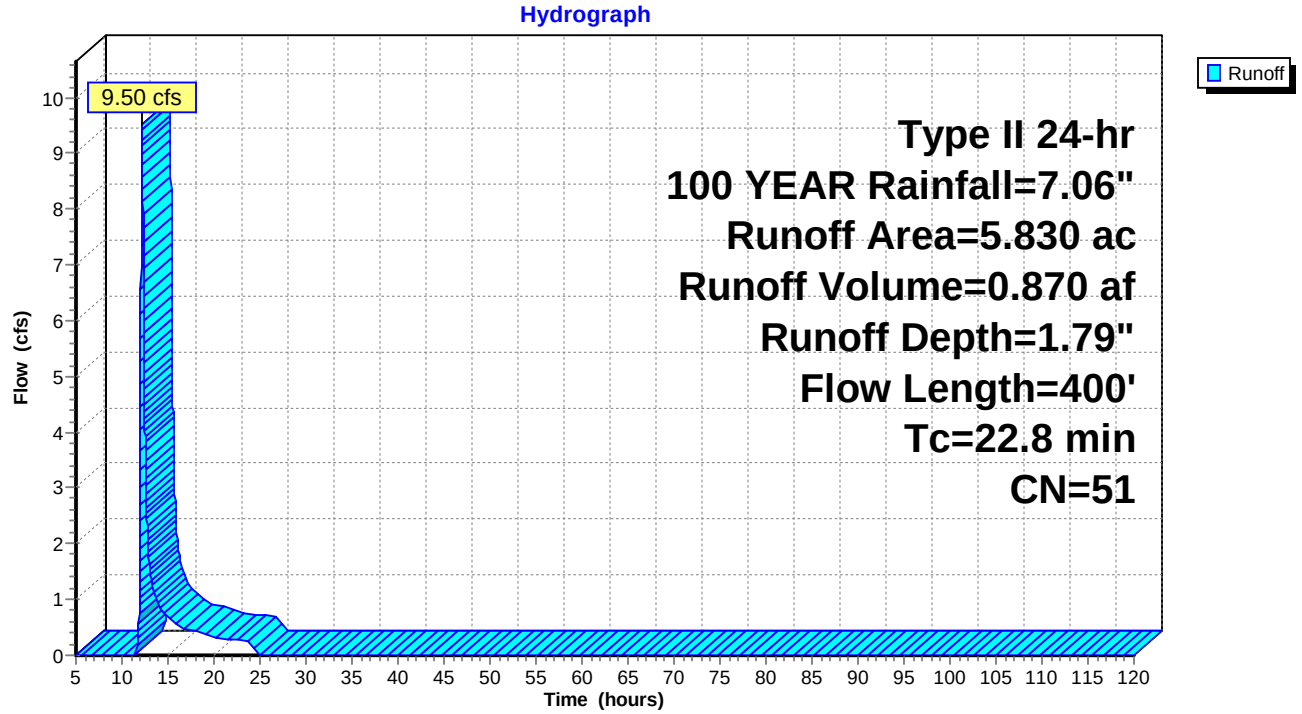
Runoff = 9.50 cfs @ 12.18 hrs, Volume= 0.870 af, Depth= 1.79"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 100 YEAR Rainfall=7.06"

Area (ac)	CN	Description
5.830	51	1 acre lots, 20% imp, HSG A
4.664		80.00% Pervious Area
1.166		20.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
20.5	200	0.0150	0.16		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"
2.3	200	0.0050	1.44		**Shallow Concentrated Flow, CONCENTRATED** Paved Kv= 20.3 fps
22.8	400	Total			

Subcatchment NW: PROPOSED



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Summary for Subcatchment SE: SE AREA

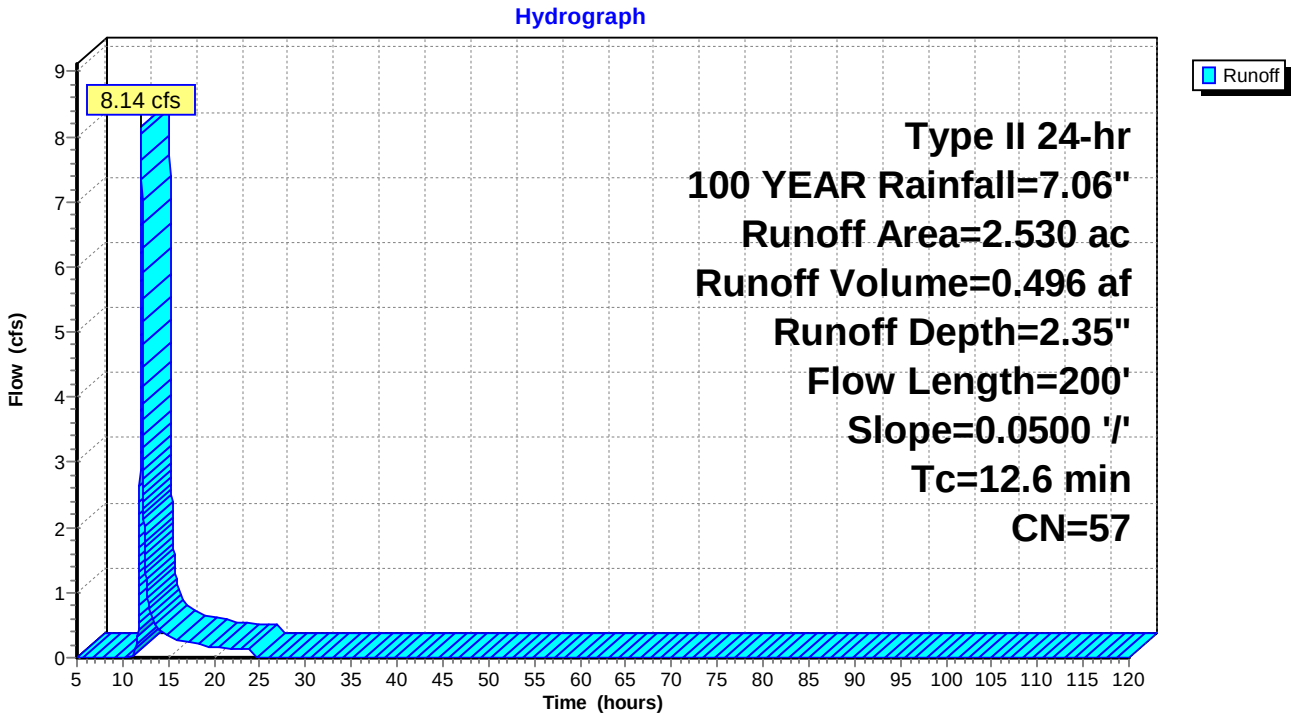
Runoff = 8.14 cfs @ 12.05 hrs, Volume= 0.496 af, Depth= 2.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Type II 24-hr 100 YEAR Rainfall=7.06"

Area (ac)	CN	Description
2.530	57	1/3 acre lots, 30% imp, HSG A
1.771		70.00% Pervious Area
0.759		30.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.6	200	0.0500	0.26		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.80"

Subcatchment SE: SE AREA



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Summary for Pond 1P: NE POND

Inflow Area = 2.400 ac, 20.00% Impervious, Inflow Depth = 1.79" for 100 YEAR event
Inflow = 5.58 cfs @ 12.06 hrs, Volume= 0.358 af
Outflow = 0.13 cfs @ 19.73 hrs, Volume= 0.358 af, Atten= 98%, Lag= 460.2 min
Discarded = 0.13 cfs @ 19.73 hrs, Volume= 0.358 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 885.63' @ 19.73 hrs Surf.Area= 7,221 sf Storage= 10,024 cf

Plug-Flow detention time= 858.8 min calculated for 0.358 af (100% of inflow)
Center-of-Mass det. time= 858.9 min (1,738.9 - 880.0)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	21,286 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

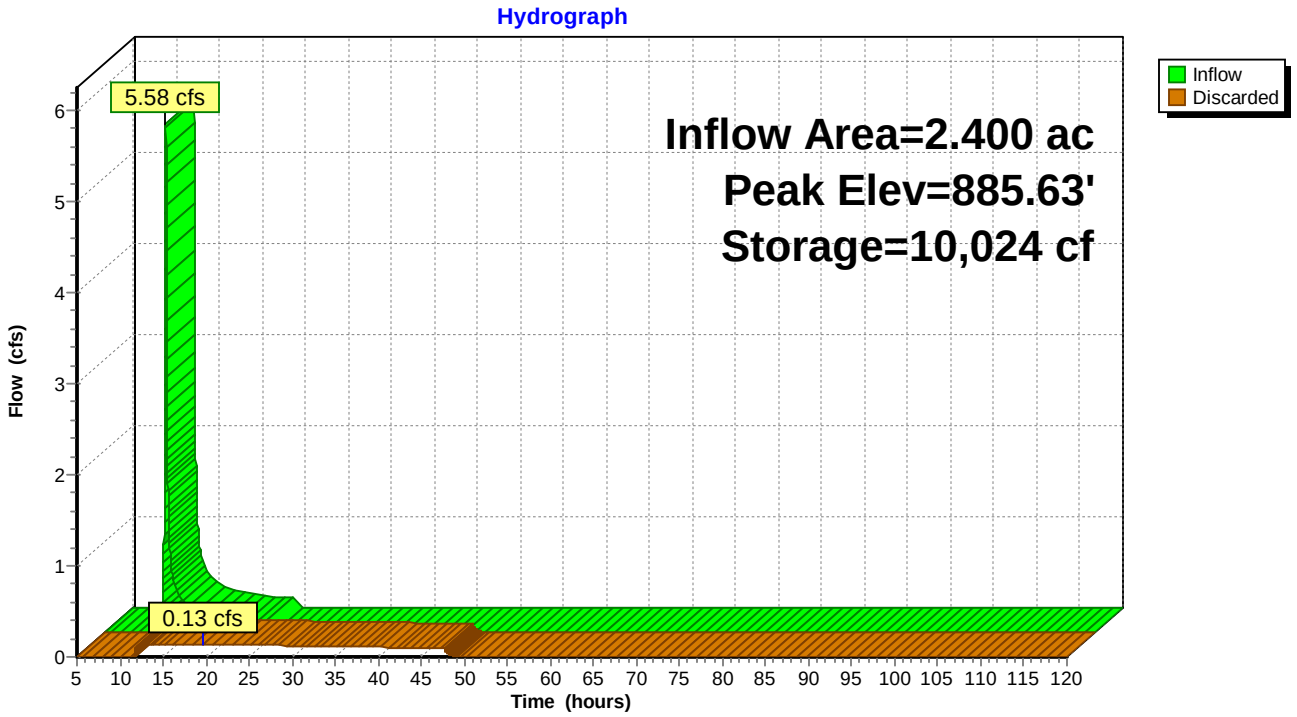
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,118	0	0
885.00	6,374	5,746	5,746
886.00	7,720	7,047	12,793
887.00	9,265	8,493	21,286

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.13 cfs @ 19.73 hrs HW=885.63' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.13 cfs)

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Pond 1P: NE POND



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Summary for Pond 2P: SE POND

Inflow Area = 2.530 ac, 30.00% Impervious, Inflow Depth = 2.35" for 100 YEAR event
Inflow = 8.14 cfs @ 12.05 hrs, Volume= 0.496 af
Outflow = 0.16 cfs @ 20.05 hrs, Volume= 0.496 af, Atten= 98%, Lag= 480.1 min
Discarded = 0.16 cfs @ 20.05 hrs, Volume= 0.496 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 886.10' @ 20.05 hrs Surf.Area= 8,434 sf Storage= 14,864 cf

Plug-Flow detention time= 1,063.2 min calculated for 0.496 af (100% of inflow)
Center-of-Mass det. time= 1,063.3 min (1,926.4 - 863.1)

Volume	Invert	Avail.Storage	Storage Description
#1	884.00'	23,064 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

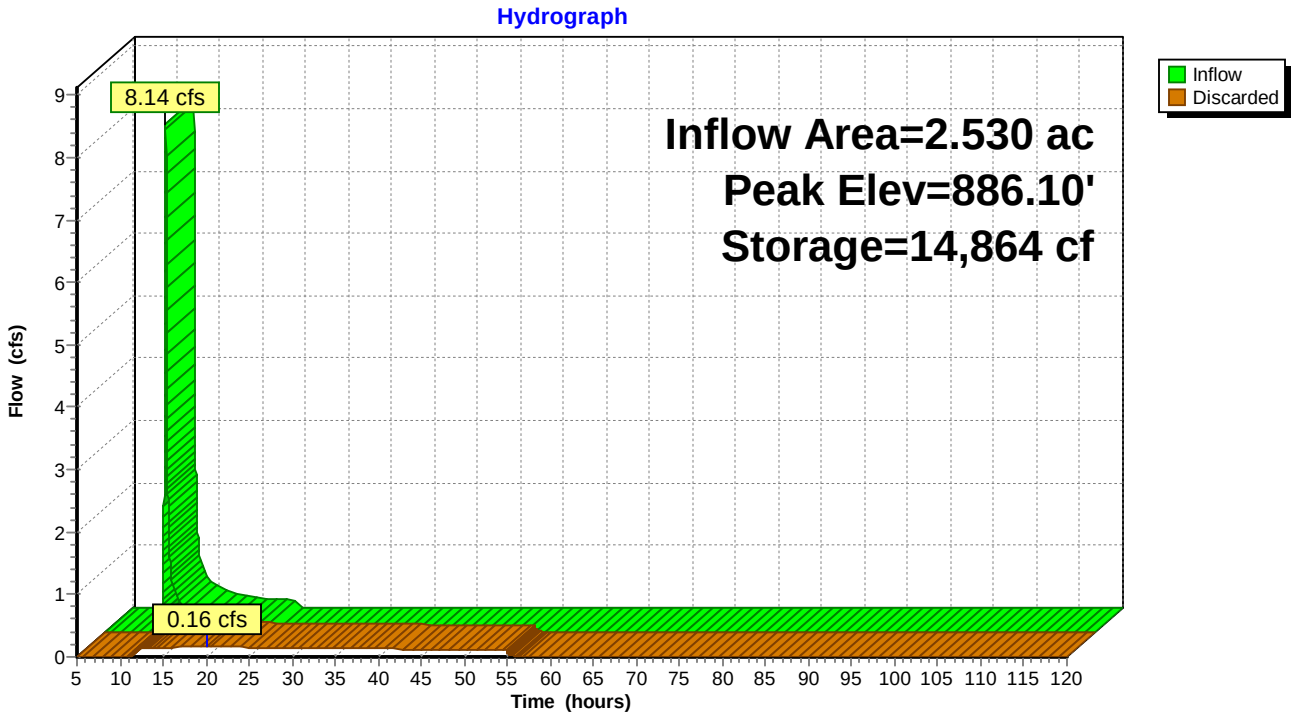
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
884.00	5,815	0	0
885.00	7,008	6,412	6,412
886.00	8,301	7,655	14,066
887.00	9,695	8,998	23,064

Device	Routing	Invert	Outlet Devices
#1	Discarded	884.00'	**0.800 in/hr Exfiltration over Surface area**

Discarded OutFlow Max=0.16 cfs @ 20.05 hrs HW=886.10' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.16 cfs)

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Pond 2P: SE POND



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Summary for Pond 3P: NW POND

Inflow Area = 5.830 ac, 20.00% Impervious, Inflow Depth = 1.79" for 100 YEAR event
Inflow = 9.50 cfs @ 12.18 hrs, Volume= 0.870 af
Outflow = 0.22 cfs @ 24.20 hrs, Volume= 0.870 af, Atten= 98%, Lag= 720.7 min
Discarded = 0.22 cfs @ 24.20 hrs, Volume= 0.870 af

Routing by Stor-Ind method, Time Span= 5.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 896.83' @ 24.20 hrs Surf.Area= 12,144 sf Storage= 28,186 cf

Plug-Flow detention time= 1,359.3 min calculated for 0.870 af (100% of inflow)
Center-of-Mass det. time= 1,359.4 min (2,248.8 - 889.4)

Volume	Invert	Avail.Storage	Storage Description
#1	894.00'	30,265 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

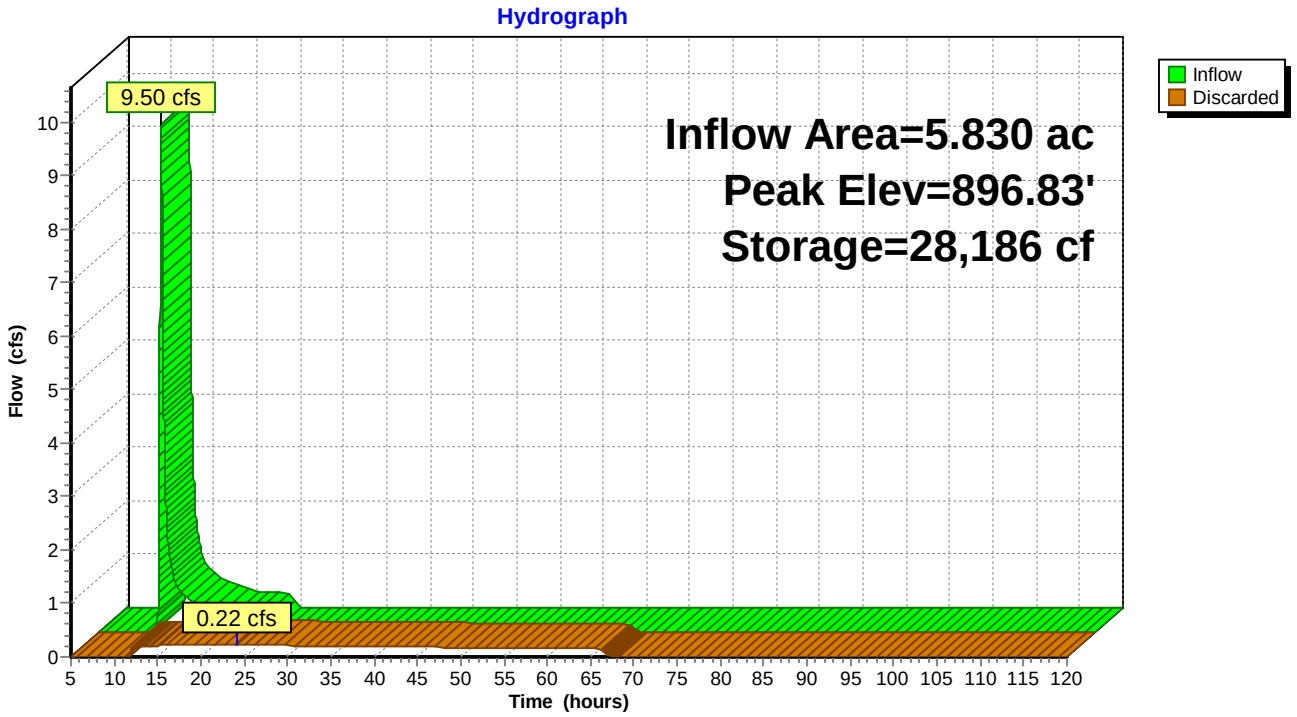
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
894.00	7,853	0	0
895.00	9,287	8,570	8,570
897.00	12,408	21,695	30,265

Device	Routing	Invert	Outlet Devices
#1	Discarded	894.00'	**0.800 in/hr Exfiltration over Surface area**

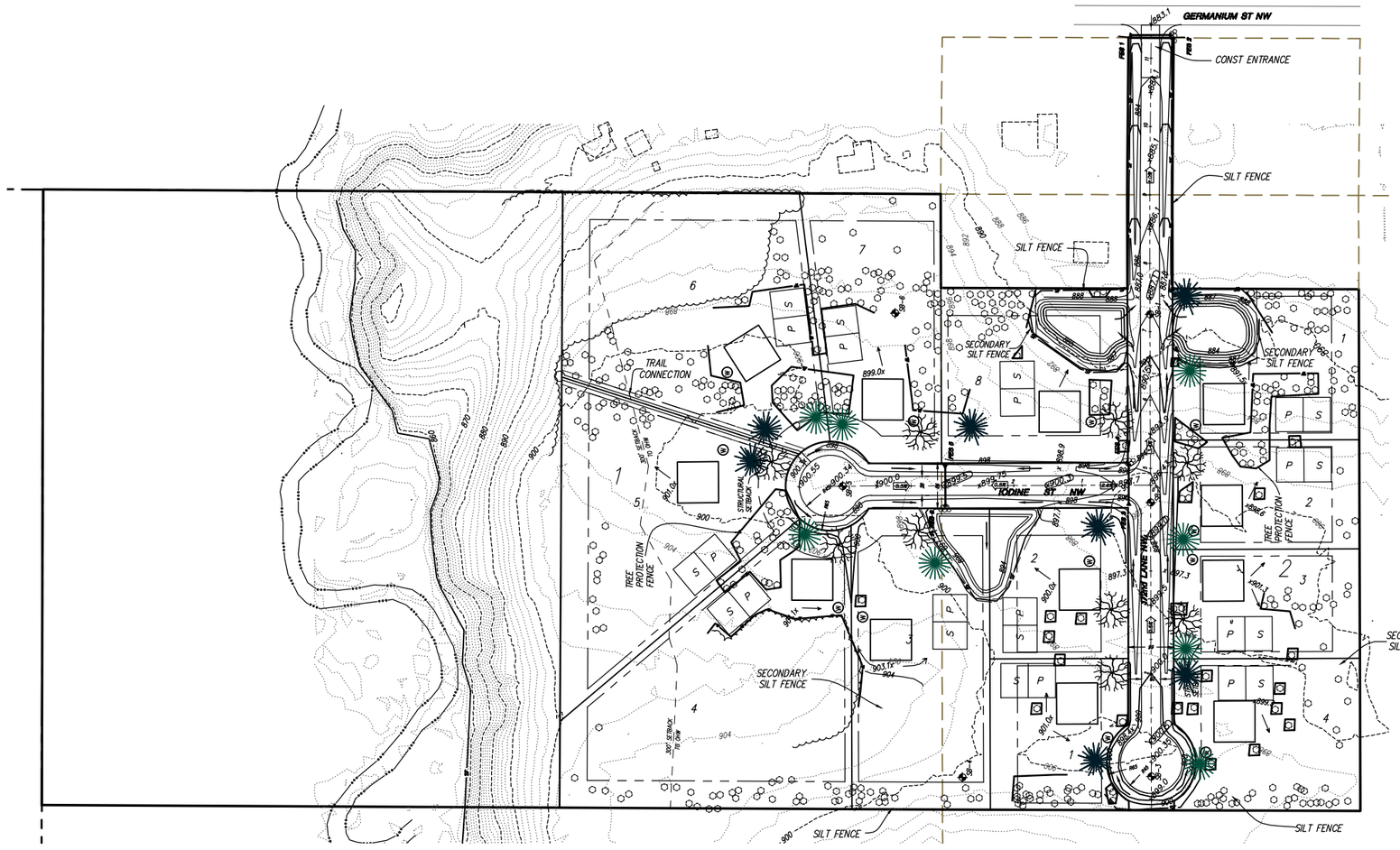
Discarded OutFlow Max=0.22 cfs @ 24.20 hrs HW=896.83' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.22 cfs)

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Pond 3P: NW POND



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GERMANIUM ST NW
CONST ENTRANCE
SILT FENCE
SILT FENCE
SECONDARY SILT FENCE
SECONDARY SILT FENCE
TRAIL CONNECTION
IODINE ST NW
AVENUE
TREE PROTECTION FENCE
TREE PROTECTION FENCE
SECONDARY SILT FENCE
SECONDARY SILT FENCE
SILT FENCE
SILT FENCE
STRUCTURAL BRICK
100' SETBACK TO CREEK
SB-6
899.0x
903.1x
900.0x
897.3
898.6
901.0
902.0
904.0
900.1
899.0
898.0
900.0
902.0
904.0
906.0
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966.0
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970.0
972.0
974.0
976.0

COVENANT MEADOWS

Storm water summary
Rev 5-4-17

Covenant Meadows is a 12 lot proposed single family residential subdivision that lies roughly at 173rd Ave NW, Germanium St NW and Trott Brook in the City of Ramsey.

Three ponds are proposed for the site. All will be infiltration type. This type of ponding was chosen as no storm sewer or other viable outlets exist on the site. All ponds retain the 100 year storm event. An area of direct runoff will occur. This is created by the connection of the property to Germanium Street. This strip of land does not provide an area to treat storm water. Per attached HydroCad analysis, the 2, 10, 100 year release rate is 1.10, 1.65, 2.74 cfs vs 0, 0.09, 3.15 cfs existing respectively. With pool volumes less than 3 feet deep for the 100 year event and an infiltration rate of .8 inches per hour, dry time for the ponds will be less than 48 hours.

ATLAS 14 rainfall rates were used to analyze the system as depicted in the attached HydroCad Report. Steep slopes exposed to water are not proposed for this project. No wetlands are located on the site. Site soils are sands with the exception of the area by the NE Pond and SE Pond. A clay layer is found here. This layer will be excavated to access the well draining sands beneath. Sand will be loosely placed in the excavation to promote water absorption into the ground.

The area of development is 11.6 acres. The impervious area of the plat is 2.30 acres. The impervious is comprised of housepads, driveways, and streets.

Silt fences will be placed after pond construction to prevent soils from depositing into the ponds. Pond grading and seeding notes are found on the attached plans.

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

PROJECT SITE EVALUATION, ASSESSMENT, AND PLANNING

THIS NARRATIVE IS TO SERVE AS A GUIDANCE PLAN AND MUST BE AMENDED AND MODIFIED AS SITE CONDITIONS CHANGE DURING CONSTRUCTION.

PROJECT LOCATION/DESCRIPTION

PROJECT/SITE NAME: COVENANT MEADOWS
PROJECT NUMBERS: RE-33
PROJECT LOCATION: STREET: 173rd & GERMANIUM CITY/TOWNSHIP: RAMSEY COUNTY: ANOKA
STATE: MINNESOTA ZIP: 55303
LATITUDE/LONGITUDE: 45.2845/-93.4102 SECTION: 2 TOWNSHIP: 32N RANGE: 25W

CONTACT INFORMATION/RESPONSIBLE PARTIES

ERIC THOMSEN OWNS THE LAND, ADJACENT ROADS, AND EASEMENT AREAS ASSOCIATED WITH THE PROJECT. ERIC THOMSEN IS THE OWNER PERMITTEE APPLYING FOR PERMIT COVERAGE AND WILL BE RESPONSIBLE FOR DEVELOPING THIS SWPPP AND THE LONG-TERM MAINTENANCE PLAN OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM FOR THIS PROJECT (IF APPLICABLE). THE OWNER WILL ENSURE THAT THE DESCRIBED WORK IN THE SWPPP IS BEING COMPLETED BY THE OPERATOR PERMITTEE.

OWNER/PERMITTEE: ERIC THOMSEN
6210 GREEN VALLEY RD
RAMSEY, MN 55303
612-919-6862

THE PRIMARY CONTRACTOR WILL ENTER INTO A CONTRACT WITH ERIC THOMSEN TO COMPLETE THE REQUIRED WORK FOR THIS PROJECT. THE PRIMARY CONTRACTOR WILL BECOME (UNDER CONTRACT) THE OPERATOR CO-PERMITTEE ON THE NPDES PERMIT (THROUGH EXECUTION OF A NPDES PERMIT MODIFICATION FORM), AND THEREBY AGREE TO IMPLEMENT THIS SWPPP IN COOPERATION WITH THE OWNER. THE OPERATOR IS RESPONSIBLE FOR DEVELOPING A CHAIN OF RESPONSIBILITY PRIOR TO STARTING CONSTRUCTION (REFER TO SWPPP AMENDMENT SECTION). THE NPDES PERMIT MODIFICATION FORM SHALL BE SUBMITTED TO THE MPCA AFTER THE PROJECT IS AWARDED TO THE PRIMARY CONTRACTOR, PRIOR TO LETTING THE PROJECT.

THE OPERATOR WILL INSURE THAT INDIVIDUALS OVERSEEING OR IMPLEMENTING THE SWPPP HAVE BEEN PROPERLY TRAINED AND THAT CERTIFICATIONS WILL BE MADE AVAILABLE UPON REQUEST. THIS INCLUDES ANY SUB-CONTRACTORS THAT THE OPERATOR EMPLOYS UNDER SEPARATE CONTRACT. THE OPERATOR WILL PROVIDE THE CONTACT INFORMATION FOR THE EROSION CONTROL SUPERVISOR, SITE SUPERINTENDENT/FOREMAN, AND BMP INSTALLERS. THE EROSION CONTROL SUPERVISOR SHALL BE A RESPONSIBLE EMPLOYEE OF THE PRIME CONTRACTOR AND/OR DULY AUTHORIZED BY THE PRIME CONTRACTOR TO REPRESENT THE PRIME CONTRACTOR ON ALL MATTERS PERTAINING TO THE NPDES CONSTRUCTION STORMWATER PERMIT COMPLIANCE. THE EROSION CONTROL SUPERVISOR SHALL HAVE AUTHORITY OVER ALL OPERATOR OPERATIONS WHICH INFLUENCE NPDES PERMIT COMPLIANCE, INCLUDING GRADING, EXCAVATION, BRIDGE CONSTRUCTION, CULVERT INSTALLATION, UTILITY WORK, CLEARING/GRUBBING, DEWATERING, AND ANY OTHER OPERATION THAT INCREASES THE EROSION POTENTIAL ON THE PROJECT.

THE OPERATOR WILL PERFORM A PRECONSTRUCTION SITE VISIT TO ADDRESS ANY AREAS OF CONCERN PERTAINING TO ENVIRONMENTAL COMPLIANCE. THE OPERATOR WILL IMPLEMENT AND MAINTAIN BMPS FOR THE DURATION OF CONSTRUCTION PROJECT. THE OPERATOR WILL COMPLETE THE REQUIRED SITE INSPECTIONS TO REMAIN IN COMPLIANCE WITH NPDES PERMIT REQUIREMENTS PART II.B, II.C, III.B-F, IV, V, AND APPLICABLE CONSTRUCTION ACTIVITY REQUIREMENTS FOUND IN APPENDIX A, PART C.

OPERATOR/PERMITTEE: (TO BE DETERMINED THROUGH TRANSFER OF NPDES-CSW PERMIT)

ROSHELL ENGINEERING, LLC HAS BEEN CONTRACTED BY THE OWNER TO DEVELOP THE SWPPP PLAN FOR THIS PROJECT. THIS SWPPP WAS PREPARED BY AN INDIVIDUAL THAT HAS BEEN PROPERLY TRAINED IN ACCORDANCE TOM PART III.F OF THE NPDES PERMIT (CERTIFICATION CARDS ARE AVAILABLE UPON REQUEST). ROSHELL ENGINEERING, LLC WILL OFFER GUIDANCE FOR COMPLIANCE WITH THE NPDES PERMIT BEFORE, DURING, AND AFTER CONSTRUCTION OF THE PROJECT.

SWPPP DEVELOPER/WATER RESOURCE ENGINEER: SWPPP CERTIFICATION
ROSHELL ENGINEERING (BRENT ROSHELL) DESIGN OF CONSTRUCTION SWPPP
6192 267TH CT WYOMING, MN 55092 DR. SHRI WAMASWAMY
763-286-0521/roshellengineering@gmail.COM EXPIRATION MAY 31, 2018

AGENCY CONTACTS

AGENCY	PERMIT	NAME	PHONE NUMBER/E-MAIL
MPCA (EMERGENCY)	N/A	STATE DUTY OFFICER	1-800-422-0798
MPCA	NPDES-CSW #XXXXXXXXX	SCOTT FOX	651-757-2368/ SCOTT.FOX@STATE.MN.US
ACOE	SECTION 404	OFFICER	651-290-5525
DNR	N/A	N/A	N/A
ANOKA SWCD	WCA	KRIS GUENTZEL	763-434-2030/ KRIS.GUENTZEL@ANOKASWCD.ORG
WATERSHED DISTRICT	LRRWMO	BOB OBERMEYER	

PROJECT DESCRIPTION & SCHEDULE

COVENANT MEADOWS IS A RESIDENTIAL SUBDIVISION COMPRISED OF 12 LOTS TO BE CONSTRUCTED IN 1 PHASE. THE CONSTRUCTION ACTIVITIES WILL INCLUDE GRADING OPERATIONS OF STREETS, HOUSEPADS, SURFACE DRAINAGE, AND PONDS. UTILITY CONSTRUCTION, EXPOSED SOIL STABILIZATION, AND PAVING WILL OCCUR AFTER GRADING OPERATIONS.

TENTATIVE CONSTRUCTION SCHEDULE (OPERATOR SHOULD PROVIDE ESTIMATED CONSTRUCTION SCHEDULE TO THE ENGINEER)

CONSTRUCTION ACTIVITIES:

CLEARING & GRUBBING OPERATIONS, GRADING, TEMP,	JUNE 2017
POND	JUNE 2017
BRIDGE	N/A
CULVERT REMOVAL AND REPLACEMENT	N/A
CURB & GUTTER/SIDEWALK	N/A
SMALL UTILITIES	N/A
PAVING	AUG 2017
INITIAL TURF, BRIDGE RAILING/LIGHTING	AUG 2017
LANDSCAPING, FINAL TURF, MISC.	AUG - OCT 2017

PRE-CONSTRUCTION IMPERVIOUS SURFACE AND DISTURBED AREA CALCULATIONS

TOTAL AREA TO BE DISTURBED - 9.70 ACRES
IMPERVIOUS AREA: PRE-CONSTRUCTION = 0.00/POST-CONSTRUCTION = 2.30 ACRES
NET INCREASE OF IMPERVIOUS AREA = 2.30 ACRES

PERMANENT STORMWATER MANAGEMENT SYSTEMS

THE NPDES PERMANENT WATER QUALITY VOLUME (PART III.D) FROM THE NET NEW IMPERVIOUS SURFACES OF THE PROJECT IS PROVIDED IN THE STORM WATER SUMMARY. HYDROLOGIC AND WATER QUALITY MODELING DATA IS AVAILABLE UPON REQUEST.

LOCATION OF SWPPP COMPONENTS

DESCRIPTION	TITLE	LOCATION
SWPPP NARRATIVE	STORM WATER POLLUTION PREVENTION PLAN NARRATIVE	SHEET SW1 & 2
SITE CONDITIONS	STORM WATER POLLUTION PREVENTION PLAN NARRATIVE	SHEET SW1 & 2
SITE MAP (SOILS, WATER RESOURCES, POTENTIAL POLLUTANT GENERATING ACTIVITIES)	SWPPP WATER RESOURCES & SOILS MAP, SWPPP NARRATIVE	SHEET SW1 & 2
CONSTRUCTION PHASING/STAGING, BUFFERS & AREAS NOT TO BE DISTURBED	SWPPP NARRATIVE	
DIRECTION OF FLOW (PRE- & POST-CONSTRUCTION	DRAINAGE PLAN	SHEET G1
IMPERVIOUS SURFACES	CONSTRUCTION PLAN & PROFILE	SHEET C1 & C2
TEMPORARY EROSION & SEDIMENT CONTROL BMPS/STEEP SLOPES (3:1), DNR FISH EXCLUSION "WORK IN WATER RESTRICTIONS - REFER TO SWPPP",	TEMPORARY EROSION AND SEDIMENT CONTROL PLAN, SWPPP NARRATIVE	SHEET G1
PERMANENT EROSION CONTROL BMPS	TURF ESTABLISHMENT PLAN, SWPPP NARRATIVE	SHEET SW1 & SW2
STORM SEWER	DRAINAGE PLAN	SHEET G1
GRADING	GRADING PLAN	SHEET G1
ESTIMATED BMP QUANTITIES	ESTIMATED QUANTITIES	SHEET SW 2
BMP DETAILS/SPECIFICATIONS	MISC. DETAILS, SWPPP NARRATIVE	SHEET G1, D1-3
HYDROLOGIC/WATER QUALITY MODELING		AVAILABLE UPON REQUEST

EXISTING SITE CONDITIONS, SOILS, & WATER RESOURCES

SOILS AND NATIVE TOPSOIL: NATIVE TOPSOIL WILL BE STRIPPED AND STOCKPILED AND FINAL GRADING OPERATIONS, WHERE INDICATED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. METHODS AND EQUIPMENT TO MINIMIZE SOIL COMPACTION (IN PROPOSED INFILTRATION AREAS, DRIP LINE OF TREES TO BE PRESERVED, ETC.) SHALL BE DETERMINED BY THE OPERATOR'S SWPPP AMENDMENT. TRACKED VEHICLES ARE PREFERRED AND WHEELED VEHICLES ARE DISCOURAGED IN THESE AREAS.

DESCRIPTION OF RECEIVING WATERS (LOCATED WITHIN 1-MILE): STORMWATER FROM THIS PROJECT WILL BE CONVEYED INTO SEVERAL STORM SEWER PIPES AND STORMWATER PONDS. ALL PONDS ARE INFILTRATION TYPE AND WILL CONTAIN THE 100 YR EVENT. THE NPDES PERMANENT WATER QUALITY VOLUME (PART III.D) FROM THE NET NEW IMPERVIOUS SURFACES OF THE PROJECT IS PROVIDED IN THE CONSTRUCTED PONDS. HYDROLOGIC AND WATER QUALITY MODELING DATA IS AVAILABLE UPON REQUEST.

DESCRIPTION OF IMPAIRED WATERS OR WATER SUBJECT TO TMDLS: A SPECIAL AND IMPAIRED WATERS SEARCH WAS COMPLETED USING THE MPCA SEARCH ENGINE (HTTP://PCA-GIS02.PCA.STATE.MN.US/CSW/INDEX.HTML) ON 12-7-2016 BASED ON THIS REVIEW, THE FOLLOWING SPECIAL OR IMPAIRED WATERS (WITH CONSTRUCTION RELATED IMPAIRMENTS) ARE LOCATED WITHIN ONE MILE OF, AND DOWNSTREAM OF ANY PROJECT DISCHARGE POINTS: NO DISCHARGE POINTS

C.1.A EXPOSED SOILS: OPERATOR SHALL STABILIZE ALL EXPOSED SOIL AREAS WITH (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED (APPENDIX A.C.1.A).

C.1.B TEMPORARY BASIN: OPERATOR SHALL ADHERE TO THE REQUIREMENTS DESCRIBED IN PART III.C. 1-5 OF THE NPDES CONSTRUCTION PERMIT FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (10) OR MORE ACRES DISTURBED.

C.2 POST CONSTRUCTION: THE WATER QUALITY VOLUME THAT MUST BE TREATED BY THE PROJECT'S PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.D. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT. WHERE SITE CONDITIONS ALLOW. AT LEAST ONE (1) INCH OF THE WATER QUALITY VOLUME MUST BE INFILTRATED. SEE PART III.D. FOR MORE INFORMATION ON INFILTRATION DESIGN AND APPROPRIATE SITE CONDITIONS. IF IT IS DETERMINED THAT SITE CONDITIONS ARE NOT APPROPRIATE FOR INFILTRATION (E.G. LACK OF 3 FT. OF SEPARATION TO SEASONALLY SATURATED GROUND WATER, PROXIMITY TO BEDROCK, CONTAMINATED SOILS) THE REASONS SHOULD BE DOCUMENTED IN THE SWPPP FOR THE PROJECT. INFILTRATION IS NOT REQUIRED IN HYDROLOGIC SOIL GROUP D SOILS.

C.3 BUFFER ZONE: AN UNDISTURBED BUFFER ZONE OF NOT LESS THAN 50 LINEAR FEET FROM THE SPECIAL WATER (NOT INCLUDING TRIBUTARIES) SHALL BE MAINTAINED AT ALL TIMES. EXCEPTIONS FROM THIS REQUIREMENT FOR AREAS, SUCH AS WATER CROSSINGS, LIMITED WATER ACCESS AND RESTORATION OF THE BUFFER ARE ALLOWED IF THE PERMITTEE FULLY DOCUMENTS IN THE SWPPP THE CIRCUMSTANCES AND REASONS THAT THE BUFFER ENCROACHMENT IS NECESSARY. REPLACEMENT OF EXISTING IMPERVIOUS SURFACE WITHIN THE BUFFER IS ALLOWED UNDER THIS PERMIT. ALL POTENTIAL WATER QUALITY, SCENIC AND OTHER ENVIRONMENTAL IMPACTS OF THESE EXCEPTIONS MUST BE MINIMIZED BY THE USE OF ADDITIONAL OR REDUNDANT BMPS AND DOCUMENTED IN THE SWPPP FOR THE PROJECT.
C.4 ENHANCED RUNOFF CONTROLS: THE PERMANENT STORMWATER MANAGEMENT SYSTEM MUST BE DESIGNED SUCH THAT THE PRE- AND POST-PROJECT RUNOFF RATE AND VOLUME FROM THE 1 AND 2-YEAR 24-HOUR PRECIPITATION EVENTS REMAIN THE SAME OR ARE REDUCED.

C.5 TEMPERATURE CONTROLS: THE PERMANENT STORMWATER MANAGEMENT SYSTEM MUST BE DESIGN SUCH THAT THE DISCHARGE FROM THE PROJECT WILL MINIMIZE ANY INCREASE IN THE TEMPERATURE OF TROUT STREAM RECEIVING WATERS RESULTING FROM THE 1-AND 2-YEAR 24-HOUR PRECIPITATION EVENTS. THIS INCLUDES ALL TRIBUTARIES OF DESIGNATED TROUT STREAMS WITHIN THE SECTION THAT THE TROUT STREAM IS LOCATED. PROJECTS THAT DISCHARGE TO TROUT STREAMS MUST MINIMIZE THE IMPACT USING ONE OR MORE OF THE FOLLOWING MEASURES, IN ORDER OF PREFERENCE:
A. MINIMIZE NEW IMPERVIOUS SURFACES.
B. MINIMIZE THE DISCHARGE FROM THE CONNECTED IMPERVIOUS SURFACES BY DISCHARGING TO VEGETATED AREAS, OR GRASS SWALES, AND THROUGH THE USE OF OTHER NON-STRUCTURAL CONTROLS.
C. INFILTRATION OR EVAPO-TRANSPIRATION OF RUNOFF IN EXCESS OF PRE-PROJECT CONDITIONS (UP TO THE 2-YEAR 24-HOUR PRECIPITATION EVENT.

POTENTIAL FOR SEDIMENT AND/OR OTHER POLLUTANT(S) DISCHARGING FROM THE PROJECT SITE

THE TEMPORARY EROSION AND SEDIMENT CONTROL BMPS IN THIS SWPPP HAVE BEEN DESIGNED TO MINIMIZE THE POTENTIAL OF SEDIMENTS DISCHARGING OFF-SITE FROM A 0.5 INCH RAINFALL WITHIN A 24-HOUR PERIOD. THE NOAA ATLAS 14 POINT PRECIPITATION FREQUENCY ESTIMATE FOR THE PROJECT LOCATION WAS REVIEWED AND USED FOR ANTICIPATED INSPECTION FREQUENCY, BMP DESIGN, AND ESTIMATING CONSTRUCTION ACTIVITIES IN THIS SWPPP. ATLAS 14 RESULTS DO NOT NECESSARILY REFLECT ANY DESIGN CRITERIA IN THE PERMANENT STORMWATER MANAGEMENT SYSTEM.

ROUTINE INSPECTION AND BMP MAINTENANCE BY THE OPERATOR IS CRUCIAL IN ENSURING THE FUNCTIONALITY OF EACH BMP. STEEP SLOPES AND OTHER ENVIRONMENTALLY SENSITIVE AREAS THAT ARE AT A HIGHER RISK OF SEDIMENTATION ARE DEFINED IN THE SWPPP (IF APPLICABLE).

CONSTRUCTION PHASING/STAGING, BUFFERS, & AREAS NOT TO BE DISTURBED

THE PRESERVED AREAS OF EXISTING VEGETATION WILL BE IDENTIFIED ON THE PLAN SHEETS AS "DO NOT DISTURB AREA". THE OPERATOR IS RESPONSIBLE FOR PRESERVING A 50 FOOT NATURAL BUFFER OR (IF INFEASIBLE) PROVIDE REDUNDANT SEDIMENT CONTROL BMPS, WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET AND RECEIVES DRAINAGE FROM THE PROJECT'S GRADING LIMITS. THIS REQUIREMENT DOES NOT APPLY TO ADJACENT ROAD SIDE DITCHES, JUDICIAL/COUNTY DITCHES, STORMWATER CONVEYANCES, STORM DRAIN INLETS, AND SEDIMENT BASINS.

THERE IS NO CONSTRUCTION PHASING OR STAGING DEFINED BY THE OWNER FOR THIS PROJECT. THE SCHEDULE FOR INSTALLING TEMPORARY BMPS SHALL BE INCORPORATED INTO THE OPERATOR'S WEEKLY SCHEDULE FOR EACH CONSTRUCTION STAGE AND PRESENTED TO THE OWNER'S REPRESENTATIVE 9PER MNDOT SPEC 1717.D).

ENVIRONMENTALLY SENSITIVE AREAS

STEEP SLOPES: EXISTING AND PROPOSED SLOPES 1 IN 3 (33.33% AND STEEPER) THAT ARE PROPOSED TO BE DISTURBED ARE ILLUSTRATED ON THE STEEP SLOPES MAYBE TEMPORARILY CREATED DURING GRADING OPERATIONS, AT WHICH TIME TEMPORARY BMPS MUST BE IMPLEMENTED BY THE OPERATOR (THROUGH AN APPROVED SWPPP AMENDMENT) WITHIN 14 DAYS OF NO LONGER WORKING THE STEEP SLOPE.

CONTAMINATED PROPERTIES: THE MPCA'S "WHAT'S IN MY NEIGHBORHOOD" DATABASE (PCA-GIS02.PCA.STATE.MN.US/WIMN2/INDEX.HTML) WAS REVIEWED ON 12-7-16. THE RESULTS OF THIS REVIEW SHOW NO KNOWN CONTAMINATED PROPERTIES OR LEAK SOURCES LOCATED WITHIN AND ADJACENT TO THE PROJECT LIMITS. NO PRE-EXISTING HAZARDOUS MATERIALS OR WASTES ARE ANTICIPATED TO BE IMPACTED BY THE PROJECT.

STORMWATER POLLUTION MITIGATION MEASURES (AS IDENTIFIED FROM ENVIRONMENTAL REVIEW): NO FORMAL ENVIRONMENTAL REVIEW WAS REQUIRED FOR THIS PROJECT, THEREFORE, NO ADDITIONAL STORMWATER RELATED MITIGATION MEASURES APPLY.

KARST AREAS: THERE ARE NO KNOWN KARST AREAS WITHIN OR ADJACENT TO THE PROJECT LIMITS.

SITE PLAN REQUIRED AREAS: NO AREAS OF "HIGH ENVIRONMENTAL RISKS" ARE KNOWN TO BE LOCATED WITHIN OR IMMEDIATELY ADJACENT TO THE PROJECT LIMITS.
EACH SITE PLANS MUST DETAIL PROPOSED ACTIVITIES, CORRESPONDING SCHEDULING, STAGING, TEMPORARY EROSION AND SEDIMENT CONTROLS, AND BMP DETAILS PER SECTION 1717 OF THE MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. SITE PLANS MUST BE APPROVED BY PROJECT ENGINEER PRIOR TO INITIATING THE SPECIFIED WORK WITHIN EACH SITE PLAN AREA.



FLOOD CONTINGENCY PLAN: NO PROJECT ACTIVITIES ARE LOCATED WITHIN A 100-YEAR FLOODPLAIN OR FLOODWAY, THEREFORE, A FLOOD CONTINGENCY PLAN IS NOT REQUIRED. THE PROJECT ENGINEER (AT THEIR DISCRETION) MAY REQUIRE A PREVENTATIVE FLOOD CONTINGENCY PLAN FOR SPECIFIC PROJECT ACTIVITIES AND AREAS THAT ARE NOT LOCATED IN A 100-YEAR FLOODPLAIN OR FLOODWAY.

FISH EXCLUSION DATES: OPERATOR IS PROHIBITED FROM CONDUCTING IN-STREAM WORK DURING THE FISH SPAWNING AND MIGRATION DATES OF APRIL 15 TO JUNE 30 FOR NON-TROUT WATERS. IF WORK MUST BE CONDUCTING DURING THIS TIMEFRAME, CONTRACTOR SHALL CONTACT THE LOCAL DNR FISHERIES MANAGER FOR WRITTEN APPROVAL PRIOR TO CONDUCTING THE IN-STREAM WORK.

AQUATIC INVASIVE SPECIES: ALL IN-STREAM AND DEWATERING EQUIPMENT SHALL BE DECONTAMINATED OF ALL AQUATIC PLANTS AND PROHIBIT INVASIVE SPECIES PRIOR TO USING WITHIN SURFACE WATERS ON-SITE AND TRANSPORTING OFF-SITE. ALL DECONTAMINATION ACTIVITIES SHALL MEET THE CHAPTER 1 STANDARDS OF THE MINNESOTA DNR'S BEST PRACTICES MANUAL FOR MEETING DNR GENERAL PUBLIC WATERS WORK PERMIT GP 2004-001.

WETLANDS
WETLANDS, IF ANY, WITHIN THE PROJECT AREA AND MUST BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE.

APPLICABLE FEDERAL, TRIBAL, STATE OR LOCAL PROGRAMS
THE PROJECT FALLS UNDER THE JURISDICTION OF SEVERAL ENTITIES, AS IDENTIFIED IN THE 'AGENCY CONTACTS" TABLE OF PAGE 1 OF THE SWPPP. THE MORE STRINGENT OF LOCAL VS. STATE VS. FEDERAL RULES SHALL APPLY WHERE THEY CONFLICT. INFORMATION PERTAINING TO THE STATE NPDES PERMIT CAN BE FOUND AT: (HTTP://WWW.PCA.STATE.MN.US/INDEX.PHP/WATER/WATER-TYPES-AND-PROGRAMS/STORMWATER/CONSTRUCTION-STORMWATER/INDEX.HTML). THE OPERATOR IS RESPONSIBLE TO COMPLY WITH ALL APPLICABLE PERMITS, MNDOT SPECIAL PROVISION, MNDOT SPEC BOOK (2014 EDITION), MNDOT SPECIFICATIONS 1717.

DATE	REVISIONS	BY
3/23/17	SITE MAP	BR
5/4/17	CONST DATES	BR
	RECORD DRAWING	

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS
STORM WATER POLLUTION PREVENTION PLAN
RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DATE 2/2/17 REG. NO. 24519
BRENT ROSHELL

DRAWN BR
DATE 12/19/16
SCALE -
PROJECT RE-32
CHECKED BTR
APPROVED BTR

SW1

SEQUENCE OF CONSTRUCTION/TIMING OF BMP INSTALLATION

NO CONSTRUCTION OPERATIONS, INCLUDING REMOVALS, THAT REQUIRE EROSION & SEDIMENT CONTROL PER THE SWPPP CAN COMMENCE UNTIL THE OPERATOR'S EROSION CONTROL SUPERVISOR CERTIFIES THE PROPER INSTALLATION OF BMP'S AND A CHAIN OF RESPONSIBILITY FOR SWPPP IMPLEMENTATION IS CREATED FOR ALL OPERATORS ON THE SITE. PERIMETER SEDIMENT CONTROLS (SILT FENCE, INLET PROTECTION, CONSTRUCTION ENTRANCES, ETC.) SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION IS ACHIEVED. OPERATOR SHALL IMPLEMENT THE NECESSARY ON SITE BMP'S IN ACCORDANCE WITH THE NPDES PERMIT REQUIREMENTS TO PREVENT NUISANCE CONDITIONS (MN RULES 7050.2010) FROM ANY DISCHARGES UNDER COVERAGE OF THE NPDES PERMIT. IN SOME CASES, MULTIPLE OR REDUNDANT APPLICATIONS OF SOME BMP'S MAY BE NEEDED TO MEET THESE REQUIREMENTS.

INSPECTION, SWPPP AMENDMENTS, RECORD KEEPING, & TRAINING

1. THE SWPPP CHAIN OF RESPONSIBILITY MUST BE AMENDED BY THE OPERATOR WHEN THE IDENTITY OF RESPONSIBLE SITE OPERATORS (EROSION CONTROL SUPERVISOR, SUB-CONTRACTORS, ETC.) ARE KNOWN.
2. THE OPERATOR MUST INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. THE OPERATOR SHALL PROVIDE A RAINFALL GAUGE ON-SITE, WITHIN ONE MILE OF THE SITE, OR SOURCE OF THE WEATHER REPORTING SYSTEM THAT USES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES. THE LOCATION AND SOURCE OF THE RAINFALL GAUGE OR REPORTING SYSTEM MUST BE DOCUMENTED IN THE FIRST SWPPP INSPECTION REPORT. THE INSPECTION FREQUENCY MAY BE REDUCED TO ONCE PER MONTH, IF SITE CONDITIONS MEET PART IV.E3 OF THE NPDES PERMIT. ALL INSPECTIONS AND MAINTENANCE CONDUCTED MUST BE RECORDED IN WRITING BY THE OPERATOR AND RETAINED WITH THE SWPPP. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:
   A. DATE, TIME AND NAME OF PERSON(S) CONDUCTING INSPECTIONS;
   B. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
   C. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES AND PARTY COMPLETING MAINTENANCE ACTIVITIES); INCLUDING DOCUMENTATION/PHOTOS OF IMPLEMENTED BMPS INTENDED TO CORRECT A PROBLEM BUT FAILED.
   D. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN ½ INCH (0.5 INCHES) IN 24 HOURS;
   E. DOCUMENTATION OF CHANGES MADE TO THE SWPPP.
3. SWPPP AMENDMENTS AND SITE PLANS WILL BE PREPARED BY THE OPERATOR AND SUBMITTED TO THE OWNER FOR REVIEW AND WRITTEN APPROVAL BY THE PROJECT OWNER (OR DESIGNATED REPRESENTATIVE). ALL OWNER ACCEPTED AND DENIED SWPPP AMENDMENTS AND SITE PLANS MUST BE RECORDED IN WRITING RETAINED WITH THE SWPPP.
4. THE SWPPP SHALL BE AMENDED TO INCLUDE ADDITIONAL OR MODIFIED BMPS, DESIGNED TO CORRECT IDENTIFIED PROBLEMS OR ADDRESS SITUATIONS (UNDER PART III.B OF THE NPDES PERMIT), PRIOR TO CONDUCTING SPECIFIC STAGES/PHASES OF THE PROJECT, AS REQUIRED BY THE OWNER AND DEFINED IN THIS PROJECT SWPPP.

SUMMARY OF OPERATOR PREPARED SWPPP AMENDMENT NAME	SWPPP AMENDMENTS (REQUIREDBY OWNER) SWPPP AMENDMENT DETAILS	SUBMITTAL TIMEFRAME
OPERATOR CHAIN OF RESPONSIBILITY	REFER TO "CONTACT INFORMATION/ RESPONSIBLE PARTIES' SECTION	7 DAYS PRIOR TO INITIATING WORK
BMP AMENDMENTS	SUBSTITUTED, ADDITIONAL, OR REDUNDANT BMPS TO COMPENSATE FOR FAILING/FAILED BMPS	DURING/AFTER CONSTRUCTION ACTIVITIES
METHODS TO MINIMIZE SOIL COMPACTION	REFER TO "EXISTING SITE CONDITIONS, SOILS AND WATER RESOURCES" SECTION	7 DAYS PRIOR TO WORK WITHIN INFILTRATION BASINS AND PRESERVED TREE AREAS
STEEP SLOPES PHASING PLAN	REFER TO "ENVIRONMENTALLY SENSITIVE AREAS" SECTION	
SPILL PREVENTION & RESPONSE PLAN	REFER TO "POLLUTION PREVENTION MEASURES"	7 DAYS PRIOR TO INITIATING WORK
DEWATERING PLAN	REFER TO "DEWATERING" SECTION	7 DAYS PRIOR TO ACTIVITY

1. THE SWPPP (ORIGINAL OR COPIES), ALL CHANGES TO THE SWPPP, PROJECT MANUAL, AND INSPECTIONS/MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE OPERATOR WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN THE FIELD OFFICE OR ON SITE VEHICLE DURING NORMAL WORKING HOURS.
2. THE OPERATOR MUST ASSIGN A TRAINED INDIVIDUAL (S) (PURSUANT TO PARTS III.A.3 & III.F) TO OVERSEE THE IMPLEMENTATION, MAINTENANCE, AND REPAIR OF BMPS. THIS INDIVIDUAL (S) SHALL ALSO PERFORM INSPECTIONS, REVISE/AMEND THE SWPPP (DOCUMENT IN SWPPP AS NECESSARY), AND BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE PERMITTED OWNER FOR ITS DESIGNEE), LOCAL GOVERNMENT UNITS, OR MPCA.

POLLUTION PREVENTION MANAGEMENT MEASURES

POTENTIAL SOURCES OF POLLUTANTS FROM CONSTRUCTION ACTIVITIES INCLUDE:

- SEDIMENT AND FUGITIVE DUST GENERATED FROM CLEARING AND GRUBBING, IMPORT/EXPORT OPERATIONS, REMOVALS/COMPACTION, MASS/FINE GRADING, EXCAVATIONS, TRENCHING, TOPSOIL STRIPING STOCKPILING, WET/DRY PAVEMENT CUTTING, STREET CONSTRUCTION.
- BASIC/ACIDIC PH LEVELS FROM CURB AND GUTTER, MANHOLE STRUCTURES, SIDEWALKS, DRIVEWAY APRONS, FOUNDATIONS, BRIDGE ABUTMENTS, WET/DRY PAVEMENT CUTTING, MASONRY WASHOUT/CLEANOUT.
- EXCESS NUTRIENTS FROM LANDSCAPING INSTALLATIONS, SOIL ADDITIVES, FERTILIZATION, MULCHING.
- HYDROCARBONS FROM STREET CONSTRUCTION, DEMOLITION/REMOVALS, WET/DRY PAVEMENT CUTTING.

OPERATOR WILL COMPLY WITH ALL OF THE POLLUTION PREVENTION AND MANAGEMENT MEASURES IDENTIFIED IN THE NPDES-CSW PERMIT. OPERATOR WILL SUBMIT A SPILL PREVENTION AND RESPONSE PLAN (SPRP) TO THE ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITY. THE SPRP MUST SATISFACTORILY ADDRESS (AT A MINIMUM) THE FOLLOWING NPDES REQUIREMENTS BY THE PROPOSED IMPLEMENTATION AND MAINTENANCE OF APPROPRIATE BMPS:

NO-EXPOSURE: CONSTRUCTION AND BUILDING PRODUCTS (THAT HAVE THE POTENTIAL TO LEACH POLLUTANTS), PESTICIDES, HERBICIDES, INSECTICIDES, FERTILIZERS, TREATMENT CHEMICALS, AND LANDSCAPING MATERIALS MUST BE UNDER COVER (PLASTIC SHEETING OR TEMPORARY ROOFS) TO MINIMIZE CONTACT WITH STORMWATER AND PRECIPITATION.

SOLID WASTE: (SEDIMENT, ASPHALT, CONCRETE MILLINGS, CONSTRUCTION, AND DEMOLITION DEBRIS) AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND SHALL COMPLY WITH MPCA DISPOSAL REQUIREMENTS (CH. 7035).

HAZARDOUS MATERIALS: (E.G. GAS, DIESEL, OIL, ANTIFREEZE, PAINT SOLVENTS, SOAPS, DETERGENTS, WOOD PRESERVATIVES, CLEANING SOLVENTS, CURING COMPOUNDS, ACIDS, ETC.) MUST BE STORED IN SEALED CONTAINERS (WITH SECONDARY SPILL CONTAINMENT) IN RESTRICTED ACCESS AREAS TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE AND MATERIALS MUST BE IN COMPLIANCE WITH MPCA REGULATIONS (CH. 7045) INCLUDING SECONDARY CONTAINMENT.

PORTABLE TOILETS: MUST BE POSITIONED AND SECURED SO THEY ARE NOT TIPPED OR KNOCKED OVER. WASTE MUST BE DISPOSED OF PROPERLY IN ACCORDANCE WITH MPCA GUIDELINES (CH. 7041).

EQUIPMENT/VEHICLE FUELING, EXTERNAL WASHING, AND MAINTENANCE PRACTICES: WHEN VEHICLE FUELING, MAINTENANCE, OR EXTERNAL WASHING MUST OCCUR ON-SITE, THE ACTIVITY IS LIMITED TO A CONTAINED PORTION OF THE STAGING AREA, UNLESS INFEASIBLE THROUGH A SWPPP AMENDMENT. PROCEDURES FOR SPILL RESPONSE AND MATERIALS FOR CONTAINMENT AND CLEAN UP (DRIP PANS, DRY ABSORBENTS, AND SPILL KITS) WILL BE AVAILABLE AT ALL TIMES ON-SITE. ENGINE DEGREASING IS PROHIBITED ON-SITE.

CONCRETE, STUCCO, PAINT, CURING COMPOUNDS, SOLVENTS, AND OTHER WASHOUT WASTES: TEMPORARY OR LONG-TERM STORAGE OF WASHOUT WASTE IS PROHIBITED ON-SITE (SLURRY MUST BE HAULED IMMEDIATELY OFF-SITE). OPERATOR MUST SUBMIT A CONCRETE WASHOUT PLAN TO THE PROJECT ENGINEER FOR APPROVAL OF ALL ON-SITE WASHOUT LOCATIONS. ON-SITE WASHOUT LOCATIONS MUST BE LOCATED 200 FEET FROM AN ENVIRONMENTALLY SENSITIVE AREA AND SURFACE WATERS, HAVE "CONCRETE WASHOUT AREA" SIGNAGE, AND BE CONTAINED IN A LEAK PROOF CONTAINER OR IMPERMEABLE LINER. LIQUID AND SOLID WASTES SHOULD NOT CONTACT THE GROUND (UNLESS PERMITTED IN THE CONCRETE WASHOUT PLAN), BE CONTAINED TO PREVENT RUNOFF FROM THE WASHOUT LOCATION, AND MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS.

CONCRETE, STUCCO, PAINT, CURING COMPOUNDS, SOLVENTS, AND OTHER WASHOUT WASTES: TEMPORARY OR LONG-TERM STORAGE OF WASHOUT WASTE IS PROHIBITED ON-SITE (SLURRY MUST BE HAULED IMMEDIATELY OFF-SITE). OPERATOR MUST SUBMIT A CONCRETE WASHOUT PLAN TO THE PROJECT ENGINEER FOR APPROVAL OF ALL ON-SITE WASHOUT LOCATIONS. ON-SITE WASHOUT LOCATIONS MUST BE LOCATED 200 FEET FROM AN ENVIRONMENTALLY SENSITIVE AREA AND SURFACE WATERS, HAVE "CONCRETE WASHOUT AREA" SIGNAGE, AND BE CONTAINED IN A LEAK PROOF CONTAINER OR IMPERMEABLE LINER. LIQUID AND SOLID WASTES SHOULD NOT CONTACT THE GROUND (UNLESS PERMITTED IN THE CONCRETE WASHOUT PLAN), BE CONTAINED TO PREVENT RUNOFF FROM THE WASHOUT LOCATION, AND MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS (CH. 7035).

TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED AS SOON AS POSSIBLE, BUT NO LATER THAN THE END OF THE NEXT WORK DAY FOLLOWING THE DAY EARTH-DISTURBING ACTIVITIES IN THAT PORTION OF THE SITE HAS TEMPORARILY OF PERMANENTLY CEASED. ALL EXPOSED SOIL AREAS SHALL BE STABILIZED WITHIN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. INITIATED STABILIZATION IS DEFINED AS COMPLETING ONE (OR MORE) OF THE FOLLOWING: SOIL PREPARATION FOR VEGETATION, MULCHING (OR OTHER TEMPORARY NONOVEGETATIVE BMP), SEEDING/PLANTING, OR SCHEDULING STABILIZATION MEASURES TO BE FULLY INSTALLED AND COMPLETED WITHIN THE 14 DAY TIMEFRAME.

ALL EXPOSED SOILS WITHIN 200 FEET AND DRAINING TO A DNR PUBLIC WATERS MUST BE STABILIZED WITHIN 24 HOURS OF TEMPORARILY OR PERMANENTLY CEASING WORK, DURING THE FISH SPAWNING PERIOD. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E. G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT, BUT MUST BE IN COMPLIANCE WITH PART IV.C.5.

TEMPORARY STABILIZATION BMPS SHALL ONLY BE IMPLEMENTED WHEN PERMANENT STABILIZATION BMPS CANNOT BE IMPLEMENTED WITHIN THE 14 DAY TIMEFRAME FOR EXPOSED SOILS.

TEMPORARY/PERMANENT DRAINAGE DITCHES & SWALES: THE NORMAL WETTED PERIMETER (2-YEAR, 24-HOUR PRECIPITATION EVENT) OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH, CHANNEL, OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN THE LAST 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER WITHIN 24 HOURS OF CONNECTION. STABILIZATION REMAINING OF THE REMAINING PORTIONS OF THE CHANNEL MUST BE STABILIZED WITHIN 14 DAYS. ALL STORMWATER CONVEYANCE CHANNELS MUST USE EROSION CONTROL AND VELOCITY DISSIPATION DEVICES WITHIN AND ALONG THE LENGTH OF THE CHANNEL AND AT ANY OUTLETS. TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A TEMPORARY SEDIMENT CONTAINMENT SYSTEM (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NO NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM. MULCH, HYDROMULCH, TACKIFIER, OR POLYARCRYLAMIDE BELOW THE WETTED PERIMETER OF A DITCH, SWALE, OR OTHER SURFACE WATER CONVEYANCE IS NOT ACCEPTABLE STABILIZATION.

EROSION CONTROL BLANKETS/MATS: OPERATOR SHALL VERIFY DURING REGULAR INSPECTIONS THAT NO GULLIES, RILLS, OR SCOUR HOLES HAVE FORMED UNDER EROSION CONTROL BLANKETS AND MATS. ALL REPAIRS MUST BE COMPLETED WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

MULCH: OPERATOR MUST APPLY MULCH IN A UNIFORM PATTERN OVER THE DISTURBED SOILS, TO ACHIEVE A MINIMUM OF 90% GROUND COVER.

DUST CONTROL: DUST FROM THE SITE WILL BE CONTROLLED BY INCREASED STREET SWEEPING AND/OR USING A MOBILE PRESSURE-TYPE DISTRIBUTOR TRUCK TO APPLY POTABLE WATER TO DISTURBED AREAS. THE MOBILE UNIT WILL APPLY WATER AT A RATE NECESSARY TO PREVENT RUNOFF AND PONDING.

STORM SEWER OUTLETS: PIPE OUTLETS MUST HAVE TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER HYDRAULIC CONNECTION TO A RECEIVING SURFACE WATER.

TEMPORARY & PERMANENT EROSION CONTROL BMPS

TYPE 1 MULCH: APPLY TO DISTURBED SLOPES LESS THAN 1:3 WITH BLOWER EQUIPMENT OR CONCURRENTLY WITH HYDROMULCH AT 2 TONS/ACRE. IMMEDIATELY OVERSPRAY (IF NOT HYDROMULCHED) WITH TACKIFIER (PER MANUFACTURES RECOMMENDED RATES) OR DISC-ANCHORED.

RAPID STABILIZATION METHOD #3: THIS WORK SHALL CONSIST OF OPERATIONS NECESSARY TO RAPIDLY STABILIZE SMALL CRITICAL AREAS WITHIN 200 FT OF SURFACE WATERS, TO PREVENT OFF SITE SEDIMENTATION AND OR TO COMPLY WITH PERMIT REQUIREMENTS. INSTALL PER MNDOT SPECIFICATIONS 2575.3N.

RAPID STABILIZATION METHOD #4: (WOOD FIBER, NATURAL NET ONLY) IS AN ACCEPTABLE BMP FOR DISTURBED AREAS ADJACENT TO ENVIRONMENTALLY SENSITIVE AREAS, SURFACE WATERS, AND WITHIN THE LAST 200 FEET OF DITCH BOTTOMS.

TEMPORARY WINTER COVER: AREAS OF EXPOSED SOILS THAT ARE NOT COMPLETED BEFORE THE WINTER WILL BE STABILIZED WITH TYPE #3 (CERTIFIED AS WEED FREE) ADJACENT TO WETLAND OR STORMWATER PONDS. ALL OTHER DISTURBED AREAS SHALL BE STABILIZED WITH TYPE #1 MULCH, UNLESS ALTERNATIVE MORE PROTECTIVE BMPS ARE SPECIFIC WITHIN THE SWPPP. ALL EXPOSED SOILS SHALL BE STABILIZED BEFORE CONSTRUCTION IS COMPLETED FOR THE SEASON.

HYDRO-MULCH TYPE #5: HYDRAULIC SOIL STABILIZER IN COMBINATION WITH A TACKIFIER WILL BE INSTALLED PER MANUFACTURES SPECIFICATIONS TO EXPOSED SOILS AREAS TO PROVIDE TEMPORARY LONG-TERM OR PERMANENT COVER FOR VEGETATION ESTABLISHMENT.

SEDIMENT CONTROL PRACTICES, PROCEDURES, & MAINTENANCE STANDARDS

DOWN GRADIENT SYSTEMS: IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UP GRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES.

PERIMETER CONTROL BMPS (SILT FENCES, CHIP/SLASH MULCH SACKS, BIOROLLS, FLOATING SILT CURTAIN, ETC.): PERIMETER CONTROL BMPS SHALL BE INSTALLED ON ALL DOWN GRADIENT PERIMETERS AND UPGRADIENT OF ANY BUFFER AREAS, PRIOR TO INITIATING UPGRADIENT LAND DISTURBANCE ACTIVITIES. UPLAND PERIMETER CONTROLS BMPS SHALL BE PLACED AS CLOSE AS POSSIBLE TO FOLLOW A SINGLE CONTOUR ELEVATION. ALL SILT FENCES MUST BE REPAIRED, REPLACED, OR MAINTAINED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ½ OF THE HEIGHT OF THE FENCE. ALL REPAIRS MUST BE COMPLETED BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. FLOATING SILT CURTAIN SHALL BE INSTALLED AS CLOSE TO THE SHORELINE AS POSSIBLE FOR SHORELAND/IN-WATER SHORT-TERM CONSTRUCTION ACTIVITIES. AFTER THE SHORT-TERM ACTIVITY IS COMPLETE, AN UPLAND PERIMETER CONTROL MUST BE INSTALLED IF EXPOSED SOILS CONTINUE TO DRAIN TO THE SURFACE WATER.

TEMPORARY & PERMANENT SEDIMENT CONTROL BMPS

SILT FENCE ALONG PROJECT PERIMETER 1800 LF

SECONDARY SILT FENCE 1150 LF

DITCH CHECKS 6 EACH

TEMPORARY ROCK ENTRANCE FOR CONSTRUCTION OPERATIONS.

STREET SWEEPING 18 HOURS

50 FOOT NATURAL BUFFER (S): REFER TO "CONSTRUCTION PHASING/STAGING, BUFFERS, & AREAS NOT TO BE DISTURBED" SECTION OF THIS SWPPP.

TEMPORARY SEDIMENTATION BASINS: WHERE TEN (10) OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION, A TEMPORARY SEDIMENT BASIN MUST BE PROVIDED PRIOR TO RUNOFF LEAVING THE CONSTRUCTION SITE OR ENTERING SURFACE WATERS. ALL TEMPORARY BASINS SHALL BE CONSTRUCTED AND OPERATIONAL PRIOR TO GRADING TEN (10) OR MORE ACRES. BASINS MUST PROVIDE A LIVE STORAGE VOLUME FROM A TWO YEAR 24-HOUR STORM EVENT FROM EACH ACRE (DISTURBED AND UNDISTURBED) DRAINING TO THE BASIN. AT A MINIMUM, IF CALCULATIONS ARE NOT PERFORMED THE BASIN SHALL PROVIDE 3,600 CUBIC FEET OF LIVE STORAGE FROM EACH ACRE. THE BASIN INTAKE MUST BE DESIGNED TO WITHDRAW WATER FROM THE SURFACE, PREVENT SHORT CIRCUITING AND THE DISCHARGE OF FLOATING DEBRIS, INCLUDE AN EMERGENCY OVERFLOW ABOVE THE LIVE STORAGE ELEVATION, AND PROVIDE ENERGY DISSIPATION AT THE BASIN OUTLET. BASINS MUST BE DRAINED AND SEDIMENT REMOVED WHEN THE DEPTH OF COLLECTED SEDIMENT IN THE BASIN REACHES ½ THE LIVE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. IF A BASIN IS INFEASIBLE WITHIN THE PROJECT LIMITS, EQUIVALENT SEDIMENT CONTROL BMPS MUST BE IMPLEMENTED AND DOCUMENTED IN THE SWPPP OR SWPPP AMENDMENT.

SEDIMENT TRAPS: WHERE A TEMPORARY SEDIMENT BASIN MEETING THE REQUIREMENTS OF THIS PART IS INFEASIBLE, EQUIVALENT SEDIMENT CONTROLS SUCH AS SMALLER SEDIMENT BASINS, AND/OR SEDIMENT TRAPS, SILT FENCES, VEGETATIVE BUFFER STRIPS, OR ANY APPROPRIATE COMBINATION OF MEASURES ARE REQUIRED FOR ALL DOWN-SLOPE BOUNDARIES OF THE CONSTRUCTION AREA AND FOR SIDE-SLOPE BOUNDARIES AS DICTATED BY INDIVIDUAL SITE CONDITIONS. IN DETERMINING WHETHER INSTALLING A SEDIMENT BASIN INS INFEASIBLE, THE PERMITTEE(S) MUST CONSIDER PUBLIC SAFETY AND MAY CONSIDER FACTORS SUCH AS SITE SOILS, SLOPE, AND AVAILABLE AREA ON SITE. THIS DETERMINATION OF INFEASIBILITY MUST BE DOCUMENTED IN THE SWPPP PER PART III.A.5.m.

TEMPORARY STOCKPILES: ALL STOCKPILES MUST HAVE SILT FENCE OR EQUIVALENT PERIMETER SEDIMENT CONTROLS IMPLEMENTED AND MAINTAINED AT ALL TIMES. PILES CANNOT BE PLACED IN BUFFER AREAS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE TO PREVENT STORMWATER RUN-ON INTO THE STOCKPILE.

CONSTRUCTION SITE ENTRANCE/VEHICLE TRACKING: OPERATOR MUST MINIMIZE SEDIMENT FROM LEAVING THE CONSTRUCTION SITE (OR ONTO STREETS WITH THE SITE) BY IMPLEMENTING BMPS SUCH AS ROCK PADS, SLASH MULCH, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE USED DAILY DURING CONSTRUCTION OPERATIONS IF SUCH BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET. TRACKED SEDIMENT MUST BE REMOVED FROM ALL PAVED SURFACES (ON AND OFF-SITE) WITHIN 24 HOURS OF DISCOVERY, OR SOONER AS DIRECTED BY THE PROJECT OWNER. MULTIPLE STREET SWEEPINGS AT THE OPERATOR'S EXPENSE MAY BE REQUIRED ON ALL ENTRY/EXIT POINTS TO THE SITE AT THE DISCRETION OF THE PROJECT OWNER.

SURFACE WATERS: INCLUDING OFF-SITE AND DOWNSTREAM DRAINAGE DITCHES, CATCH BASINS, AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION. THE REMOVAL AND STABILIZATION OF EXPOSED SOILS MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) CALENDAR DAYS OF OBTAINING ACCESS. THE PERMITTEES ARE RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK.

INLET PROTECTION: ALL STORM DRAIN INLETS (INCLUDING DOWN GRADIENT, OFF-SITE) MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. SILT FENCE IS NOT AN ACCEPTABLE CATCH BASIN INLET PROTECTION BMP. CONTRACTOR SHALL CLEAN, REMOVE AND DISPOSE OF SEDIMENT, AND/OR REPLACE STORM DRAIN INLET PROTECTION ON A ROUTINE BASIS TO ENSURE THE DEVICE IS FULLY FUNCTIONAL PRIOR TO THE NEXT FORECASTED PRECIPITATION EVENT (30% OR GREATER) INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE LOCAL JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

CHEMICAL TREATMENTS: OPERATOR MUST AMEND THE SWPPP TO INCLUDE THE INTENDED USES AND LOCATIONS OF FLOCCULANTS, POLYMERS, AND OTHER SEDIMENTATION TREATMENT CHEMICALS. CHEMICAL TREATMENTS MAY ONLY BE APPLIED IN AREAS WHERE TREATED STORMWATER IS DIRECTED TO A RECEIVING SEDIMENT CONTROL SYSTEM (NOT DIRECTLY DISCHARGED TO NATURAL WATER BODIES). THIS INCLUDES DOCUMENTING THE EXPECTED SOIL TYPES, MANUFACTURER'S RECOMMENDED DOSING, APPLICATION RATES/QUANTITIES, AND MONITORING RESULTS (TURBIDITY, PH).

DEWATERING, STREAM DIVERSION, AND BASIN DRAINING

DEWATERING, STREAM DIVERSION, OR BASIN DRAINING IS ANTICIPATED DURING CONSTRUCTION OF THIS PROJECT. DITCH REALIGNMENT, CULVERT CONSTRUCTION, AND NEW POND GRADING WILL REQUIRE SITE DEWATERING. WHEN DEWATERING OR BASIN DRAINING IS REQUIRED, THE CONTRACTOR SHALL SUBMIT A DEWATERING PLAN AND NARRATIVE TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO UNDERTAKING THESE ACTIVITIES. DEWATERING PLAN SHALL INCLUDE BMP'S TO PREVENT SEDIMENT TRANSPORT, EROSION, AND ADVERSE IMPACTS TO DOWNSTREAM RECEIVING WATERS. THE DEWATERING PLAN MUST ALSO INCLUDE ANY SPECIFIC CHEMICAL TREATMENTS (FLOC, POLYMERS, ETC.) THAT WILL BE USED. IF AN APPROVED TMDL WASTE LOAD ALLOCATION IS ESTABLISHED FOR CONSTRUCTION ACTIVITIES ON A RECEIVING WATERBODY, THE OPERATOR MUST IMPLEMENT ALL NECESSARY BMP'S TO MEET THE ASSIGNED WLA. THE DEWATERING PLAN AND DNR APPROPRIATIONS PERMIT WILL BECOME PART OF THE SWPPP. WATER THAT IS TURBID OR HAS SEDIMENT MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN (AND/OR OTHER APPROPRIATE BMPS) ON THE PROJECT SITE WHENEVER POSSIBLE. DISCHARGE FROM THE TEMPORARY OR PERMANENT SEDIMENTATION BASIN MUST BE VISUALLY CHECKED TO ENSURE ADEQUATE TREATMENT IS OBTAINED IN THE BASIN AND THAT NUISANCE CONDITIONS (SEE MINN. R. 7050.0210, SUBP. 2), IMPACTS TO WETLANDS, AND EROSION IN RECEIVING CHANNELS OR ON DOWNSLOPE PROPERTIES WILL NOT RESULT FROM THE DISCHARGE. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEETING, OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES AND ADDITIONAL FILTRATION BMPS ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS, OIL, OR GREASE.

FINAL STABILIZATION

FINAL STABILIZATION IS ACHIEVED WHEN THE FOLLOWING FOUR PARAMETERS ARE COMPLETED, PRIOR TO SUBMISSION OF THE NOTICE OF TERMINATION TO MPCA. SEE PERMANENT EROSION CONTROL PRACTICES FOR SPECIFIC METHODS AND APPLICATIONS.

1. 70% VEGETATIVE COVER: ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND ALL EXPOSED SOILS ARE STABILIZED BY A UNIFORM, LIVE PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENT MEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS. REFER TO PART IV.G.5 IF THE PROJECT IS ON AGRICULTURAL LAND.
2. FINAL CLEAN OUT OF PERMANENT STORMWATER MANAGEMENT SYSTEMS & CONVEYANCE SYSTEMS: ALL SEDIMENT MUST BE REMOVED FROM PERMANENT STORMWATER MANAGEMENT SYSTEMS, CONVEYANCE SYSTEMS, AND DITCHES MUST BE STABILIZED WITH PERMANENT COVER.
3. REMOVAL OF ALL TEMPORARY SYNTHETIC BMPS: ALL TEMPORARY SYNTHETIC AND STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL BMPS. (SUCH AS SILT FENCE) MUST BE REMOVED ON THE PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE. BMPS DESIGNED TO DECOMPOSE ON SITE (SUCH AS SOME COMPOST LOGS) MAY BE LEFT IN PLACE.
4. OPERATOR PROVIDES THE OWNER ALL INSPECTION AND SWPPP AMENDMENT RECORDS FOR THE PROJECT: OWNER IS RESPONSIBLE FOR KEEPING ALL RECORDS (AS DEFINED IN PART II.E.1-5) ON FILE FOR THREE YEARS AFTER SUBMITTAL OF THE NOTICE OF TERMINATION.

BY	DATE	REVISIONS
BR	3/23/17	QUANTITIES

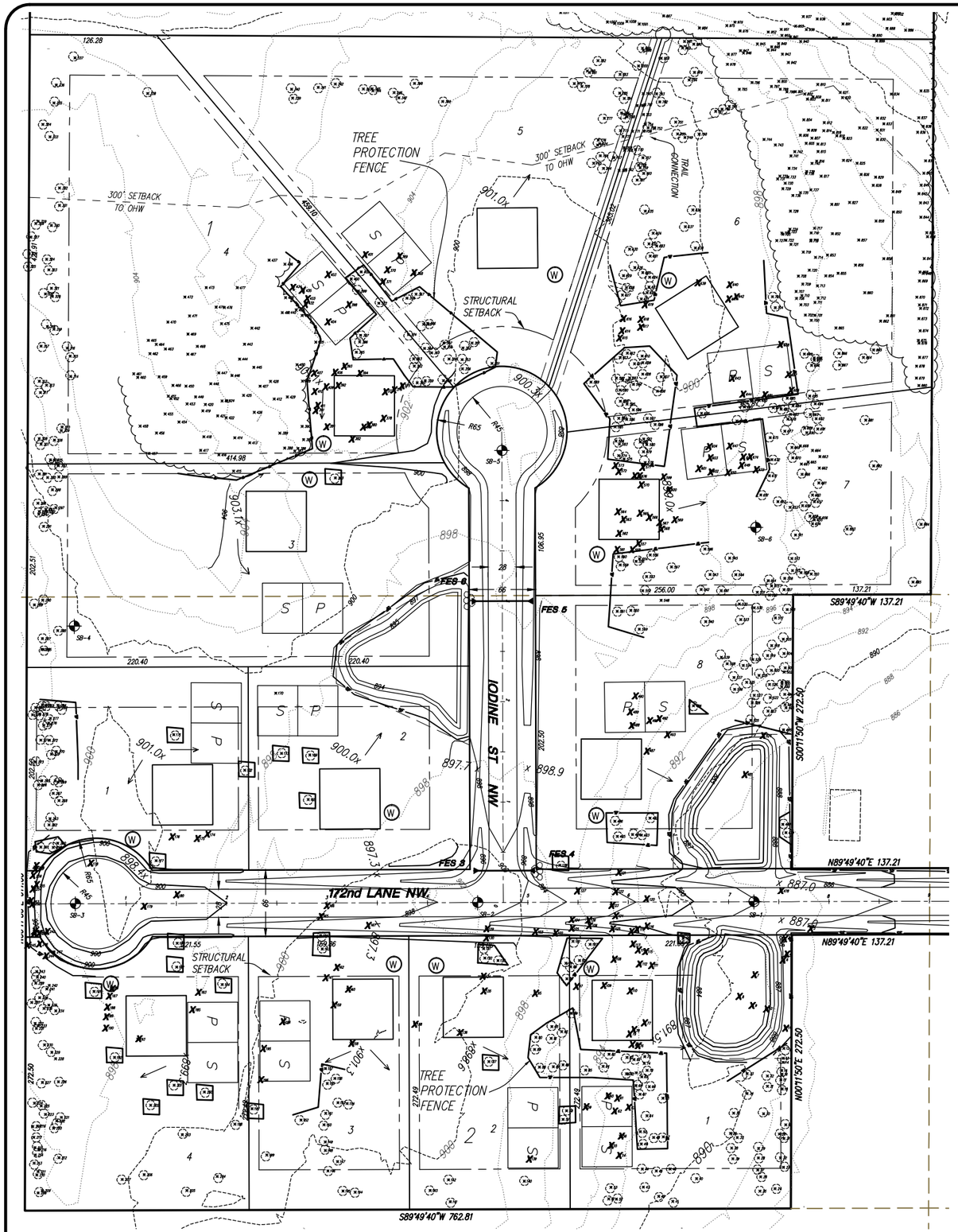
RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

STORM WATER POLLUTION PREVENTION PLAN
RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENG



NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD.

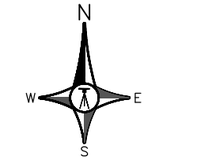
TREES SAVED

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13	Pine, red	11
14	Pine, red	8
15	Pine, red	9
16	Pine, red	8
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18	Pine, red	12
19	Pine, red	12
20	Pine, red	11
21	Pine, red	11
22	Pine, red	10
23	Pine, red	10
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31	Pine, red	13
32	Pine, red	16
33	Pine, red	12
34	Pine, red	8
35	Pine, red	15
36	Pine, red	18
37	Pine, red	18
38	Pine, red	16
39	Pine, red	16
40	Cedar, red	7
41	Pine, red	18
42	Pine, red	13
43	Pine, red	14
44	Pine, red	12
45	Pine, red	15
46	Pine, red	18
47	Pine, red	16
48	Pine, red	10
49	Pine, red	18
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68	Pine, red	5
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72	Pine, red	5
73	Pine, red	10
74	Pine, red	10
75	Pine, red	11
81	Pine, red	6
82	Pine, red	15
83	Pine, scotch	5
84	Pine, red	13
85	Pine, red	16
86	Pine, red	14
87	Pine, red	11
88	Pine, red	17
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177	Pine, red	13
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364	Oak, red	8
365	Oak, red	25
366	Oak, bur	6
367	Oak, red	16
372	Oak, red	12
373	Oak, red	28
374	Oak, red	52
383	Pine, scotch	16
385	Oak, red	21
386	Oak, red	5
387	Oak, red	8
388	Oak, red	7
389	Oak, red	5
390	Oak, red	34
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400	Oak, red	42
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405	Oak, red	55
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413	Oak, red	52
413	Oak, red	36
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451	Oak, red	7
452	Oak, red	5
453	Oak, red	5
454	Oak, red	5
455	Oak, red	7
456	Oak, red	40
457	Oak, red	7
458	Cedar, red	9
459	Oak, red	6
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461	Oak, red	6
462	Oak, red	27
463	Oak, red	38
464	Oak, red	32
465	Oak, red	14
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468	Oak, red	24
469	Oak, red	35
470	Oak, red	7
471	Oak, red	5
472	Oak, red	7
473	Oak, red	5
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476	Oak, red	24
477	Oak, red	35
478	Pine, red	11
480	Pine, red	13
482	Pine, red	12
483	Pine, red	7

484	Pine, red	10
485	Pine, red	16
486	Pine, red	12
494	Pine, red	11
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497	Pine, red	10
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501	Pine, red	10
502	Pine, red	9
503	Pine, red	9
504	Pine, red	8
505	Pine, red	15
506	Pine, red	11
507	Pine, red	10
508	Pine, red	12
509	Pine, red	11
510	Pine, red	13
511	Pine, red	12
512	Pine, red	12
513	Pine, red	11
514	Pine, red	12
515	Pine, red	13
516	Pine, red	12
517	Pine, red	15
518	Pine, red	13
519	Pine, red	12
520	Pine, red	11
521	Pine, red	9
522	Pine, red	11
523	Pine, red	12
525	Pine, red	15
526	Pine, red	12
527	Pine, red	12
528	Pine, red	13
529	Pine, red	14
530	Pine, red	13
531	Pine, red	13
532	Pine, red	14
533	Pine, red	15
534	Pine, red	14
535	Pine, red	12
536	Pine, red	15
537	Pine, red	13
538	Pine, red	15
539	Pine, red	11
540	Pine, red	15
541	Pine, red	13
542	Pine, red	12
543	Pine, red	14
544	Pine, red	13
545	Pine, red	16
546	Pine, red	12
547	Pine, red	14
548	Pine, red	17
549	Pine, red	12



GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 — DENOTES SOIL BORING
- P / S — DRAIN FIELD LOC P = PRIMARY S = SECONDARY
- W — PROPOSED WELL LOC.
- EXIST TREE LINE
- TF — TREE FENCE
- SF — SILT FENCE
- PROPOSED CONTOUR
- EXIST CONTOUR
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

BY	DATE	REVISIONS
BR	5/23/17	TREE FENCE
BR	5/31/17	REV PONDS
		RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

TREE PLAN

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 2/2/17 REG. NO. 43619

BRENT ROSHELL

DRAWN	BR
DATE	2/2/17
SCALE	AS SHOWN
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

T1

TREES SAVED

550	Pine, red	14
551	Pine, red	11
552	Pine, red	15
553	Cedar, red	6
554	Pine, red	12
555	Pine, red	9
556	Pine, red	9
559	Pine, red	9
560	Pine, red	10
574	Pine, red	11
575	Pine, red	13
576	Pine, red	11
579	Pine, red	10
580	Pine, red	9
581	Pine, red	7
582	Pine, red	12
583	Pine, red	13
584	Pine, red	13
585	Pine, red	10
586	Pine, red	10
587	Pine, red	8
588	Pine, red	9
589	Pine, red	12
590	Pine, red	9
591	Pine, red	9
592	Pine, red	8
593	Pine, red	9
594	Pine, red	6
595	Pine, red	10
596	Pine, red	8
597	Pine, red	11
598	Pine, red	18
605	Pine, red	13
606	Pine, red	14
607	Pine, red	13
608	Pine, red	11
609	Pine, red	11
610	Pine, red	13
611	Pine, red	11
612	Pine, red	12
613	Pine, red	10
621	Pine, red	11
622	Pine, red	10
623	Pine, red	12
624	Pine, red	9
625	Pine, red	12
626	Pine, red	11
627	Pine, red	9
628	Pine, red	11
629	Pine, red	11
630	Pine, red	11
631	Pine, red	11
632	Pine, red	12
633	Pine, red	8
634	Pine, red	13
635	Pine, red	9
636	Pine, red	13
637	Pine, red	12
638	Pine, red	13
645	Pine, red	16
646	Pine, red	13
651	Pine, red	11
652	Pine, red	15
653	Pine, red	13
654	Pine, red	11
655	Pine, red	11
656	Pine, red	10
657	Pine, red	10
658	Pine, red	10
659	Pine, red	10
660	Pine, red	9
661	Pine, red	11
662	Pine, red	12
663	Pine, red	13
664	Pine, red	15
665	Pine, red	13
666	Pine, red	11
667	Pine, red	12
668	Pine, red	10
669	Pine, red	9
670	Pine, red	12
671	Pine, red	16

672	Pine, red	15
675	Pine, red	11
677	Pine, red	17
678	Pine, red	12
679	Pine, red	12
680	Pine, red	11
682	Pine, red	10
683	Pine, red	12
684	Pine, red	8
685	Pine, red	13
689	Pine, red	12
690	Pine, red	12
691	Pine, red	14
692	Pine, red	13
693	Pine, red	13
694	Pine, red	15
695	Pine, red	12
696	Pine, red	14
697	Pine, red	14
698	Pine, red	16
699	Pine, red	12
700	Pine, red	17
701	Pine, red	10
702	Pine, red	16
703	Pine, red	14
704	Pine, red	13
705	Pine, red	8
706	Pine, red	12
707	Pine, red	12
708	Pine, red	10
709	Pine, red	9
710	Pine, red	10
711	Pine, red	16
712	Pine, red	12
713	Pine, red	10
714	Pine, red	13
715	Pine, red	9
716	Pine, red	9
717	Pine, red	11
718	Pine, red	14
719	Pine, red	11
720	Pine, red	13
721	Pine, red	13
722	Pine, red	7
723	Pine, red	12
724	Pine, red	12
725	Pine, red	11
726	Pine, red	13
727	Pine, red	14
728	Pine, red	14
729	Pine, red	13
730	Pine, red	11
731	Pine, red	14
732	Pine, red	8
733	Pine, red	10
734	Pine, red	12
735	Pine, red	15
736	Pine, red	17
737	Pine, red	11
738	Pine, red	15
739	Pine, red	9
740	Pine, red	6
741	Pine, red	12
742	Pine, red	15
743	Pine, red	16
744	Pine, red	13
745	Pine, red	11
746	Pine, red	10
747	Pine, red	20
748	Pine, red	17
749	Pine, red	16
750	Pine, red	14
751	Pine, red	15
752	Pine, red	20
754	Pine, red	8
755	Pine, red	9
756	Pine, red	12
757	Pine, red	11
758	Pine, red	10
759	Pine, red	12
760	Pine, red	13
761	Pine, red	16
764	Pine, red	11
765	Pine, red	10
766	Pine, red	13
767	Pine, red	12
770	Pine, red	12
773	Pine, red	11
774	Pine, red	13
775	Pine, red	19
776	Pine, red	15
777	Pine, red	14
778	Pine, red	14
779	Pine, red	18
780	Pine, red	23
781	Pine, red	17

782	Cedar, red	9
783	Pine, red	14
784	Pine, red	16
785	Pine, red	16
786	Pine, red	9
787	Pine, red	14
788	Pine, red	10
792	Pine, red	14
793	Pine, red	26
794	Cedar, red	7
795	Pine, red	17
796	Pine, red	18
797	Pine, red	12
798	Pine, red	20
799	Pine, red	11
800	Pine, red	16
801	Pine, red	17
802	Pine, red	14
803	Pine, red	14
804	Pine, red	14
805	Pine, red	13
806	Pine, red	15
807	Pine, red	10
808	Pine, red	12
809	Pine, red	8
810	Pine, red	10
811	Pine, red	15
812	Pine, red	13
813	Pine, red	14
814	Pine, red	11
815	Pine, red	11
816	Pine, red	10
817	Pine, red	13
818	Pine, red	12
819	Pine, red	15
820	Pine, red	16
821	Pine, red	14
822	Pine, red	19
823	Pine, red	16
824	Pine, red	19
825	Pine, red	14
826	Pine, red	19
827	Cedar, red	8
828	Pine, red	16
829	Pine, red	16
830	Pine, red	18
831	Pine, red	12
832	Pine, red	14
833	Pine, red	15
834	Pine, red	14
835	Pine, red	15
836	Pine, red	11
837	Pine, red	14
838	Pine, red	9
839	Pine, red	14
840	Pine, red	16
841	Pine, red	9
842	Pine, red	9
843	Pine, red	15
844	Pine, red	12
845	Pine, red	10
846	Pine, red	8
847	Pine, red	13
848	Pine, red	11
849	Pine, red	19
850	Pine, red	14
851	Pine, red	16
852	Pine, red	11
853	Pine, red	15
854	Pine, red	13
855	Pine, red	14
856	Pine, red	15
857	Pine, red	12
858	Pine, red	16
859	Pine, red	14
860	Cedar, red	6
861	Pine, red	12
862	Pine, red	13
863	Pine, red	15
864	Pine, red	11
865	Cedar, red	7
866	Pine, red	13
867	Pine, red	14
868	Pine, red	12
869	Pine, red	10
870	Pine, red	16
871	Pine, red	7
872	Pine, red	13
873	Pine, red	14
874	Pine, red	11
875	Pine, red	12
876	Pine, red	13
877	Pine, red	13
878	Pine, red	11
879	Pine, red	14
880	Pine, red	18

881	Pine, red	12
882	Pine, red	12
883	Pine, red	9
884	Pine, red	13
885	Oak, red	21
886	Oak, bur	16
887	Basswood	12
888	Aspen	13
889	Aspen	8
890	Aspen	13
891	Ash, green	23
892	Aspen	10
893	Oak, red	17
894	Aspen	9
895	Aspen	10
896	Aspen	8
897	Aspen	12
898	Aspen	10
899	Aspen	8
900	Aspen	13
901	Aspen	10
902	Aspen	9
903	Aspen	13
904	Aspen	8
905	Aspen	10
906	Aspen	14
907	Aspen	13
908	Oak, red	16
909	Aspen	9
910	Aspen	9
911	Aspen	11
912	Aspen	13
913	Cherry, black	16
914	Aspen	9
915	Aspen	18
916	Ash, green	14
917	Basswood	8
918	Basswood	8
919	Aspen	13
920	Aspen	10
921	Aspen	11
922	Aspen	9
923	Aspen	14
924	Aspen	12
925	Aspen	8
926	Aspen	8
927	Ash, green	9
928	Aspen	8
929	Aspen	9
930	Aspen	9
931	Aspen	10
932	Aspen	8
933	Oak, red	19
934	Aspen	9
935	Aspen	8
936	Aspen	9
937	Oak, red	8
938	Oak, red	12
939	Ash, green	12
940	Oak, red	8
941	Oak, bur	7
942	Oak, red	7
943	Oak, red	6
944	Oak, bur	6
945	Oak, bur	5
946	Oak, red	4
947	Oak, bur	5
948	Oak, red	7
949	Oak, red	7
950	Oak, red	7
951	Ash, green	13
952	Oak, red	14
953	Oak, red	12
954	Aspen	9
955	Oak, red	8
956	Aspen	9
957	Aspen	11
958	Aspen	8
959	Aspen	8
960	Aspen	12
961	Aspen	12
962	Oak, red	7
963	Aspen	14
964	Oak, red	25
965	Oak, bur	7
966	Oak, red	33
967	Oak, red	22
968	Oak, bur	15
969	Oak, red	12
970	Oak, red	22
971	Oak, red	24
972	Oak, red	18
973	Oak, red	17
974	Oak, red	50
975	Oak, red	15
976	Oak, bur	16
977	Oak, bur	7
978	Basswood	10
979	Oak, red	5
980	Oak, red	12
981	Oak, red	5

982	Oak, red	7
983	Oak, red	16
984	Oak, red	20
985	Oak, red	20
986	Oak, red	17
987	Oak, red	15
988	Oak, red	16
989	Oak, red	15
990	Oak, red	13
991	Oak, red	14
992	Oak, red	14
993	Oak, red	24
994	Oak, white	17
995	Basswood	8
996	Oak, red	28
997	Oak, red	40
998	Oak, red	6
999	Cedar, red	13
1000	Oak, red	10
1001	Oak, red	38
1002	Cedar, red	8
1003	Basswood	18
1004	Basswood	13
1005	Basswood	9
1006	Ash, green	10
1007	Oak, red	21
1008	Oak, red	14
1009	Ash, green	15
1010	Oak, red	9
1011	Oak, red	24
		10564

TREES REMOVED HOME CONST

54	Pine, red	15
55	Pine, red	13
56	Pine, red	8
59	Pine, red	20
60	Pine, red	12
61	Pine, red	7
62	Pine, red	12
63	Pine, red	11
76	Pine, red	12
77	Pine, red	14
78	Pine, red	14
79	Pine, red	12
80	Pine, red	13
97	Pine, red	21
107	Pine, red	15
108	Pine, red	18
109	Cedar, red	7
110	Pine, red	13
134	Pine, red	15
135	Pine, red	13
136	Pine, red	15
139	Pine, red	13
158	Pine, red	12
159	Pine, red	13
160	Pine, red	13
161	Pine, red	13
162	Pine, red	14
170	Pine, red	12
174	Pine, red	8
175	Pine, red	10
176	Pine, red	13
182	Cedar, red	8
183	Pine, red	9
185	Pine, red	13
186	Pine, red	12
187	Pine, red	14
188	Pine, red	11
189	Pine, red	15
190	Pine, red	12
193	Pine, red	14
194	Pine, red	10
195	Pine, red	13
196	Pine, red	14
368	Oak, red	6
369	Oak, red	7
370	Oak, red	23
371	Oak, red	24
375	Oak, red	5
376	Oak, red	4
377	Oak, red	4
378	Oak, red	7
380	Oak, red	32
381	Oak, red	24
382	Oak, red	27
384	Oak, red	40
391	Oak, red	30
392	Oak, red	37
393	Oak, red	27
394	Oak, red	17
398	Oak, red	54
401	Oak, red	7
403	Oak, red	32
404	Oak, red	17
405	Oak, red	17
408	Oak, red	11
411	Oak, red	21
432	Oak, red	18
433	Oak, red	24
434	Oak, red	27
435	Oak, red	25
487	Pine, red	11
488	Pine, red	11
489	Pine, red	9
490	Pine, red	11
491	Pine, red	11
492	Pine, red	13
493	Pine, red	20
557	Pine, red	8
558	Pine, red	12
561	Pine, red	10
562	Pine, red	12
563	Pine, red	12
564	Pine, red	12
565	Pine, red	14
566	Pine, red	8
567	Pine, red	12
568	Pine, red	15
569	Pine, red	17
570	Pine, red	14
571	Pine, red	14
572	Pine, red	12
573	Pine, red	11
577	Pine, red	9
578	Pine, red	9
599	Pine, red	12
600	Pine, red	16

601	Pine, red	17
602	Pine, red	14
603	Pine, red	8
604	Pine, red	13
614	Pine, red	8
615	Pine, red	9
616	Pine, red	11
617	Pine, red	11
618	Pine, red	11
619	Pine, red	12
639	Pine, red	7
640	Pine, red	12
641	Pine, red	12
642	Pine, red	10
643	Pine, red	13
644	Pine, red	11
647	Pine, red	11
648	Pine, red	15
649	Pine, red	10
650	Pine, red	12
673	Pine, red	12
674	Pine, red	12
681	Pine, red	11
686	Pine, red	14
687	Pine, red	13
688	Pine, red	14
		1738

TREES REMOVED POND CONST

5	Pine, red	14
6	Pine, red	13
7	Pine, red	12
8	Pine, red	18
9	Pine, red	14
10	Pine, red	13
11	Pine, red	16
481	Pine, red	12
524	Pine, red	13
		125

TREES REMOVED ROAD CONST

1	Pine, red	10
2	Pine, red	17
3	Pine, red	14
4	Pine, red	12
102	Pine, red	18
103	Pine, red	13
104	Pine, red	13
105	Pine, red	16
106	Pine, red	14
116	Pine, red	13
118	Pine, red	12
119	Pine, red	13
120	Pine, red	12
121	Pine, red	10
122	Pine, red	12
123	Pine, red	13
124	Pine, red	11
125	Pine, red	15
126	Pine, red	19
127	Pine, scotch	11
129	Pine, red	8
130	Pine, red	9
165	Pine, red	12
166	Pine, red	11
167	Cedar, red	6
178	Pine, red	13
179	Pine, red	21
180	Pine, red	11
244	Pine, red	11
246	Pine, red	10
247	Pine, red	12
248	Pine, red	13
249	Pine, red	14
250	Pine, red	12
251	Pine, red	12
252	Pine, red	10
253	Pine, red	12
254	Pine, red	8
255	Pine, red	14
256	Pine, red	10
257	Pine, red	12
258	Pine, red	12
259	Pine, red	12
478	Pine, red	12
		545

TREES REMOVED TRAIL CONST

753	Pine, red	12
762	Pine, red	15
763	Pine, red	11
768	Pine, red	9
769	Pine, red	9
771	Pine, red	10
772	Pine, red	10
789	Pine, red	13
790	Pine, red	15
791	Pine, red	12
		116

DATE	REVISIONS	BY
3/23/17	TREE REMOVAL FOR TRAIL	BR
	RECORD DRAWING	

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

COVENANT MEADOWS

TREE PLAN

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 2/2/17 REG. NO. 24019

BRENT ROSHELL

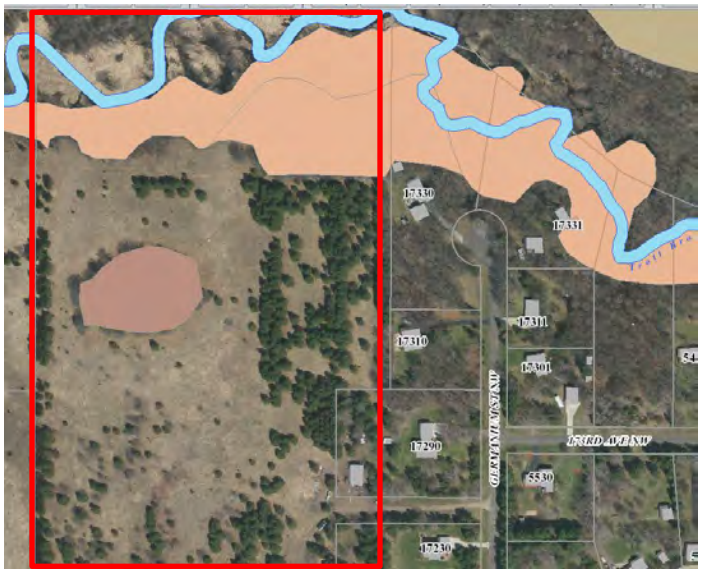
DRAWN	BR
DATE	2/2/17
SCALE	AS SHOWN
PROJECT	RE-32
CHECKED	BTR
APPROVED	BTR

T2

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 9, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	COVENANT MEADOWS: FINAL PLAT		
ESCROW #	115528		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant Planner Phone: 763-433-4302 Email: EMaass@wsbeng.com		

Final Plat Review



We offer the following comments regarding the Final Plat submittal for Covenant Meadows as it relates to the City's Zoning Code. Final Plat submittal consists of twelve (13) sheets. LHB prepared 1 sheet and Roshell Engineering, LLC prepared the remaining 12 sheets. All of the plan sheets are dated March 23, 2017, and revised on May 4, 2017. The proposal includes a request for Final Plat approval.

Staff provides the following comments that require revision:

Sheet CO

1. As was shown on the revised preliminary plat, indicate the location of soil borings completed for each proposed lot.
2. As was shown on the revised preliminary plat, revise the building setback line for Lot 1 Block 1 and Lot 4 Block 2 in accordance with the arching property line around the cul-de-sac.
3. The building setback lines for Lot 2 Block 1, Lot 3 Block 1, and Lot 8 Block 1 runs through the proposed storm ponds and should terminate at the easement line for the pond the same way it is shown on Lot 1 Block 2.
4. The building setback line in incomplete on Lot 4 Block 2.

Staff has reviewed the revisions necessary from past comments and has the following comments which require further revision:

Revised Preliminary Plat Sheet

1. The lot dimensions for Lot 8, Block 1 shown adjacent to Iodine St NW indicates "202.50" which appears to be in error now that the lot width measurement has been shown at the building setback which indicates a lot width of 272.5 feet. The width of Lot 8 Block 1 along the eastern property line is not shown and must be shown. A similar situation of lot width discrepancy is present for the widths shown on Lot 1 Block 2. One measurement shows a width of 221.55 and another shows a width of 221.2. Please rectify inconsistences for both lots mentioned above.

Staff provides the following comments for general review of the application:

General. The Final Plat would re-plat Outlot A, MeadowBrook, Anoka County, Minnesota, into twelve (12) single family residential lots. The twelve (12) new lots would be accessed by two roadway extensions off of Germanium Street NW through the building of 172nd Lane NW and Iodine St NW. The Applicant applied for approval for a rezoning of the property from R-1 Rural Developing to Planned Unit Development (PUD). Ordinance #17-05 was recommended for approval by the planning commission and introduced for adoption at the April 25th, 2017 City Council meeting

Lot Sizes. The minimum lot size in the R-1 Rural Developing District is 2.5 acres with a minimum lot width of 200 feet, measured at the building setback line. Through a Planned Unit Development (PUD) the Applicant is permitted to deviate from those lot requirements due to the presence of a public benefit. The Applicant is proposing lots which range in size from 1.00 acres to 2.92 acres in size and which range in lot width from 92 feet to 272 feet. The Applicant is not seeking any deviation from the R-1 Rural Developing bulk lot standards except for lot size and lot width.

Setbacks and Dimensional Standards.

R-1 Rural Developing Base Zoning / Proposed PUD Dimensions	
Required	**Proposed**
Front yard: 40 feet	40 feet
Side yard: 10 feet	10 feet
Rear yard: 10 feet	10 feet
Minimum lot width*: 200 feet	Minimum lot width*: 80 feet
Lot depth**: 100 feet with a minimum width of 60 feet	Satisfactory

**Note: Minimum Lot Width is measured at front yard setback line, property must abut built street.*
*** Lot depth required is 100 feet for a width of 60 feet that is not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas.*

DNR Review. The Applicant has submitted the necessary exhibit showing the tiers required for a Planned Unit Development (PUD) within the Shoreland Management District. Based on Staffs review of the exhibit it appears to meet the requirements of the ordinance. Metro Area Hydrologist Kate Drewry review the proposed development and indicated that the plan appeared to meet the open space requirement with 50% of the area along the Creek and the steep slopes proposed for dedication to the City and the smaller lots located in the tiers furthest from the Creek. They indicated that the plan should delineate the boundaries of the shoreland district tiers as well as the structure setback and bluff impact zones. This exhibit has been forwarded to the MN DNR for review and comment.

Streets and Access: The proposed final plat includes public roads that will provide access to the plat which is consistent with the streets shown on the preliminary plat. The following roads are included in the plat and are labeled on the Final Plat:

- Iodine Street NW
- 172nd Lane NW

Trails. The Applicant has revised the plan set to include a paved ADA connection from the proposed trail to the cul-de-sac bulb of Iodine St NW located between lots 5 and 6 of Block 1. As previously requested, the trail is shown within a 20 foot wide trail easement. The trail will be an eight (8) foot wide bituminous trail and will be constructed as a Stage I Improvement to provide immediate access to the land being deeded to the City.

That cost can be credited toward the Trail Development Fees that would be due on the plat. It is required that that proposed trail connection to the road be ADA compliant.

Landscaping: The landscaping plan has been revised to show white oak and autumn blaze maple as the two deciduous trees to be planted. Previously the plan set indicated that a variety of Elm tree would be planted. Each lot is required to have two (2) trees installed and as shown on landscaping sheet L1, that requirement is being met through the use of deciduous and coniferous trees. If trees are to be saved it will need to be noted where the tree save fencing will be installed. Tree save fencing is required around all trees or groups of trees to be preserved.

Development Fees: Development Fees will be due with the Plat including, but not limited to, Park Dedication, and Trail Development. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording. The Applicant has submitted cost estimates but Staff has not had sufficient time to complete a review of the estimates for reasonableness. A Development Agreement will be finalized for review and approval by City Council at a future meeting.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 9, 2017	**PROJECT ADDRESS**	WEST OF GERMANIUM STREET, NORTH OF 172ND LANE (NEW)
PROJECT. TITLE	COVENANT MEADOWS		
ESCROW #	115528		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Final Plat Exhibits for Covenant Meadows. The submittal consists of 13 sheets. LHB prepared 1 sheet and Roshell Engineering, LLC prepared the remaining 12 sheets. All of the plan sheets were revised May 4, 2017.

General comments:

1. This project will require a stormwater permit from the Lower Rum River Watershed Management Organization (LRRWMO).
2. The LRRWMO requirements are presented at the end of this memo.

Sheet Specific Comments:

C1:

1. A typical street section must be added to the plan set.

G1:

1. Must demonstrate positive drainage away from rear of all houses. Label existing contours in back yards, add spot elevations as needed to show that runoff flows away from walkout/ lookout area.
2. Soil classification information is required for the proposed drainfield areas.
3. Infiltration areas shall be excavated to final grade and vegetated after upland areas have permanent cover and are stabilized. Add a note to the plan: The secondary silt fence must remain in place until the infiltration basin vegetation is established.
4. Tree protection fencing must be shown on this sheet. It must be installed by hand prior to installing silt fence.

SW1, SW2:

1. A scale and circle denoting 1 mile must be added to the area map.
2. A table listing erosion control measures to be installed and quantities of each item must be added to the sheet.
3. The City must approve the Notice of Termination (NOT) before it is submitted. Erosion control must be inspected weekly and after every 0.5 inch rain event. The weekly reports must be emailed to the City. The complete erosion control inspection report must be submitted before the City will approve the NOT.

L1, T1, T2:

1. Trees to be removed must be clearly identified on the plan and in the tables. Add a column to the tables identifying trees to be removed.
2. Tree protection fencing must be shown on the plan and installed as noted above.

Stormwater Calculations

A stormwater summary report was provided. The report states the 100 year storm is retained in the pond. The LRRWMO requires volume reduction (infiltration) on all projects. The LRRWMO rules require that infiltration basins empty completely within 48 hours after a 1" rainfall. The report must be revised to include the 1 inch, 2 year, 10 year, 100 year and 100 year back to back rain events. The report must list the new impervious area and the infiltration volume required. This must be calculated with a formula or the MIDS calculator. Using the volume from a 1 inch rainstorm in HydroCAD is not acceptable, HydroCAD calculations include abstraction which reduces the volume reported.

The City has reviewed the stormwater calculations and find that the 100 year event will take at least 56 hours to drain out of the south east pond. This was computed by multiplying the infiltration rate of 0.8 inch/hour times the surface area of the bottom of the pond to determine the cubic feet per hour leaving the pond. The total runoff reaching the pond was divided by this rate to determine the time to drain the pond.

The City model also showed that the NE and SE ponds overtop by 0.1 foot. The HydroCAD report indicates 2.7 cfs will leave the site and enter the Germanium Street ditches during the 100 year event. The City is requesting profile and cross section information for the existing ditches so that the impact from this project can be determined and ensure that existing properties will not be adversely impacted by this increased runoff.

The report states onsite soils in the mitigation area will be removed and replaced with more permeable soils to promote infiltration. Details for the soil replacement must be included in the plans. The Minnesota Pollution Control Agency has produced the free MIDS calculator for evaluating stormwater practices like infiltration. The pond and infiltration basin must be evaluated with the MIDS calculator. The stormwater report must include the infiltration summary for each pond.

Draft boring logs were included with the stormwater report. A location map for the borings was not included.

This is summary of the required changes to the stormwater plan and plan sheets:

1. List the impervious area and required infiltration volume.
2. Modify the ponds to ensure the infiltration volume area will drain within 48 hours for all storms.
3. Provide channel cross sections and calculations for the existing ditches along Germanium Street to show maximum elevation for the 100 year storm.

Revised plans which address **all** of these changes must be submitted.

7.01: Receive Update on Covenant Meadows and Consider Environmental Review Options (Project #17-102); Case of Eric Thomsen

Community Development Director Gladhill reviewed the staff report and provided an update on Covenant Meadows. He noted that the Planning Commission postponed action at their March 2nd meeting to spend more time addressing concerns raised by neighboring property owners regarding impacts to ecological and wildlife resources. It was requested that the City explore a discretionary Environmental Assessment Worksheet (EAW) or Citizen Petition EAW. He noted that the City will be hosting a workshop on the project on Thursday, April 6th at 5:30 p.m. to discuss neighbor concerns in more detail.

Councilmember Riley asked for more information on the 15 acres along Trott Brook that would be protected.

Community Development Director Gladhill noted that staff was able to negotiate with the developer to deed the 15 acres to the north that borders Trott Brook to the City at no cost. He stated that staff believes that would provide better protection than private development/ownership.

Mayor Strommen asked the next step.

Community Development Director Gladhill stated that the Planning Commission will hold a workshop on Thursday, April 6th at 5:30 p.m. prior to their regular meeting later that night, at which formal recommendation will be made.

Mayor Strommen stated that she agrees with staff that the EAW would not provide the answers the citizens are requesting and agrees that the public workshop would be the best course of action to resolve those concerns.

5.03: Consider Preliminary Plat and Zoning Amendment for Covenant Meadows (Project #17-102); Case of Eric Thomsen

Presentation

City Planner Anderson presented the staff report stating the purpose of this case is to review an application for a Rezoning of the Subject Project from R-1 Rural Developing to Planned Unit Development (PUD) and Preliminary Plat. The site is generally located south of Trott Brook and west of Germanium Street and is identified as PID 02-32-25-44-0004. The Applicant has proposed to subdivide the approximately thirty-eight (38) acre Subject Property into twelve (12) single family homes that would be serviced by individual private utilities. The Preliminary Plat proposes deeding approximately fifteen (15) of the thirty-eight (38) acres to the City as the public benefit in relation to the PUD application. The proposed fifteen (15) acres straddles both sides of the Trott Brook, has steep slopes, and is also considered to be high quality natural open space. Staff reviewed the request in further detail with the Commission and recommended approval of the Preliminary Plat and Zoning Amendment for Covenant Meadows.

Commission Business

Chairperson Bauer commented on the worksession meeting that was held between the Planning Commission, the applicant, potential buyers and neighboring property owners. It was deemed the area on either side of Trott Brook would be deeded to the City of Ramsey in order to properly protect this property. He then discussed the action being requested of the Commission.

Commissioner Anderson questioned how much property would be deeded to the City on each side of Trott Brook.

City Planner Anderson estimated the depth of the land to be 750 feet.

Commissioner Anderson asked if there would be a way to mark the property line in order to keep adjacent property owners out.

City Planner Anderson explained that the City could put markers in place for this conservation easement.

Commissioner Brauer thanked all who were involved in the worksession meeting tonight for providing input and for participating. He suggested the purchase agreements denote the location of the conservation easement to ensure homeowners are not cutting into this land.

Commissioner Nosan questioned what the City would do with the land surrounding Trott Brook. She wanted to be sure the land was not turned into a park.

Community Development Director Gladhill stated the City could draft language within the deed to ensure this land does not become a park.

DRAFT

Motion by Commissioner Anderson, seconded by Commissioner Surma, to recommend City Council adopt Ordinance #17-05 rezoning the Subject Property from R-1 Residential (Rural Developing) to PUD (Planned Unit Development).

Further discussion

Commissioner Nosan stated she would prefer not to make the lots quite so small given the fact this would increase the number of lots and therefore increase traffic. She explained she would prefer to have 2 or 2.5 acre lots.

Commissioner Brauer commented he shared this same concern as well. He feared that this development would set the tone for future developments along Trott Brook. However, if the lots were smaller in order to protect the brook, this was another matter. He recommended the Planning Commission review the Comprehensive Plan in order to address the total preservation of Trott Brook.

Commissioner Anderson stated the properties to the east were one acre in size, which was not too far out of alignment with the proposed development. He explained he supported the preservation of the 15 acres along Trott Brook and for this reason, he was willing to compromise on the lot size.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: Commissioner VanScoy.

Motion by Commissioner Anderson, seconded by Commissioner Nosan, to recommend City Council adopt Resolution #17-04-083 granting Preliminary Plat approval of Covenant Meadows, contingent upon compliance with the Staff Review Letter dated February 24, 2017.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Nosan, Brauer, Gengler, and Surma. Voting No: None. Absent: Commissioner VanScoy.

DRAFT


NORTH LINE OF OUTLOT A, PLAT OF MEADOWBROOK
S89°51'43"E 900.07
OUTLOT A
682,484 S.F.
15.67 ACRES
BROOK
TROTT
N00°17'32"E 1317.27
S00°17'32"W 1312.20
EAST LINE OF OUTLOT A PLAT OF MEADOWBROOK
EXISTING BUILDING
IODINE ST NW
172ND LANE NW
N89°49'40"E 137.21
S89°26'48"E 228.42
S89°49'40"W 762.81
SOUTH LINE OF OUTLOT A
BLOCK 1
BLOCK 2
LOT 1
LOT 2
Legend
Parcels
Boundary
MCBS Sites of Biodiversity Significance
Source: Esri, DigitalGlobe
DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ORDINANCE #17-05

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties or portions thereof, are hereby rezoned from R-1 Residential (Rural Developing) to PUD (Planned Unit Development).

Outlot A, MEADOWBROOK, Anoka County, Minnesota

(the "Subject Property")

The following table outlines what deviations are permitted through this rezoning:

Standard	Required	Proposed
Lot Size	2.5 acres	1.00 + acres
Lot Width	200 feet	92 + feet
Front Setback	40 feet	40 feet
Rear Setback	40 feet	40 feet
Side Setback	10 feet	10 feet
Side Corner Setback	40 feet	40 feet
Cul-de-Sac Length	600 feet	1000 +/- feet

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2017.

_____
Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-06-138

RESOLUTION GRANTING FINAL PLAT APPROVAL OF COVENANT MEADOWS

WHEREAS, Brookview Estates, LLC, hereafter referred to as "Developer", properly applied for Final Plat approval of the following described property located in the City of Ramsey:

Outlot A, MEADOWBROOK, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Brookview Estates from Brookview Estates, LLC on December 1, 2016; and

WHEREAS, the Planning Commission reviewed the sketch plan on January 5, 2017; and;

WHEREAS, the Developer changed the name of the proposed subdivision from Brookview Estates to Covenant Meadows due to a plat titled Brookview Estates already existing within Anoka County; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation, landscape plan, and potential wetland impacts pertaining to the preliminary plat on February 22nd, 2017; and

WHEREAS, on March 2, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat and tabled action until April; and

WHEREAS, the Ramsey Parks Commission considered the preliminary plat on March 9, 2017; and

WHEREAS, on March 14, 2017, the City Council received an update regarding the preliminary plat; and

WHEREAS, the Planning Commission reviewed the preliminary plat again on April 6, 2017; and

WHEREAS, the City Council reviewed the preliminary plat of Covenant Meadows on April 25, 2017.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants final plat approval of Covenant Meadows in accordance with relevant City Codes, subject to the following conditions:

a) Compliance with City Staff Review Letter dated June 9, 2017.
b) Adoption of Ordinance #17-05 rezoning the property from R-1 Residential (Rural Developing) to Planned Unit Development (PUD).
c) The Developer entering into a Development Agreement with the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 3.**

Meeting Date: 06/13/2017

By: Chris Anderson, Community Development

Information

Title:

Consider Approvals for a Building Expansion at 17301 Nowthen Blvd NW (Project #17-03); Case of Trott Brook Hall

1. Conditional Use Permit
2. Site Plan
3. Minor Plat
4. Development Agreement

Purpose/Background:

The City has received an application from representatives of Trott Brook Hall (the "Applicant") for a Conditional Use Permit, Minor Plat and Site Plan to facilitate an expansion to their existing building located at 17301 Nowthen Blvd NW. The Minor Plat will consolidate the existing church parcel (17301 Nowthen Blvd NW), the adjacent parcel (17325 Nowthen Blvd NW), and a portion of 17455 Nowthen Blvd NW into one parcel to accommodate the proposed building expansion (together known as the "Subject Property"). The Conditional Use Permit addresses the religious institution in the R-1 Residential District.

Note that the Resolution attached to this case originally started as #17-05-101 when the Planning Commission reviewed it, but has been updated now to #17-06-142.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

Conditional Use Permit

The existing church predates the requirement for a Conditional Use Permit (CUP). As part of the expansion request, the Applicant has applied for a Conditional Use Permit to bring the Subject Property into compliance with current City Code standards. Staff has no objection to the requested CUP.

Minor Plat

The proposed subdivision does not include public utilities nor the construction of new roads but rather is a consolidation of additional land into the Applicant's current site to accommodate their proposed building and parking expansion. Therefore, this is being processed as a Minor Plat. The Applicant has acquired the parcel to their north (17325 Nowthen Blvd) and has an agreement in place to acquire a portion of the land generally known as 17455 Nowthen Blvd NW that will be incorporated into their property. The proposed plat meets all bulk standards. A Development Agreement will be required.

Site Plan
The proposed Site Plan is being reviewed under the B-1 General Business District standards as they more closely resemble the use on the Subject Property than the residential district standards. The building expansion appears to meet all minimum setbacks from property boundaries, wetlands and stormwater ponds.

The Applicant has been in communication with Anoka County Highway Department staff to discuss the access points for the project. As part of the improvements, the Applicant will be eliminating the existing, southern access point, creating an egress only access point approximately in the center of the new lot, and creating an ingress/egress access point at the northern boundary of the new lot. City Staff has submitted the plan set to Anoka County Highway staff also for formal comment but as of the writing of this case, have not received comments back. Based on earlier discussions with the Applicant, the northern access point will straddle the property boundary between Lots 1 & 2, which will require a cross-access easement. There is an existing driveway serving another lot that will be modified to connect with the proposed northern access to eliminate two access points directly adjacent to one another.

The Application noted that the intention is for the northern access point to serve as a future public street when the surrounding property develops. Staff has noted in the Staff Review Letter that the proposed access would need to be modified in the future to accommodate the construction of a public road, should the surrounding property develop.

The Planning Commission conducted a Public Hearing regarding this request at their May 4, 2017 meeting. There were no verbal or written comments submitted.

Alternatives.

Alternative 1. Approve the CUP, Minor Plat, Site Plan and Development Agreement contingent upon compliance with the Staff Review Letter and subject to review and approval as to legal form by the City Attorney. The church has been operating in this location for a number of years with no known issues. The proposed building expansion complies with all building setbacks as does the plat. Staff supports this alternative.

Alternative 2. Do not approve the CUP, Minor Plat and Site Plan. As long as the revisions outlined in the Staff Review Letter are incorporated into the plan set, Staff sees no reason not to approve these requests. Staff does not support this alternative.

Funding Source:
All costs associated with this request are the responsibility of the Applicant.

Recommendation:
The Planning Commission recommends approving the requested Conditional Use Permit, Site Plan, and Minor Plat for the proposed building expansion at 17301 Nowthen Blvd NW.

Action:
Motion adopt Resolution #17-06-142 approving a CUP, Minor Plat, Site Plan and Development Agreement associated with a proposed expansion of Trott Brook Hall, subject to review and approval as to legal form by the City Attorney.

Attachments

Site Location Map
Final Plat
Plan Set
Planning Commission Meeting Minutes Dated May 4, 2017

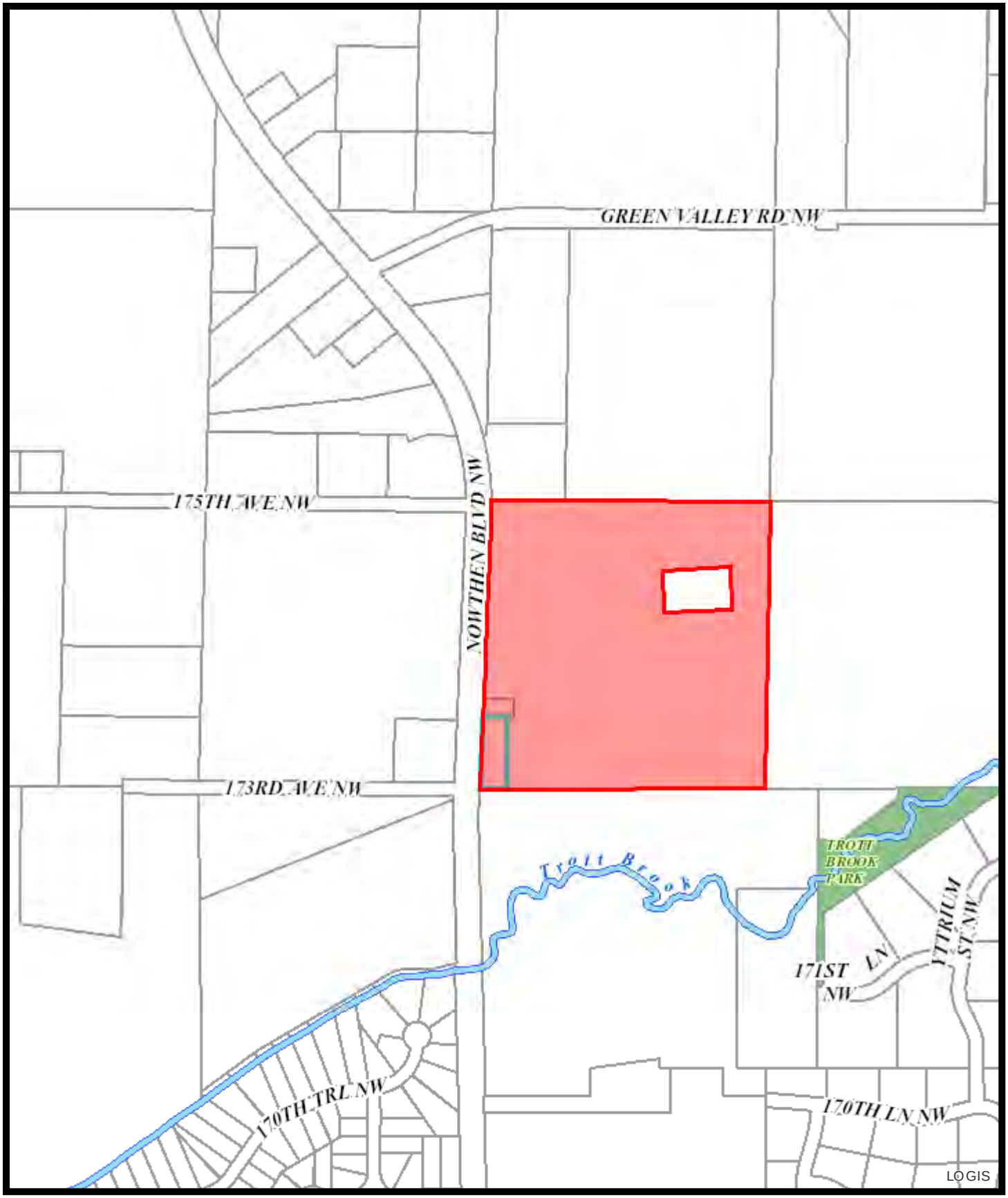
Staff Review Letter
Develoopment Agreement
Resolution #17-06-142

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/08/2017 02:22 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:30 PM
Form Started By: Chris Anderson		Started On: 06/06/2017 08:40 AM
Final Approval Date: 06/08/2017		

03-32-25-43-0002
17301 NOWTHEN BLVD NW

Site Location Map



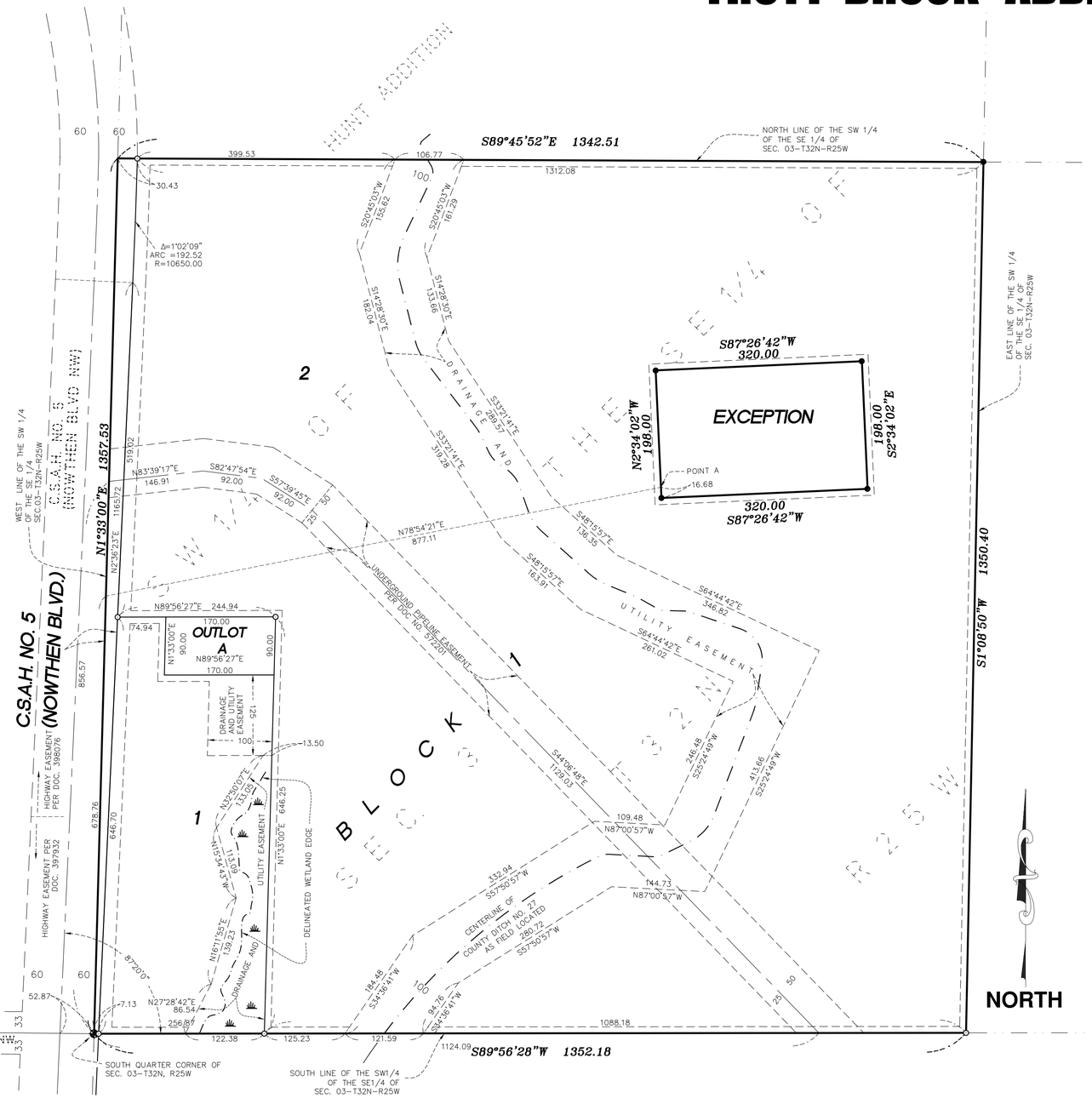
Feet
0 155310 620 930 1,240

Print Date: April 20, 2017

PRELIMINARY COPY
DATED MAY 31, 2017

TROTT BROOK ADDITION

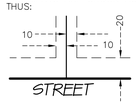
CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 3, T32N, R25W



LEGEND

- DENOTES 1/2 INCH IRON MONUMENT FOUND UNLESS OTHERWISE NOTED
- DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET, MARKED RLS# 41578
- DENOTES ANOKA COUNTY CAST IRON MONUMENT
- DENOTES WETLAND EDGE DELINEATED BY JACOBSON ENVIRONMENTAL

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN AS THUS:



BEING 10 FEET IN WIDTH ADJOINING SIDE AND REAR LOT LINES AND 20 FEET IN WIDTH ADJOINING ROADWAY LINES UNLESS OTHER WISE SHOWN ON THIS PLAT

FOR THE PURPOSES OF THIS PLAT THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 32 NORTH, RANGE 25 WEST, IS ASSUMED TO HAVE A BEARING OF SOUTH 89 DEGREES 56 MINUTES 28 SECONDS WEST.



(SCALE IN FEET)
1 inch = 100 feet

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors

KNOW ALL MEN BY THESE PRESENTS: That Trott Brook Hall, a Minnesota Religious Corporation and Ronald E. Hunt, a single person, fee owners of the following described property:

The Southwest Quarter of the Southeast Quarter of Section 3, Township 32 Range 25, Anoka County Minnesota,

EXCEPT

That part of said Southwest Quarter of the Southeast Quarter, described as follows: Commencing at the Southwest corner of said Southwest Quarter of the Southeast Quarter; thence North (assumed bearing) on the West line of said Southwest Quarter of the Southeast Quarter a distance of 678.76 feet; thence North 77 degrees 26 minutes East at a distance of 877.80 feet to the point of beginning of land to be described, hereinafter referred to as point "A"; thence North 4 degrees 04 minutes West a distance of 181.32 feet; thence North 85 degrees 56 minutes East a distance of 320 feet; thence South 4 degrees 04 minutes East a distance of 198 feet; thence South 85 degrees 56 minutes West a distance of 320 feet; thence North 4 degrees 04 minutes West a distance of 16.68 feet to the point of beginning;

Have caused the same to be surveyed and platted as TROTT BROOK ADDITION and do hereby dedicate to the public for public use the public ways and the drainage and utility easements as shown by this plat. Also dedicating to the County of Anoka the right of access onto County State Aid Highway No. 5 as shown on this plat.

In witness whereof said Trott Brook Hall, a Minnesota Religious Corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 2017

_____, as _____

_____

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 2017 by _____, as _____ of Trott Brook Hall, a Minnesota Religious Corporation, on behalf of the corporation.

_____

_____

Notary Public, _____ County, Minnesota
My Commission Expires _____

In witness whereof said Ronald E. Hunt, a single person, has caused these presents to be signed this _____ day of _____ 2017.

_____

Ronald E. Hunt

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 2017 by Ronald E. Hunt.

_____

_____

Notary Public, _____ County, Minnesota
My Commission Expires _____

I Jason E. Rud do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 2017

_____

Jason E. Rud, Licensed Land Surveyor
Minnesota License No. 41578

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 2017 by Jason E. Rud.

_____

_____

Notary Public, _____ County, Minnesota
My Commission Expires _____

City Council, City of Ramsey, Minnesota

This plat of TROTT BROOK ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 2017, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By _____ Mayor

By _____ Clerk

County Surveyor

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 2017.

_____

Larry D. Hoium
Anoka County Surveyor

County Auditor/Treasurer

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20___ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 2017

Property Tax Administrator

By _____, Deputy

County Recorder/Registrar of Titles
County of Anoka, State of Minnesota

I hereby certify that this plat of TROTT BROOK ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 2017 at _____ o'clock ___,M. and was duly recorded in Book _____ Page _____, as Document Number _____,

_____

County Recorder/Registrar of Titles

By _____, Deputy

TROTT BROOK HALL

TITLE SHEET, EXISTING CONDITIONS & REMOVALS PLAN

RAMSEY, MINNESOTA

GENERAL NOTES

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS NECESSARY TO AVOID DAMAGE TO THESE UTILITIES.

CALL "811" FOR EXISTING UTILITIES LOCATIONS PRIOR TO ANY EXCAVATIONS.

THE CONTRACTOR SHALL FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING SANITARY SEWER, STORM SEWER, AND WATER MAIN AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF INSTALLATIONS.

INSTALLATIONS SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS AND DETAIL PLATES.

THE CONTRACTOR SHALL NOTIFY CITY PUBLIC WORKS DEPARTMENT A MINIMUM OF 24 HOURS PRIOR TO THE INTERRUPTION OF ANY SEWER OR WATER SERVICES TO EXISTING HOMES OR BUSINESSES.

STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT-OF-WAY.

NOTIFY CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

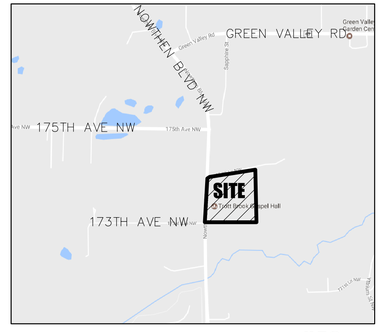
ALL ELECTRIC, TELEPHONE, AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.

LEGEND*

- EXISTING OVERHEAD ELECTRIC
- EXISTING UNDERGROUND TELEPHONE
- EXISTING UNDERGROUND CABLE
- EXISTING TELEPHONE PEDESTAL
- EXISTING ELECTRICAL PEDESTAL
- EXISTING CABLE PEDESTAL
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING FORCEMAIN
- EXISTING STORM MANHOLE
- EXISTING CATCH BASIN
- EXISTING FLARED-END SECTION
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WELL
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING SPOT ELEVATION (MATCH INTO ELEVATION)
- EXISTING BITUMINOUS
- EXISTING BITUMINOUS (TO BE REMOVED)
- EXISTING TREES
- EXISTING TREES (TO BE REMOVED)
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING WETLAND
- PROPOSED WATER PIPE
- PROPOSED SANITARY SEWER PIPE
- PROPOSED STORM SEWER PIPE
- PROPOSED DRAINTILE AND CLEAN-OUT
- PROPOSED ELECTRIC SERVICE *
- PROPOSED GAS SERVICE *
- PROPOSED TELEPHONE SERVICE *
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED FLARED-END SECTION
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION (GUTTERLINE, BITUMINOUS SURFACE, OR GROUND SURFACE UNLESS OTHERWISE INDICATED)
- PROPOSED SILT FENCE
- PROPOSED DIRECTION OF DRAINAGE
- PROPOSED BITUMINOUS
- PROPOSED CONCRETE
- PROPOSED RIP-RAP
- PROPOSED FILTRATION MEDIA
- PROPOSED INLET PROTECTION
- PROPOSED HEAVY-DUTY PAVEMENT
- PROPOSED ENKAMAT

* STANDARD LEGEND - SOME ITEMS NOT INCLUDED ON THESE PLANS

VICINITY MAP



N.T.S.

SHEET INDEX

C1 TITLE SHEET, EXISTING CONDITIONS & REMOVALS
C2 CIVIL SITE PLAN
C3 GRADING, DRAINAGE & EROSION CONTROL PLAN
C4 DETAILS
C5.1 STORMWATER POLLUTION PREVENTION PLAN
C5.2 STORMWATER POLLUTION PREVENTION PLAN

Know what's **below.**
Call before you dig.

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE: MARCH 9, 2017

DATE	REVISION DESCRIPTION
5-22-17	NORTH DRIVEWAY REVISION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY
CHARLES W. PLOWE
DATE: 05.22.2017 LIC. NO. 48227

TROTT BROOK HALL
RAMSEY, MINNESOTA
TITLE SHEET,EXISTING CONDITIONS & REMOVALS PLAN

PREPARED FOR:
BRAD DUCOMMUN

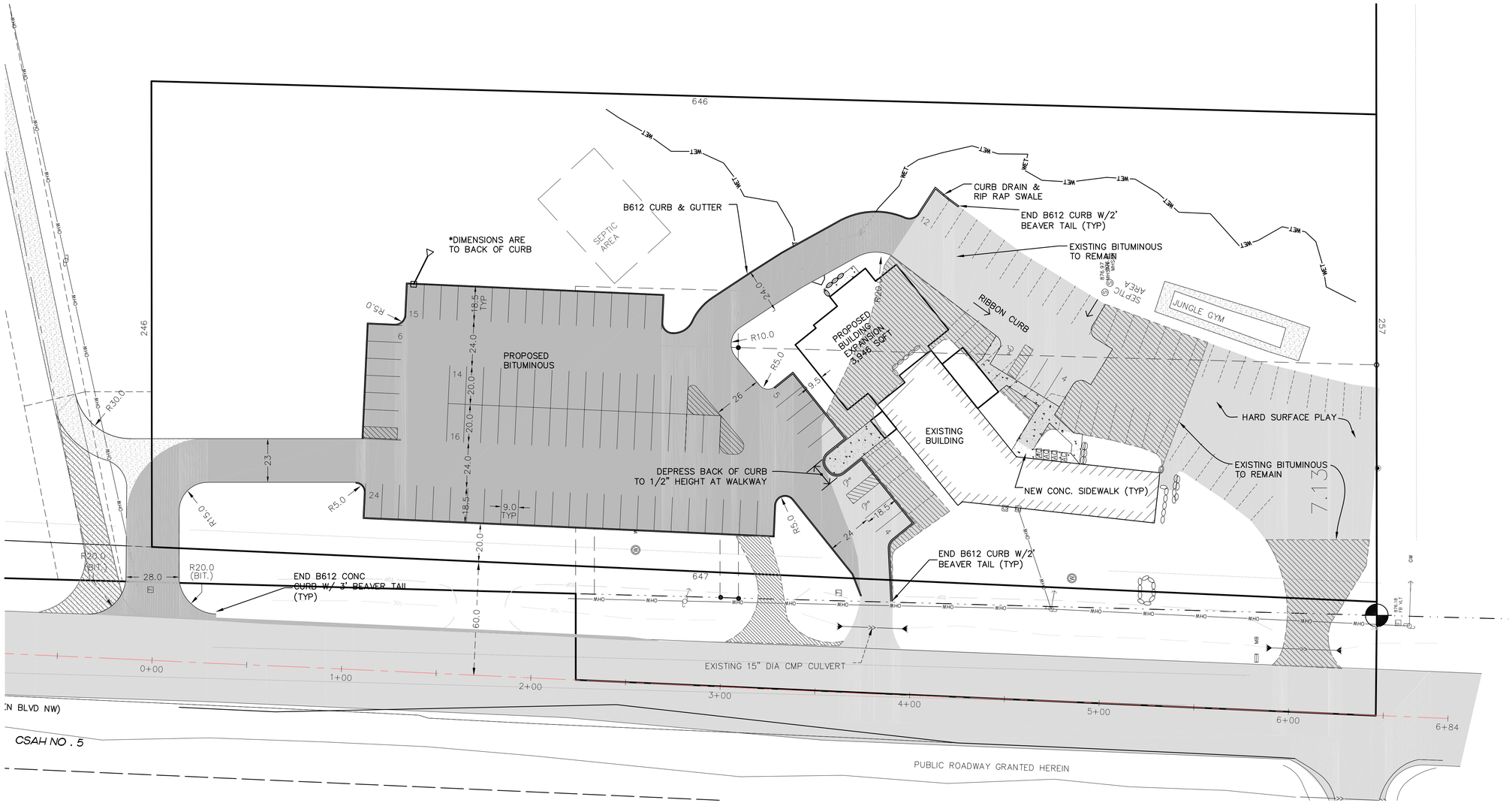
SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH

0 20 40
1 INCH = 40 FEET

C1

S:\Acad\Xref\Xrefs\16-1665 TROTT BROOK\16-1665 CADD\16-1665 BASE 4 x34.dwg 5/31/2017



PARKING

97 REGULAR STALLS
+ 3 HANDICAP STALLS
100 TOTAL PARKING SPACES

SURFACE AREAS (WITHIN SITE BOUNDARIES)

EXISTING	
PERVIOUS	112,208 SF
IMPERVIOUS	45,463 SF
TOTAL AREA	157,671 SF
PERCENT IMPERVIOUS	28.8%

PROPOSED	
PERVIOUS	96,897 SF
IMPERVIOUS	60,774 SF
TOTAL AREA	157,671 SF
PERCENT IMPERVIOUS	38.5%

Know what's **below.** **Call** before you dig.

CIVIL SITE PLAN
TROTT BROOK HALL

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE: MARCH 9, 2017

DATE	REVISION DESCRIPTION
5-22-17	NORTH DRIVEWAY REVISION

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PRELIMINARY

CHARLES W. PLOWE

DATE: 05.24.2017 LIC. NO. 16227

TROTT BROOK HALL
RAMSEY, MINNESOTA
SITE PLAN

PREPARED FOR:
BRAD DUCOMMUN

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH

0 15 30

1 INCH = 30 FEET

C2

K:\Projects\Plowe\16-1665_TROTT BROOK\16-1665_CAD\16-1665_BASE_4_24.dwg 5/24/2017

GRADING, DRAINAGE & EROSION CONTROL NOTES

PRIOR TO ANY GRADING OPERATIONS, THE CONTRACTOR SHALL PROVIDE WIMCO INLET PROTECTION (OR OTHER APPROVED EQUAL) FOR ALL STORM SEWER INLETS THAT WILL RECEIVE RUN-OFF FROM CONSTRUCTION ACTIVITIES .

CONTRACTOR TO PROVIDE TOPSOIL STOCKPILES AT LOCATION DESIGNATED BY OWNER. PLACE STOCKPILES AS FAR FROM DRAINAGE WAYS AS POSSIBLE. PROVIDE SILT FENCE AT DOWNSTREAM SIDE OF STOCKPILE LOCATIONS. IF STOCKPILE IS TO BE IN-PLACE LONGER THAN 7 DAYS, PROVIDE SEED AND MULCH.

THE CONTRACTOR SHALL PROVIDE ALL SOD, SEED, MULCH AND FERTILIZER WHICH SHALL CONFORM WITH THE FOLLOWING MNDOT SPECIFICATIONS AS MODIFIED BELOW.

ITEM	MNDOT SPECIFICATION/NOTES
SOD	3878
SEED **	3876
* FOR TURF ESTABLISHMENT COMMERCIAL TURF RESIDENTIAL TURF	 MNDOT MIX 25-131 (220 LBS/ACRE) MNDOT MIX 25-131 (120 LBS/ACRE)
TEMPORARY FALL COVER SPRING/SUMMER SOIL-BUILDING COVER 1-2 YEARS COVER 2-5 YEARS COVER	 MNDOT MIX 21-112 (100 LBS/ACRE) MNDOT MIX 21-111 (100 LBS/ACRE) MNDOT MIX 21-113 (110 LBS/ACRE) MNDOT MIX 22-111 (30.5 LBS/ACRE) MNDOT MIX 22-112 (40 LBS/ACRE)
MULCH	3882 (TYPE 1 - DISC ANCHORED)
FERTILIZER	3881
WOOD FIBER BLANKET	3885 (CATEGORY 2)

* MOW A MINIMUM OF:
RESIDENTIAL TURF - ONCE PER 2 WEEKS
COMMERCIAL TURF - ONCE PER 4 WEEKS

** SEEDED AREAS SHALL BE EITHER MULCHED OR COVERED BY FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION.

ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS OR IMPLEMENTED IN THE FIELD SHALL BE IN ACCORDANCE WITH THE CITY AND NPDES PHASE II PERMIT REQUIREMENTS, AND THE MPCA'S "PROTECTING WATER QUALITY IN URBAN AREAS BEST MANAGEMENT PRACTICES FOR MINNESOTA."

THE CONTRACTOR SHALL PROVIDE DESIGNATED CONCRETE TRUCK WASHOUT AREA WITH APPROPRIATE SIGNAGE. WASHOUT AREA IS TO BE A MINIMUM OF 50' FROM STORM DRAINS, DITCHES, PONDS, OR OTHER STORMWATER FEATURES. ALL LIQUID AND SOLID WASTE GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK-PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER (E.G. COMPACTED CLAY LINER, IMPERMEABLE GEO-MEMBRANE). AFTER WASTE CONCRETE IS SET, BREAK-UP AND DISPOSE OF PROPERLY.

THE CONTRACTOR SHALL MAINTAIN SILT FENCE, INCLUDING THE REMOVAL OF ACCUMULATED SEDIMENT, THROUGH COMPLETION OF BUILDING CONSTRUCTION. SILT FENCE TO BE REMOVED ONLY AFTER COMPLETION OF BUILDING CONSTRUCTION AND UPON ESTABLISHMENT OF VEGETATION.

THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ALL ADJACENT PROPERTY LINES AND MAKE SURE THE EROSION CONTROL PRACTICES IN-PLACE IN THOSE AREAS PREVENT MIGRATION OF SEDIMENT ONTO ADJACENT PROPERTIES.

THE CONTRACTOR SHALL PROVIDE WOOD FIBER BLANKET FOR ALL AREAS OF CONCENTRATED FLOW AND FOR ALL SLOPES 3:1 OR GREATER.

IF ANY SLOPES APPEAR TO BE FAILING, THE CONTRACTOR SHALL PROVIDE ADDITIONAL SILT FENCE, BIOROLLS AND EROSION CONTROL BLANKET AS NEEDED.

THE CONTRACTOR SHALL FINAL GRADE SWALE AREAS UPON STABILIZATION OF UPSTREAM AREAS.

THE CONTRACTOR SHALL SOD ALL DISTURBED DRAINAGE AREAS, INCLUDING SWALES, OVERFLOWS, AROUND STORM SEWER FLARED-END SECTIONS, AND OFF-STREET CATCH BASINS.

UPON GRADING COMPLETION THE CONTRACTOR SHALL PROVIDE NATIVE TOPSOIL, SEED, AND MULCH ANCHORED WITH A STRAIGHT SET DISC WITHIN 48 HOURS OF FINAL GRADING.

EXCESS SOIL SHOULD BE TREATED LIKE OTHER EXPOSED SOIL AND STABILIZED WITHIN 72 HOURS. ANY SOIL STOCKPILES ARE TO HAVE SILT FENCE PLACED ON DOWNSTREAM SIDES AND SHALL NOT BE PLACED IN SURFACE WATERS.

ADJACENT STREETS SHALL BE KEPT CLEAN OF CONSTRUCTION MATERIALS, DIRT, AND OTHER UNDESIRABLE MATERIALS. WHEN MATERIALS OR DEBRIS HAVE WASHED/FLOWED ONTO ADJACENT STREETS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SWEEP/SCRAPE STREETS AS NECESSARY OR AS DIRECTED BY THE CITY.

CURB & BITUMINOUS NOTES

REMOVAL AND DISPOSAL OF EXISTING STREET MATERIALS AS REQUIRED FOR CONSTRUCTION IS CONSIDERED INCIDENTAL.

SAW-CUT EXISTING BITUMINOUS AND CONCRETE CURB TO PROVIDE BUTT-JOINT.

RESTORE DISTURBED STREET TO EXISTING OR BETTER SECTION.

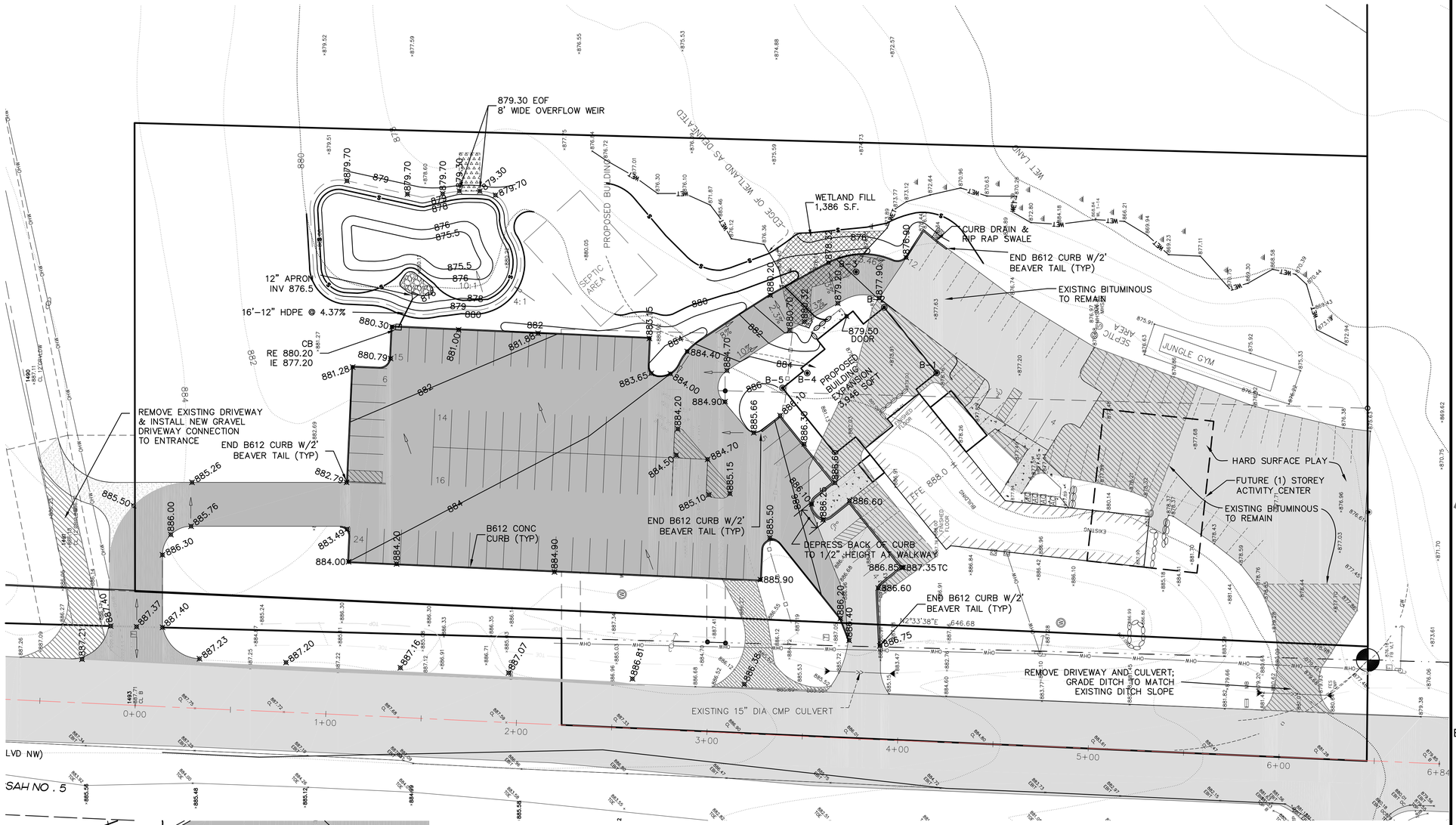
BACKFILLING OF CURB IS INCIDENTAL TO CURB INSTALLATION.

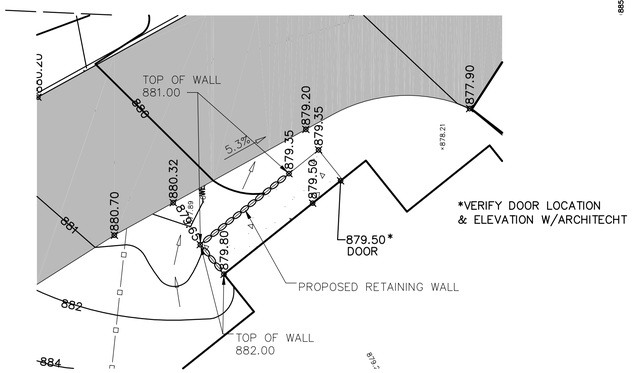
FOUR INCHES OF CLASS 5 UNDER CURB IS INCIDENTAL TO CURB INSTALLATION.

CURB ENDS SHALL TERMINATE IN A THREE-FOOT BEAVER TAIL.

PROPOSED ELEVATIONS ARE CURB GUTTER LINE OR BITUMINOUS SURFACE UNLESS OTHERWISE NOTED.

811 Know what's below. Call before you dig.





DETAIL A
(SCALE 1"=10')

GRADING & DRAINAGE PLAN
TROTT BROOK

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE: MARCH 9, 2017

DATE	REVISION DESCRIPTION
4/6/17	FUTURE ACTIVITY BUILDING ADDED
5/22/17	NORTH DRIVEWAY REVISION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

CHARLES W. PLOWE

DATE: 05.22.2017 LIC. NO. 16227

TROTT BROOK
RAMSEY, MINNESOTA
GRADING & DRAINAGE PLAN

PREPARED FOR:
BRAD DUCOMMUN

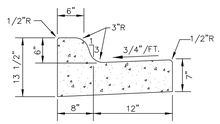
SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH
0 15 30
1 INCH = 30 FEET

C3

S:\Active\Land\Docs\16-1665 TROTT BROOK\16-1665 CAD\16-1665 BASE 4 -24.dwg 5/24/2017

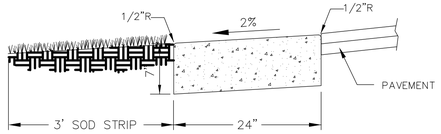
PROVIDE 4" CLASS 5 UNDER CURB (TYP)



NOTE: FOR MECHANICALLY LAID CURB, SHOE MAY BE TILTED.

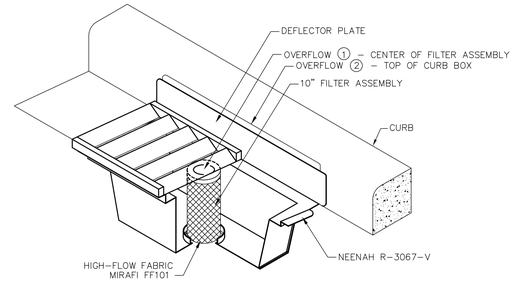
B612 CONCRETE CURB & GUTTER

NOT TO SCALE



CONCRETE RIBBON CURB

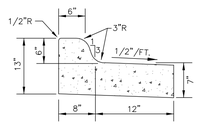
NOT TO SCALE



WIMCO INLET PROTECTION

NOT TO SCALE

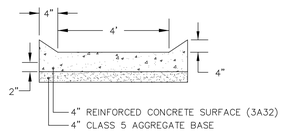
PROVIDE 4" CLASS 5 UNDER CURB (TYP)



NOTE: FOR MECHANICALLY LAID CURB, SHOE MAY BE TILTED.

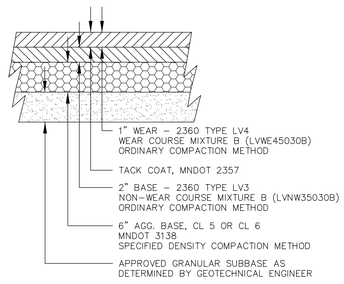
B612 CONCRETE CURB & GUTTER (TIP-OUT)

NOT TO SCALE



CONCRETE SPILLWAY

NOT TO SCALE

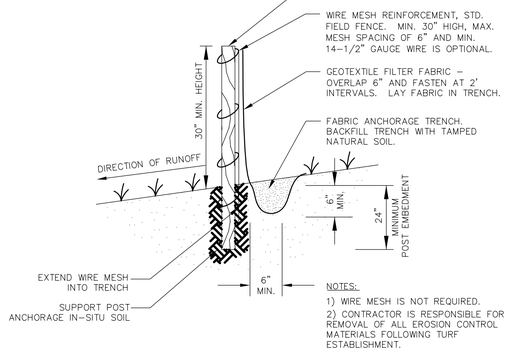


PAVING SHALL CONFORM TO THE LATEST EDITION OF MNDOT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE CITY'S STANDARDS FOR STREET AND UTILITY CONSTRUCTION.

PAVING SECTION SHALL BE REVIEWED AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO ANY INSTALLATIONS. ALSO SEE GEOTECHNICAL REPORT PREPARED BY FES GROUP, LLC DATED MARCH 23, 2011.

BITUMINOUS - LIGHT DUTY

NOT TO SCALE

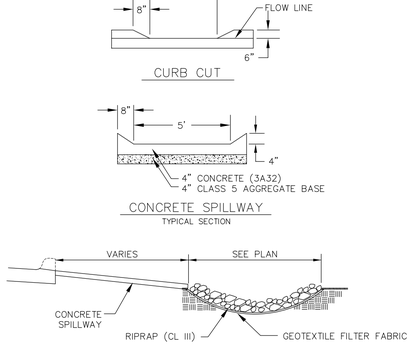


NOTES:

1) WIRE MESH IS NOT REQUIRED.
2) CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL EROSION CONTROL MATERIALS FOLLOWING TURF ESTABLISHMENT.

SILT FENCE

NOT TO SCALE



CURB DRAIN OPENING

NOT TO SCALE

DETAILS
TROTT BROOK HALL

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE: MARCH 9, 2017

DATE	REVISION DESCRIPTION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

CHARLES W. PLOWE LIC. NO. 16227

DATE: 05.22.2017

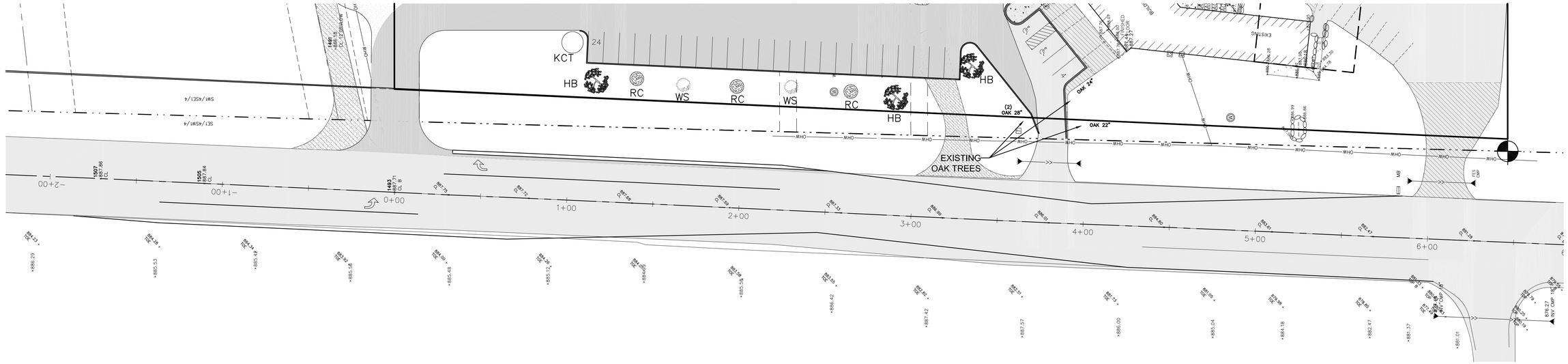
TROTT BROOK HALL
RAMSEY, MINNESOTA
DETAILS

PREPARED FOR:
BRAD DUCOMMUN

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

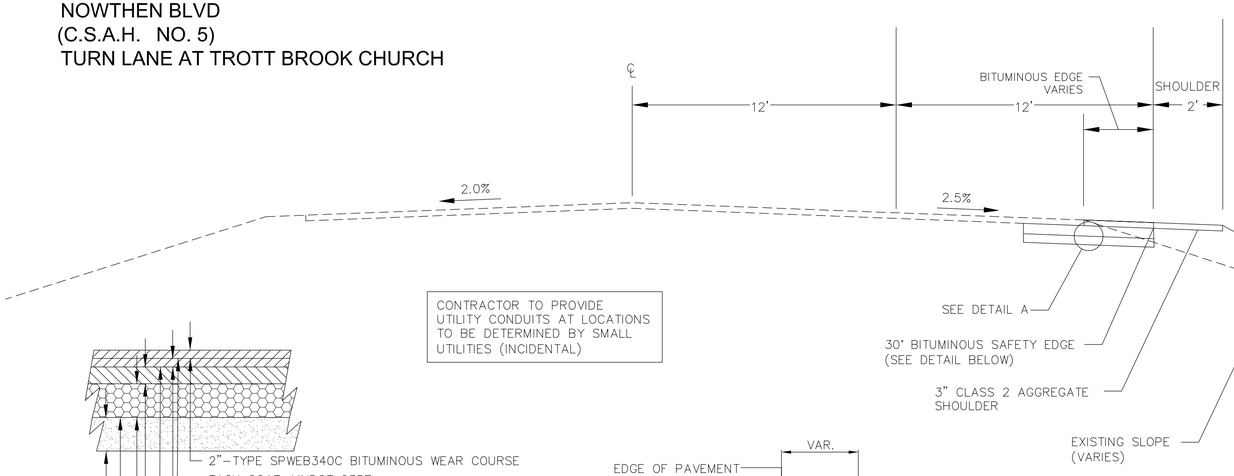
C4

G:\Active Land Projects\16-1665_TROTT BROOK\16-1665_CAD\16-1665_BASE_4_24.dgn 5/31/2017



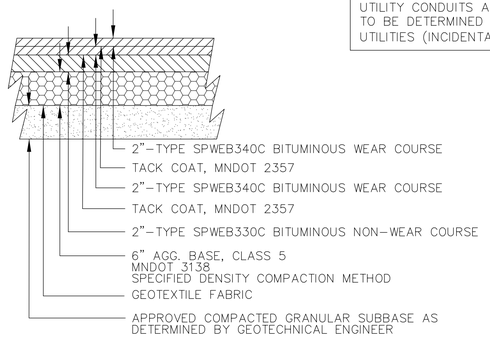
NOWTHEN BLVD
(C.S.A.H. NO. 5)
TURN LANE AT TROTT BROOK CHURCH

CONTRACTOR SHALL FOLLOW MNDOT'S "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL 2014" FOR TRAFFIC CONTROL



CONTRACTOR TO PROVIDE UTILITY CONDUITS AT LOCATIONS TO BE DETERMINED BY SMALL UTILITIES (INCIDENTAL)

ANOKA COUNTY PERMIT REQUIRED FOR ALL WORK WITHIN COUNTY RIGHT-OF-WAY

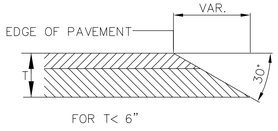


PAVING SHALL CONFORM TO THE LATEST EDITION OF MNDOT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE CITY'S STANDARDS FOR STREET AND UTILITY CONSTRUCTION.

PAVING SECTION SHALL BE REVIEWED AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO ANY INSTALLATIONS. ALSO SEE GEOTECHNICAL REPORT.

DETAIL -A-

NOT TO SCALE



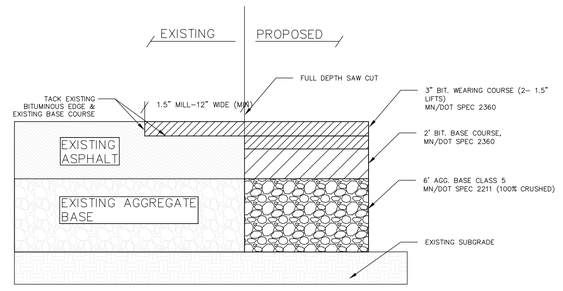
SAFETY EDGE DETAIL

NOTE: -
STRIPING PAINT:

AT THE TIME OF APPLYING THE MARKING MATERIAL, THE APPLICATION AREA SHALL BE FREE OF CONTAMINATION. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE PRIOR TO THE LINE APPLICATION IN A MANNER AND TO THE EXTENT REQUIRED BY THE ENGINEER.

EXCEPT WHEN USED AS A TEMPORARY MARKING, PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR TEMPERATURE IS 50°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL CAN BE APPLIED.

THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.



SAW CUT AND MILL EXISTING PAVEMENT
1' WIDE AND 1.5" DEEP

PAVEMENT JOINT DETAIL
N.T.S

TURN LANE DETAIL
TROTT BROOK HALL

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE:
MARCH 9, 2017

DATE	REVISION DESCRIPTION
5-22-17	NORTH DRIVEWAY REVISION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

CHARLES W. PLOWE

DATE: 05.22.2017 LIC. NO. 16227

TROTT BROOK HALL
RAMSEY, MINNESOTA
DETAILS

PREPARED FOR:
BRAD DUCOMMUN

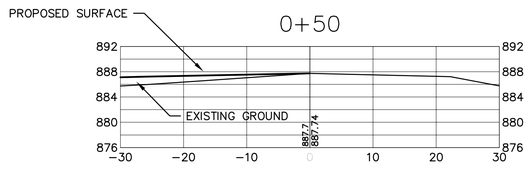
SITE PLANNING & ENGINEERING
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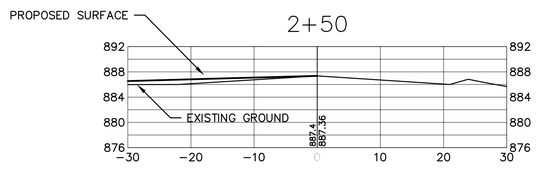
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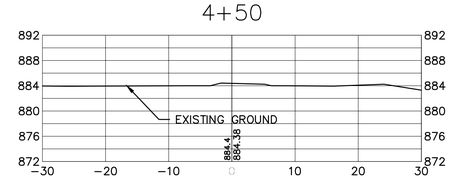
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1 INCH = 30 FEET

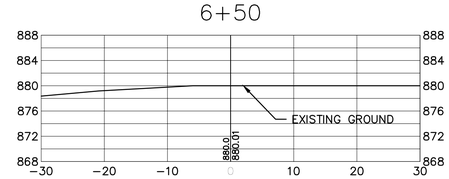
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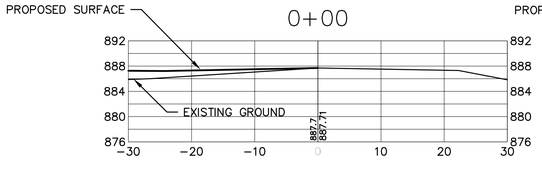
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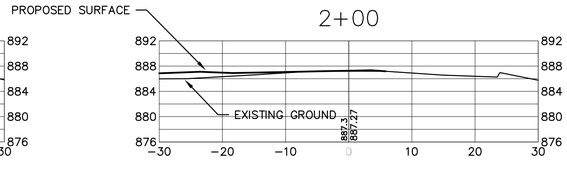


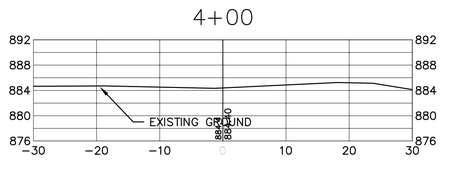


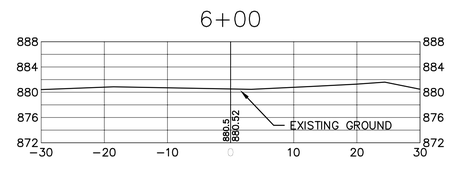


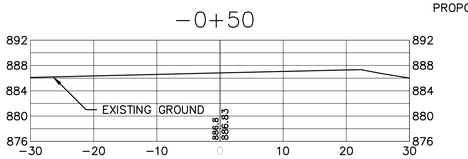


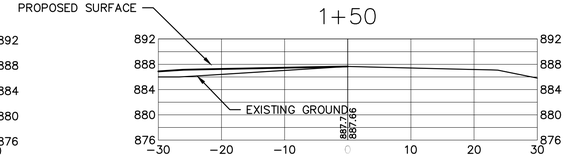


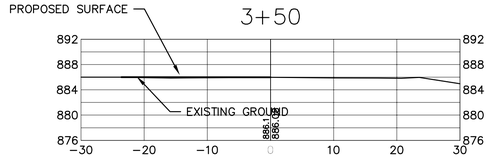


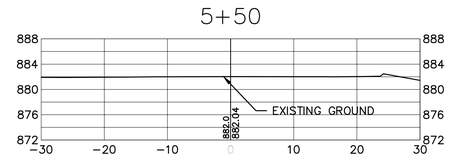


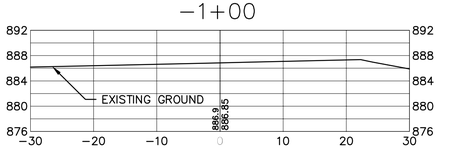


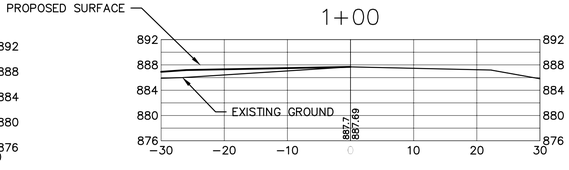


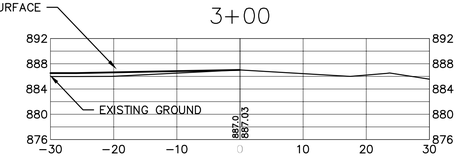


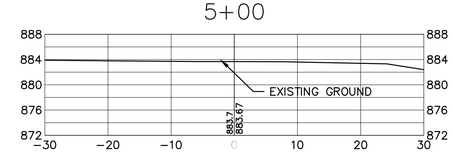


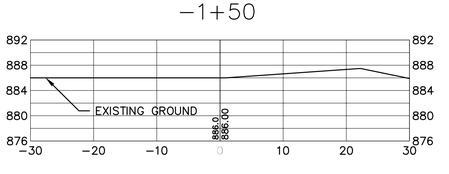












TURN LANE X-SECTIONS- NOWTHEN BLVD
TROTT BROOK HALL

DRAWN BY: R.W. | DESIGN BY: C.W.P.
CHCKD BY: C.W.P. | PROJ. NO. 16-1665
ORIGINAL DATE: MONTH D, 2016

DATE	REVISION DESCRIPTION
5/22/17	ADDITIONAL SECTION VIEWS

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY
CHARLES W. PLOWE
DATE: 05.22.2017 LIC. NO. 48227

TROTT BROOK HALL
RAMSEY, MINNESOTA
TURN LANE X- SECTIONS
NOWTHEN BLVD

PREPARED FOR:
BRAD DUCOMMUN

SITE PLANNING
& ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
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PART II.C. – TERMINATION OF COVERAGE

1. TERMINATION OF COVERAGE WHEN CONSTRUCTION IS COMPLETE: ALL PERMITTEE(S) MUST SUBMIT A NOTICE OF TERMINATION (NOT) TO THE MPCA ON A FORM PROVIDED BY THE COMMISSIONER WITHIN 30 DAYS AFTER ALL ACTIVITIES REQUIRED FOR FINAL STABILIZATION (SEE PART IV.G.) ARE COMPLETE. THE PERMITTEE(S)' COVERAGE UNDER THIS PERMIT TERMINATES AT MIDNIGHT ON THE SUBMISSION DATE OF THE NOT.

2. TERMINATION OF COVERAGE WHEN TRANSFER OF OWNERSHIP OCCURS: ALL PERMITTEE(S) MUST SUBMIT A NOT ON A FORM PROVIDED BY THE COMMISSIONER WITHIN 30 DAYS AFTER SELLING OR OTHERWISE LEGALLY TRANSFERRING THE ENTIRE SITE, INCLUDING PERMIT RESPONSIBILITY FOR ROADS (E.G., STREET SWEEPING) AND STORMWATER INFRASTRUCTURE FINAL CLEAN OUT, OR TRANSFERRING PORTIONS OF A SITE TO ANOTHER PARTY. THE PERMITTEE(S)' COVERAGE UNDER THIS PERMIT TERMINATES AT MIDNIGHT ON THE SUBMISSION DATE OF THE NOT.

3. PERMITTEE(S) MAY TERMINATE PERMIT COVERAGE PRIOR TO COMPLETION OF ALL CONSTRUCTION ACTIVITY IF ALL OF THE FOLLOWING CONDITIONS ARE MET. AFTER THE PERMIT IS TERMINATED UNDER THIS PART, IF THERE IS ANY SUBSEQUENT DEVELOPMENT ON THE REMAINING PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WAS NOT COMPLETE, NEW PERMIT COVERAGE MUST BE OBTAINED IF THE SUBSEQUENT DEVELOPMENT ITSELF OR AS PART OF THE REMAINING COMMON PLAN OF DEVELOPMENT OR SALE WILL RESULT IN LAND DISTURBING ACTIVITIES OF ONE (1) OR MORE ACRES IN SIZE.

A. CONSTRUCTION ACTIVITY HAS CEASED FOR AT LEAST 90 DAYS.

B. AT LEAST 90 PERCENT (BY AREA) OF ALL ORIGINALLY PROPOSED CONSTRUCTION ACTIVITY HAS BEEN COMPLETED AND PERMANENT COVER ESTABLISHED ON THOSE AREAS.

C. ON AREAS WHERE CONSTRUCTION ACTIVITY IS NOT COMPLETE, PERMANENT COVER HAS BEEN ESTABLISHED.

D. THE SITE IS IN COMPLIANCE WITH PART IV.G.2. AND PART IV.G.3. AND WHERE APPLICABLE, PART IV.G.4. OR PART IV.G.5.

4. PERMITTEE(S) MAY TERMINATE COVERAGE UPON APPROVAL BY THE MPCA IF INFORMATION IS SUBMITTED TO THE MPCA DOCUMENTING THAT TERMINATION IS APPROPRIATE BECAUSE THE PROJECT IS CANCELED.

PART III.A.3 – TRAINING DOCUMENTATION

TRAINING DOCUMENTATION: THE PERMITTEE(S) SHALL ENSURE THE INDIVIDUALS IDENTIFIED IN PART III.F. HAVE BEEN TRAINED IN ACCORDANCE WITH THIS PERMIT'S TRAINING REQUIREMENTS. THE PERMITTEE(S) SHALL ENSURE THE TRAINING IS RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:

A. NAMES OF THE PERSONNEL ASSOCIATED WITH THIS PROJECT THAT ARE REQUIRED TO BE TRAINED PER PART III.F.1. OF THIS PERMIT.

B. DATES OF TRAINING AND NAME OF INSTRUCTOR(S) AND ENTITY PROVIDING TRAINING.

C. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.

PART III.B – SWPPP AMENDMENTS

THE PERMITTEE(S) MUST AMEND THE SWPPP AS NECESSARY TO INCLUDE ADDITIONAL REQUIREMENTS, SUCH AS ADDITIONAL OR MODIFIED BMPS THAT ARE DESIGNED TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER:

1. THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR UNDERGROUND WATERS.

2. INSPECTIONS OR INVESTIGATIONS BY SITE OWNER OR OPERATORS, USEPA OR MPCA OFFICIALS INDICATE THE SWPPP IS NOT EFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR UNDERGROUND WATERS OR THAT THE DISCHARGES ARE CAUSING WATER QUALITY STANDARD EXCEEDANCES (E.G., NUISANCE CONDITIONS AS DEFINED IN MINN. R. 7050.0210, SUBP. 2).

3. THE SWPPP IS NOT ACHIEVING THE GENERAL OBJECTIVES OF MINIMIZING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY, OR THE SWPPP IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THIS PERMIT.

4. AT ANY TIME AFTER PERMIT COVERAGE IS EFFECTIVE, THE MPCA MAY DETERMINE THAT THE PROJECT'S STORMWATER DISCHARGES MAY CAUSE, HAVE REASONABLE POTENTIAL TO CAUSE, OR CONTRIBUTE TO NON–ATTAINMENT OF ANY APPLICABLE WATER QUALITY STANDARD, OR THAT THE SWPPP DOES NOT INCORPORATE THE APPLICABLE REQUIREMENTS IN PART III.A.8., (IMPAIRED WATERS AND TMDLS). IF A WATER QUALITY STANDARD CHANGES DURING THE TERM OF THIS PERMIT, THE MPCA WILL MAKE A DETERMINATION AS TO WHETHER A MODIFICATION OF THE SWPPP IS NECESSARY TO ADDRESS THE NEW STANDARD. IF THE MPCA MAKES SUCH DETERMINATION(S) OR ANY OF THE DETERMINATIONS IN PARTS III.B.1.–3., THE MPCA WILL NOTIFY THE PERMITTEE(S) IN WRITING. IN RESPONSE, THE PERMITTEE(S) MUST AMEND THE SWPPP TO ADDRESS THE IDENTIFIED CONCERNS AND SUBMIT INFORMATION REQUESTED BY THE MPCA, WHICH MAY INCLUDE AN INDIVIDUAL PERMIT APPLICATION. IF THE MPCA'S WRITTEN NOTIFICATION REQUIRES A RESPONSE, FAILURE TO RESPOND WITHIN THE SPECIFIED TIMEFRAME CONSTITUTES A PERMIT VIOLATION.

PART III.C. – TEMPORARY SEDIMENT BASINS

WHERE FIVE (5) OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION, THE PERMITTEE(S) MUST PROVIDE A TEMPORARY SEDIMENT BASIN TO PROVIDE TREATMENT TO THE RUNOFF BEFORE IT LEAVES THE CONSTRUCTION SITE OR ENTERS SURFACE WATERS. A TEMPORARY SEDIMENT BASIN MAY BE CONVERTED TO A PERMANENT BASIN AFTER CONSTRUCTION IS COMPLETE. THE TEMPORARY BASIN IS NO LONGER REQUIRED WHEN PERMANENT COVER HAS REDUCED THE ACREAGE OF DISTURBED SOIL TO LESS THAN FIVE (5) ACRES DRAINING TO A COMMON LOCATION. THE PERMITTEE(S) IS/ARE ENCOURAGED, BUT NOT REQUIRED, TO INSTALL TEMPORARY SEDIMENT BASINS WHERE APPROPRIATE IN AREAS WITH STEEP SLOPES OR HIGHLY ERODIBLE SOILS EVEN IF LESS THAN FIVE (5) ACRES DRAINS TO ONE AREA. THE BASINS MUST BE DESIGNED AND CONSTRUCTED ACCORDING TO THE FOLLOWING REQUIREMENTS:

1. THE BASINS MUST PROVIDE LIVE STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A TWO–YEAR, 24–HOUR STORM FROM EACH ACRE DRAINED TO THE BASIN, EXCEPT THAT IN NO CASE SHALL THE BASIN PROVIDE LESS THAN 1,800 CUBIC FEET OF LIVE STORAGE FROM EACH ACRE DRAINED TO THE BASIN.

2. WHERE THE CALCULATION IN PART III.C.1. HAS NOT BEEN PERFORMED, A TEMPORARY SEDIMENT BASIN PROVIDING 3,600 CUBIC FEET OF LIVE STORAGE PER ACRE DRAINED TO THE BASIN SHALL BE PROVIDED FOR THE ENTIRE DRAINAGE AREA OF THE TEMPORARY BASIN.

3. TEMPORARY BASIN OUTLETS MUST BE DESIGNED TO PREVENT SHORT–CIRCUITING AND THE DISCHARGE OF FLOATING DEBRIS. THE BASIN MUST BE DESIGNED WITH THE ABILITY TO ALLOW COMPLETE BASIN DRAWDOWN FOR MAINTENANCE ACTIVITIES, AND MUST INCLUDE A STABILIZED EMERGENCY OVERFLOW TO PREVENT FAILURE OF POND INTEGRITY. THE OUTLET STRUCTURE MUST BE DESIGNED TO WITHDRAW WATER FROM THE SURFACE IN ORDER TO MINIMIZE THE DISCHARGE OF POLLUTANTS, EXCEPT THAT THE USE OF A SURFACE WITHDRAWAL MECHANISM FOR DISCHARGE OF THE BASIN MAY BE TEMPORARILY SUSPENDED DURING FROZEN CONDITIONS. ENERGY DISSIPATION MUST BE PROVIDED FOR THE BASIN OUTLET (SEE PART IV.B.5.).
4. SEDIMENT BASINS MUST BE SITUATED OUTSIDE OF SURFACE WATERS AND ANY BUFFER ZONE REQUIRED UNDER APPENDIX A.C.3, AND MUST BE DESIGNED TO AVOID DRAINING WATER FROM WETLANDS UNLESS THE IMPACT TO THE WETLAND IS IN COMPLIANCE WITH THE REQUIREMENTS OF APPENDIX A, PART D.

5. THE TEMPORARY BASINS MUST BE CONSTRUCTED AND MADE OPERATIONAL PRIOR TO 10 OR MORE ACRES OF DISTURBED SOIL DRAINING TO A COMMON LOCATION.

6. WHERE A TEMPORARY SEDIMENT BASIN MEETING THE REQUIREMENTS OF THIS PART IS INFEASIBLE, EQUIVALENT SEDIMENT CONTROLS SUCH AS SMALLER SEDIMENT BASINS, AND/OR SEDIMENT TRAPS, SILT FENCES, VEGETATIVE BUFFER STRIPS, OR ANY APPROPRIATE COMBINATION OF MEASURES ARE REQUIRED FOR ALL DOWN–SLOPE BOUNDARIES OF THE CONSTRUCTION AREA AND FOR SIDE–SLOPE BOUNDARIES AS DICTATED BY INDIVIDUAL SITE CONDITIONS. IN DETERMINING WHETHER INSTALLING A SEDIMENT BASIN IS INFEASIBLE, THE PERMITTEE(S) MUST CONSIDER PUBLIC SAFETY AND MAY CONSIDER FACTORS SUCH AS SITE SOILS, SLOPE, AND AVAILABLE AREA ON SITE. THIS DETERMINATION OF INFEASIBILITY MUST BE DOCUMENTED IN THE SWPPP PRE PART III.A.5.

PART III.E – RECORD RETENTION

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE(S) WHO HAS/HAVE OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON–SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE FOLLOWING RECORDS ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN PART II.C. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF

1. THE FINAL SWPPP
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (PART IV.E. INSPECTIONS AND MAINTENANCE)

PART III.E – RECORD RETENTION (CONT)

4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, INCLUDING ALL RIGHT–OF–WAY, CONTRACTS, COVENANTS AND OTHER BINDING REQUIREMENTS REGARDING PERPETUAL MAINTENANCE AND

5. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

PART III.F. – TRAINING REQUIREMENTS

THE PERMITTEE(S) SHALL ENSURE THE FOLLOWING INDIVIDUALS IDENTIFIED IN THIS PART HAVE BEEN TRAINED IN ACCORDANCE WITH THIS PERMIT'S TRAINING REQUIREMENTS.

1. WHO MUST BE TRAINED:
   A. INDIVIDUAL(S) PREPARING THE SWPPP FOR THE PROJECT

   B. INDIVIDUAL(S) OVERSEEING IMPLEMENTATION OF, REVISING, AND AMENDING THE SWPPP AND INDIVIDUAL(S) PERFORMING INSPECTIONS AS REQUIRED IN PART IV.E. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE MPCA.

   C. INDIVIDUAL(S) PERFORMING OR SUPERVISING THE INSTALLATION, MAINTENANCE AND REPAIR OF BMPS. AT LEAST ONE INDIVIDUAL ON A PROJECT MUST BE TRAINED IN THESE JOB DUTIES.

2. TRAINING CONTENT: THE CONTENT AND EXTENT OF TRAINING MUST BE COMMENSURATE WITH THE INDIVIDUAL'S JOB DUTIES AND RESPONSIBILITIES WITH REGARD TO ACTIVITIES COVERED UNDER THIS PERMIT FOR THE PROJECT. AT LEAST ONE INDIVIDUAL PRESENT ON THE PERMITTED PROJECT SITE (OR AVAILABLE TO THE PROJECT SITE IN 72 HOURS) MUST BE TRAINED IN THE JOB DUTIES DESCRIBED IN PART III.F.1.B. AND PART III.F.1.C.

3. THE PERMITTEE(S) SHALL ENSURE THAT THE INDIVIDUALS ARE TRAINED BY LOCAL, STATE, FEDERAL AGENCIES, PROFESSIONAL ORGANIZATIONS, OR OTHER ENTITIES WITH EXPERTISE IN EROSION PREVENTION, SEDIMENT CONTROL, PERMANENT STORMWATER MANAGEMENT AND THE MINNESOTA NPDES/SDS CONSTRUCTION STORMWATER PERMIT. AN UPDATE REFRESHER–TRAINING MUST BE ATTENDED EVERY THREE (3) YEARS STARTING THREE (3) YEARS FROM THE ISSUANCE DATE OF THIS PERMIT.

IV.B. EROSION PREVENTION PRACTICES

1. THE PERMITTEE(S) MUST PLAN FOR AND IMPLEMENT APPROPRIATE BMPS SUCH AS CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, INSPECTION AND MAINTENANCE OF PART IV.E. AND OTHER CONSTRUCTION PRACTICES THAT MINIMIZE EROSION AS NECESSARY TO COMPLY WITH THIS PERMIT AND PROTECT WATERS OF THE STATE. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE DELINEATED (E.G., WITH FLAGS, STAKES, SIGNS, SILT FENCE ETC.) ON THE PROJECT SITE BEFORE WORK BEGINS. THE PERMITTEE(S) MUST MINIMIZE THE NEED FOR DISTURBANCE OF PORTIONS OF THE PROJECT THAT HAVE STEEP SLOPES. FOR THOSE SLOPED AREAS WHICH MUST BE DISTURBED, THE PERMITTEE(S) MUST USE TECHNIQUES SUCH AS PHASING AND STABILIZATION PRACTICES DESIGNED FOR STEEP SLOPES (E.G., SLOPE DRAINING AND TERRACING).

2. THE PERMITTEE(S) MUST STABILIZE ALL EXPOSED SOIL AREAS (INCLUDING STOCKPILES). STABILIZATION MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION WHENEVER ANY CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 7 CALENDAR DAYS. STABILIZATION MUST BE COMPLETED NO LATER THAN 14 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

3. IF USING STORMWATER CONVEYANCE CHANNELS, THE PERMITTEE(S) MUST DESIGN THE CHANNELS TO ROUTE WATER AROUND UNSTABILIZED AREAS ON THE SITE AND TO REDUCE EROSION, UNLESS INFEASIBLE. THE PERMITTEE(S) MUST USE EROSION CONTROLS AND VELOCITY DISSIPATION DEVICES SUCH AS CHECK DAMS, SEDIMENT TRAPS, RIPRAP, OR GROUTED RIPRAP AT OUTLETS WITHIN AND ALONG THE LENGTH OF ANY CONSTRUCTED STORMWATER CONVEYANCE CHANNEL, AND AT ANY OUTLET, TO PROVIDE A NON–EROSIVE FLOW VELOCITY, TO MINIMIZE EROSION OF CHANNELS AND THEIR EMBANKMENTS, OUTLETS, ADJACENT STREAM BANKS, SLOPES, AND DOWNSTREAM WATERS DURING DISCHARGE CONDITIONS.

4. THE PERMITTEE(S) MUST STABILIZE THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER. STABILIZATION OF THE LAST 200 LINEAL FEET MUST BE COMPLETED WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE.

THE PERMITTEE(S) SHALL COMPLETE STABILIZATION OF THE REMAINING PORTIONS OF ANY TEMPORARY OR PERMANENT DITCHES OR SWALES WITHIN 7 CALENDAR DAYS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE AND CONSTRUCTION IN THAT PORTION OF THE DITCH HAS TEMPORARILY OR PERMANENTLY CEASED.

TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A SEDIMENT CONTAINMENT SYSTEM DURING CONSTRUCTION (WITH PROPERLY DESIGNED ROCK–DITCH CHECKS, BIO ROLLS, SILT DIKES, ETC.) DO NOT NEED TO BE STABILIZED DURING THE TEMPORARY PERIOD OF ITS USE AS A SEDIMENT CONTAINMENT SYSTEM. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

APPLYING MULCH, HYDROMULCH, TACKIFIER, POLYACRYLAMIDE OR SIMILAR EROSION PREVENTION PRACTICES IS NOT ACCEPTABLE STABILIZATION IN ANY PART OF A TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE.

5. PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

6. UNLESS INFEASIBLE DUE TO LACK OF PERVIOUS OR VEGETATED AREAS, THE PERMITTEE(S) MUST DIRECT DISCHARGES FROM BMPS TO VEGETATED AREAS OF THE SITE (INCLUDING ANY NATURAL BUFFERS) IN ORDER TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORMWATER INFILTRATION. THE PERMITTEE(S) MUST USE VELOCITY DISSIPATION DEVICES IF NECESSARY TO PREVENT EROSION WHEN DIRECTING STORMWATER TO VEGETATED AREAS.

PART IV.C. – SEDIMENT CONTROL PRACTICES

1. THE PERMITTEE(S) MUST EMPLOY SEDIMENT CONTROL PRACTICES AS NECESSARY TO MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS. A. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF

   A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK–CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.

   B. IF THE DOWN GRADIENT SEDIMENT CONTROLS ARE OVERLOADED (BASED ON FREQUENT FAILURE OR EXCESSIVE MAINTENANCE REQUIREMENT), THE PERMITTEE(S) MUST INSTALL ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.B 1.–3.

2. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS AND BE LOCATED UPGRADIENT OF ANY BUFFER ZONES. THE PERIMETER SEDIMENT CONTROL PRACTICE MUST BE IN PLACE BEFORE ANY UPGRADIENT LAND–DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G.

3. THE PERMITTEE(S) SHALL RE–INSTALL ALL SEDIMENT CONTROL PRACTICES THAT HAVE BEEN ADJUSTED OR REMOVED TO ACCOMMODATE SHORT–TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES, IMMEDIATELY AFTER THE SHORT–TERM ACTIVITY HAS BEEN COMPLETED. THE PERMITTEE(S) SHALL COMPLETE ANY SHORT–TERM ACTIVITY THAT REQUIRES REMOVAL OF SEDIMENT CONTROL PRACTICES AS QUICKLY AS POSSIBLE. THE PERMITTEE(S) MUST RE–INSTALL SEDIMENT CONTROL PRACTICES BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE SHORT–TERM ACTIVITY IS NOT COMPLETE.

4. ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED BY THE PERMITTEE(S) OR THE JURISDICTIONAL AUTHORITY (E.G., CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER).THE PERMITTEE(S) MUST DOCUMENT THE NEED FOR REMOVAL IN THE SWPPP.

5. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN ANY NATURAL BUFFERS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.

6. WHERE VEHICLE TRAFFIC LEAVES ANY PART OF THE SITE (OR ONTO PAVED ROADS WITHIN THE SITE):

   A. THE PERMITTEE(S) MUST INSTALL A VEHICLE TRACKING BMP TO MINIMIZE THE TRACK OUT OF SEDIMENT FROM THE CONSTRUCTION SITE. EXAMPLES OF VEHICLE TRACKING BMPS INCLUDE (BUT ARE NOT LIMITED TO) ROCK PADS, MUD MATS, SLASH MULCH, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS.

   B. THE PERMITTEE(S) MUST USE STREET SWEEPING IF SUCH VEHICLE TRACKING BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET (SEE PART IV.E.5.D.).

7. THE PERMITTEE(S) MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.C. OF THIS PERMIT.

PART IV.C. – SEDIMENT CONTROL PRACTICES (CONT.)

8. THE PERMITTEE(S) MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF A SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED.

9. THE PERMITTEE(S) MUST PRESERVE A 50 FOOT NATURAL BUFFER OR (IF A BUFFER IS INFEASIBLE ON THE SITE) PROVIDE REDUNDANT SEDIMENT CONTROLS WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET OF THE PROJECT'S EARTH DISTURBANCES AND STORMWATER FLOWS TO THE SURFACE WATER. NATURAL BUFFERS ARE NOT REQUIRED ADJACENT TO ROAD DITCHES, JUDICIAL DITCHES, COUNTY DITCHES, STORMWATER CONVEYANCE CHANNELS, STORM DRAIN INLETS, AND SEDIMENT BASINS. THE PERMITTEE(S) IS/ARE NOT REQUIRED TO ENHANCE THE QUALITY OF THE VEGETATION THAT ALREADY EXISTS IN THE BUFFER OR PROVIDE VEGETATION IF NONE EXIST. HOWEVER, PERMITTEE(S) CAN IMPROVE THE NATURAL BUFFER WITH VEGETATION.

PART IV.D. – DEWATERING AND BASIN DRAINING

1. THE PERMITTEE(S) MUST DISCHARGE TURBID OR SEDIMENT–LADEN WATERS RELATED TO DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE UNLESS INFEASIBLE. THE PERMITTEE(S) MAY DISCHARGE FROM THE TEMPORARY OR PERMANENT SEDIMENTATION BASINS TO SURFACE WATERS IF THE BASIN WATER HAS BEEN VISUALLY CHECKED TO ENSURE ADEQUATE TREATMENT HAS BEEN OBTAINED IN THE BASIN AND THAT NUISANCE CONDITIONS (SEE MINN. R. 7050.0210, SUBP. 2) WILL NOT RESULT FROM THE DISCHARGE. IF THE WATER CANNOT BE DISCHARGED TO A SEDIMENTATION BASIN PRIOR TO ENTERING THE SURFACE WATER, IT MUST BE TREATED WITH THE APPROPRIATE BMPS, SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE RECEIVING WATER OR DOWNSTREAM PROPERTIES. IF THE PERMITTEE(S) MUST DISCHARGE WATER THAT CONTAINS OIL OR GREASE, THE PERMITTEE(S) MUST USE AN OIL–WATER SEPARATOR OR SUITABLE FILTRATION DEVICE (E.G. CARTRIDGE FILTERS, ABSORBENTS PADS) PRIOR TO DISCHARGING THE WATER. THE PERMITTEE(S) MUST ENSURE THAT DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEETING, OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES.

2. ALL WATER FROM DEWATERING OR BASIN–DRAINING ACTIVITIES MUST BE DISCHARGED IN A MANNER THAT DOES NOT CAUSE NUISANCE CONDITIONS, EROSION IN RECEIVING CHANNELS OR ON DOWNSLOPE PROPERTIES, OR INUNDATION IN WETLANDS CAUSING SIGNIFICANT ADVERSE IMPACT TO THE WETLAND.

3. IF THE PERMITTEE(S) IS/ARE USING FILTERS WITH BACKWASH WATER, THE PERMITTEE(S) MUST HAUL THE BACKWASH WATER AWAY FOR DISPOSAL, RETURN THE BACKWASH WATER TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE THE BACKWASH WATER INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. THE PERMITTEE(S) MAY DISCHARGE BACKWASH WATER TO THE SANITARY SEWER IF PERMISSION IS GRANTED BY THE SANITARY SEWER AUTHORITY. THE PERMITTEE(S) MUST REPLACE AND CLEAN THE FILTER MEDIA USED IN DEWATERING DEVICES WHEN REQUIRED TO RETAIN ADEQUATE FUNCTION

PART IV.E. – INSPECTIONS AND MAINTENANCE

1. THE PERMITTEE(S) MUST ENSURE THAT A TRAINED PERSON (AS IDENTIFIED IN PART III.A.3.A.) WILL ROUTINELY INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. FOLLOWING AN INSPECTION THAT OCCURS WITHIN 24 HOURS AFTER A RAINFALL EVENT, THE NEXT INSPECTION MUST BE CONDUCTED WITHIN SEVEN (7) DAYS AFTER THE RAINFALL EVENT.

2. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP IN ACCORDANCE WITH PART III.E. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:

   A. DATE AND TIME OF INSPECTIONS

   B. NAME OF PERSON(S) CONDUCTING INSPECTIONS

   C. FINDINGS OF INSPECTIONS, INCLUDING THE SPECIFIC LOCATION WHERE CORRECTIVE ACTIONS ARE NEEDED

   D. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES)

   E. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCH (0.5 INCHES) IN 24 HOURS. RAINFALL AMOUNTS MUST BE OBTAINED BY A PROPERLY MAINTAINED RAIN GAUGE INSTALLED ONSITE, A WEATHER STATION THAT IS WITHIN 1 MILE OF YOUR LOCATION OR A WEATHER REPORTING SYSTEM THAT PROVIDES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES.

   F. IF ANY DISCHARGE IS OBSERVED TO BE OCCURRING DURING THE INSPECTION, A RECORD OF ALL POINTS OF THE PROPERTY FROM WHICH THERE IS A DISCHARGE MUST BE MADE, AND THE DISCHARGE SHOULD BE DESCRIBED (I.E., COLOR, ODOR, FLOATING, SETTLED, OR SUSPENDED SOLIDS, FOAM, OIL SHEEN, AND OTHER OBVIOUS INDICATORS OF POLLUTANTS) AND PHOTOGRAPHED.

   G. ANY AMENDMENTS TO THE SWPPP PROPOSED AS A RESULT OF THE INSPECTION MUST BE DOCUMENTED AS REQUIRED IN PART III.B. WITHIN SEVEN (7) CALENDAR DAYS.

3. INSPECTION FREQUENCY ADJUSTMENT

   A. WHERE PARTS OF THE PROJECT SITE HAVE PERMANENT COVER, BUT WORK REMAINS ON OTHER PARTS OF THE SITE, THE PERMITTEE(S) MAY REDUCE INSPECTIONS OF THE AREAS WITH PERMANENT COVER TO ONCE PER MONTH.

   B. WHERE CONSTRUCTION SITES HAVE PERMANENT COVER ON ALL EXPOSED SOIL AREAS AND NO CONSTRUCTION ACTIVITY IS OCCURRING ANYWHERE ON THE SITE, THE SITE MUST BE INSPECTED DURING NON–FROZEN GROUND CONDITIONS AT LEAST ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS. FOLLOWING THE TWELFTH MONTH OF PERMANENT COVER AND NO CONSTRUCTION ACTIVITY, INSPECTIONS MAY BE TERMINATED UNTIL CONSTRUCTION ACTIVITY IS ONCE AGAIN INITIATED UNLESS THE PERMITTEE(S) IS/ARE NOTIFIED IN WRITING BY THE MPCA THAT EROSION ISSUES HAVE BEEN DETECTED AT THE SITE AND INSPECTIONS NEED TO RESUME.

   C. WHERE WORK HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, THE INSPECTIONS MAY BE SUSPENDED. THE REQUIRED INSPECTIONS AND MAINTENANCE SCHEDULE MUST BEGIN WITHIN 24 HOURS AFTER RUNOFF OCCURS AT THE SITE OR 24 HOURS PRIOR TO RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.

4. THE PERMITTEE(S) IS/ARE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS, AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, UNTIL ANOTHER PERMITTEE HAS OBTAINED COVERAGE UNDER THIS PERMIT ACCORDING TO PART II.B.5. OR THE PROJECT HAS UNDERGONE FINAL STABILIZATION, AND AN NOT HAS BEEN SUBMITTED TO THE MPCA.

5. THE PERMITTEE(S) MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS DURING ALL ROUTINE AND POST–RAINFALL EVENT INSPECTIONS. ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS UNLESS ANOTHER TIME FRAME IS SPECIFIED BELOW. TH

SITE SPECIFIC INFORMATION

PROJECT NAME

TROTT BROOK HALL

PROJECT LOCATION

17301 NOWTHEN BLVD NW, RAMSEY, MN 55303
LATITUDE: 45.285201
LONGITUDE: -93.439523

PROJECT OWNER

TROTT BROOK CHURCH

CONSTRUCTION ACTIVITY DESCRIPTION

THE PROJECT INCLUDES THE CONSTRUCTION OF AN ADDITION ON THE EXISTING BUILDING AND A NEW PARKING LOT EXPANSION. EXISTING SOILS TYPES CONSIST OF FINE AND MEDIUM SANDS WITH SOME TRACES OF SAND WITH SILT.

SITE AREAS

	BEFORE CONSTRUCTION	AFTER CONSTRUCTION
TOTAL SITE AREA	3.62 ACRES	
TOTAL ESTIMATED IMPERVIOUS	1.04 ACRES	1.40 ACRES
TOTAL ESTIMATED PERVIOUS	2.58 ACRES	2.22 ACRES

TOTAL DISTURBED AREA

1.81 ACRES

RECEIVING WATERS WITHIN ONE MILE

NAME OF WATER BODY	TYPE OF WATER BODY	SPECIAL WATER	IMPAIRED WATER
ON-SITE POND	POND	NO	NO
ON-SITE WETLANDS	WETLAND	NO	NO
CO. DITCH NO.27	CREEK	NO	NO
OFF-SITE PONDS	POND	NO	NO
FISH LAKE	LAKE	NO	NO

SITE MAP AND DESIGN CALCULATIONS

SEE STORM WATER DRAINAGE REPORT FOR QUANTIFICATION OF STORM WATER MANAGEMENT REQUIREMENTS AND DRAINAGE AREA MAPS.

SOILS, SLOPES, VEGETATION

SOIL TYPE(S): SEE "CONSTRUCTION ACTIVITY DESCRIPTION" FOR LIST OF SOILS TYPES.

SLOPES: PROPOSED SLOPES WILL BE GENERALLY MODERATE AND ARE NOT EXPECTED TO EXCEED 3:1.

VEGETATION: SEED AND MULCH IS PROPOSED FOR DISTURBED AREAS.

PERSON WHO PREPARED SWPPP ("DESIGNER")

CHARLES W. PLOWE
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
LINO LAKES MN 55014
(651) 361-8200

PERSON WHO WILL OVERSEE IMPLEMENTATION OF SWPPP ("CONTRACTOR")

TBD

PERSON(S) WHO WILL INSPECT ON-SITE ESC MEASURES ("INSPECTOR")

TBD

TRAINING DOCUMENTATION

DOCUMENTATION MUST ACCOMPANY THE SWPPP INDICATING THAT THE INDIVIDUALS IDENTIFIED IN PART III.F. HAVE BEEN TRAINED IN ACCORDANCE WITH THE REQUIREMENTS OF PART III.F. DOCUMENTATION SHALL INCLUDE:

A. NAMES OF THE PERSONNEL ASSOCIATED WITH THIS PROJECT THAT ARE REQUIRED TO BE TRAINED PER PART III.F.1. OF THIS PERMIT.

B. DATES OF TRAINING AND NAME OF INSTRUCTOR(S) AND ENTITY PROVIDING TRAINING.

C. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.

SITE SEQUENCING & ESC NOTES

PRIOR TO ANY LAND-DISTURBING ACTIVITY, THE CONTRACTOR SHALL INSTALL SILT FENCE AS SHOWN ON PLAN. ADDITIONAL SILT FENCE MAY BE NECESSARY IF LOCAL CONDITIONS REQUIRE. SILT FENCE SHALL REMAIN IN-PLACE UNTIL THE FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G.

THE CONTRACTOR SHALL PERFORM SITE GRADING ON AN AREA-BY-AREA BASIS TO MINIMIZE UNSTABILIZED AREAS. AS EACH AREA IS COMPLETED, ALL EXPOSED SOILS MUST HAVE TEMPORARY EROSION CONTROL PROTECTION OR PERMANENT COVER WITHIN SEVEN (7) DAYS.

THE CONTRACTOR SHALL PROVIDE ALL SOD, SEED, MULCH AND FERTILIZER WHICH SHALL CONFORM WITH THE FOLLOWING MNDOT SPECIFICATIONS AS MODIFIED BELOW.

ITEM	MNDOT SPECIFICATION/NOTES
SOD	3878
SEED **	3876
* FOR TURF ESTABLISHMENT	
COMMERCIAL TURF	MNDOT MIX 25-131 (220 LBS/ACRE)
RESIDENTIAL TURF	MNDOT MIX 25-131 (120 LBS/ACRE)
TEMPORARY FALL COVER	MNDOT MIX 21-112 (100 LBS/ACRE)
SPRING/SUMMER	MNDOT MIX 21-111 (100 LBS/ACRE)
SOIL-BUILDING COVER	MNDOT MIX 21-113 (110 LBS/ACRE)
1-2 YEARS COVER	MNDOT MIX 22-111 (30.5 LBS/ACRE)
2-5 YEARS COVER	MNDOT MIX 22-112 (40 LBS/ACRE)
MULCH	3882 (TYPE 1 - DISC ANCHORED)
FERTILIZER	3881
WOOD FIBER BLANKET	3885 (CATEGORY 2)

* MOW A MINIMUM OF:
RESIDENTIAL TURF - ONCE PER 2 WEEKS
COMMERCIAL TURF - ONCE PER 4 WEEKS

** SEEDED AREAS SHALL BE EITHER MULCHED OR COVERED BY FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION.

TEMPORARY OR PERMANENT MULCH MUST BE UNIFORMLY APPLIED BY MECHANICAL OR HYDRAULIC MEANS AND STABILIZED BY DISC-ANCHORING OR USE OF HYDRAULIC SOIL STABILIZERS.

ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS OR IMPLEMENTED IN THE FIELD SHALL BE IN ACCORDANCE WITH THE CITY AND NPDES PHASE II PERMIT REQUIREMENTS, AND THE MPCA'S "PROTECTING WATER QUALITY IN URBAN AREAS BEST MANAGEMENT PRACTICES FOR MINNESOTA."

THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ALL ADJACENT PROPERTY LINES AND MAKE SURE THE EROSION CONTROL PRACTICES INPLACE IN THOSE AREAS PREVENT MIGRATION OF SEDIMENT ONTO ADJACENT PROPERTIES.

THE CONTRACTOR SHALL MAINTAIN SILT FENCE, INCLUDING THE REMOVAL OF ACCUMULATED SEDIMENT, THROUGH COMPLETION OF BUILDING CONSTRUCTION. SILT FENCE TO BE REMOVED ONLY AFTER COMPLETION OF BUILDING CONSTRUCTION AND UPON ESTABLISHMENT OF VEGETATION.

THE CONTRACTOR SHALL PROVIDE WOOD FIBER BLANKET FOR ALL AREAS OF CONCENTRATED FLOW AND FOR ALL SLOPES 3:1 OR GREATER.

PROTECT ALL STORM WATER MANAGEMENT FACILITIES FROM CONSTRUCTION RUN-OFF. CONTRACTOR TO INSTALL AND CONSTRUCT SAID FACILITIES ONCE SITE HAS BEEN STABILIZED.

IF ANY SLOPES APPEAR TO BE FAILING, THE CONTRACTOR SHALL PROVIDE ADDITIONAL SILT FENCE, BIOROLLS AND EROSION CONTROL BLANKET AS NEEDED.

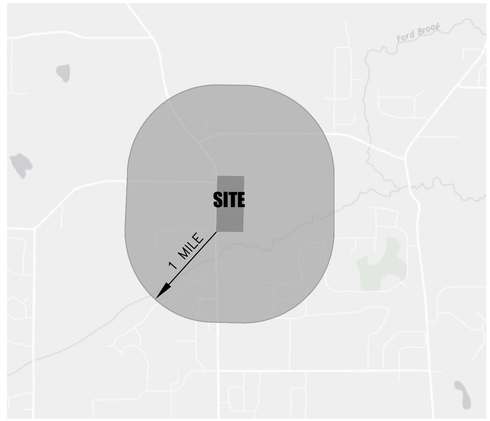
THE CONTRACTOR SHALL FINAL GRADE SWALE AREAS UPON STABILIZATION OF UPSTREAM AREAS.

UPON GRADING COMPLETION THE CONTRACTOR SHALL PROVIDE NATIVE TOPSOIL, SEED, AND MULCH ANCHORED WITH A STRAIGHT SET DISC WITHIN 48 HOURS OF FINAL GRADING.

EXCESS SOIL SHOULD BE TREATED LIKE OTHER EXPOSED SOIL AND STABILIZED WITHIN 72 HOURS. ANY SOIL STOCKPILES ARE TO HAVE SILT FENCE PLACED ON DOWNSTREAM SIDES AND SHALL NOT BE PLACED IN SURFACE WATERS.

ADJACENT STREETS SHALL BE KEPT CLEAN OF CONSTRUCTION MATERIALS, DIRT, AND OTHER UNDESIRABLE MATERIALS. WHEN MATERIALS OR DEBRIS HAVE WASHED/FLOWED ONTO ADJACENT STREETS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SWEEP/SCRAPE STREETS AS NECESSARY OR AS DIRECTED BY THE CITY.

MAP OF SURFACE WATERS



NO IMPAIRED WATERS WITHIN ONE MILE.

C.1 DURING CONSTRUCTION

A. ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

B. TEMPORARY SEDIMENT BASIN REQUIREMENTS DESCRIBED IN PART III.B.1-5 MUST BE USED FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OR MORE ACRES DISTURBED AT ONE TIME.

C.2 POST CONSTRUCTION.

THE WATER QUALITY VOLUME THAT MUST BE TREATED BY THE PROJECT PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.C. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT. WHERE SITE CONDITIONS ALLOW, AT LEAST ½ INCH OF WATER QUALITY VOLUME MUST BE INFILTRATED. SEE PART III.C.2 FOR MORE INFORMATION ON INFILTRATION DESIGN AND APPROPRIATE SITE CONDITIONS. IF IT IS DETERMINED THAT SITE CONDITIONS ARE NOT APPROPRIATE FOR INFILTRATION (E.G. LACK OF 3 FT. OF SEPARATION TO SEASONALLY SATURATED GROUND WATER, PROXIMITY TO BEDROCK, CONTAMINATED SOILS) THE REASONS SHOULD BE DOCUMENTED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE PROJECT. INFILTRATION IS NOT REQUIRED IN HYDROLOGIC SOIL GROUP D SOILS.

STORM WATER POLLUTION PREVENTION PLAN
TROTT BROOK HALL

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE:
MARCH 9, 2017

DATE	REVISION DESCRIPTION

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

CHARLES W. PLOWE
DATE: 05.22.2017 LIC. NO. 16227

TROTT BROOK HALL
RAMSEY, MINNESOTA
STORM WATER POLLUTION PREVENTION PLAN

PREPARED FOR:
BRAD DUCOMMUN

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

C5.2

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LANDSCAPING NOTES

STAKE AND/OR MARK ALL PLAN PLANTING LOCATIONS PRIOR TO INSTALLATION. OWNER TO APPROVE ALL LOCATIONS PRIOR TO INSTALLATION.

ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASE AND BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE LANDSCAPE LEGEND.

ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED.

ALL PLANT MATERIAL QUANTITIES, SHAPES OF BEDS AND LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN AND ADJUSTED TO CONFORM TO THE EXACT CONDITIONS OF THE SITE.

ALL TREES MUST BE PLANTED, MULCHED, AND STAKED AS SHOWN IN THE DETAILS.

MULCH: SHREDDED HARDWOOD MULCH, CLEAN AND FREE OF NOXIOUS WEEDS OR OTHER DELETERIOUS MATERIAL, IN ALL MASS PLANTING BEDS AND FOR TREES, UNLESS INDICATED AS ROCK MULCH ON DRAWINGS. USE 4" FOR TREES, SHRUB BEDS, AND 3" FOR PERENNIAL/GROUND COVER BEDS, UNLESS OTHERWISE DIRECTED.

PLANTING SOIL SHALL HAVE A pH RANGE OF 5.00 TO 8.00. SOIL SHALL BE DECOMPACTED AND FREE OF STICKS, STONES, AND OTHER DEBRIS. SOIL SHALL CONTAIN NO LESS THAN 5% ORGANIC COMPOST AND 25% SAND. FOR PLANTING OF SHRUBS, PERENNIALS, AND ORNAMENTAL GRASS, A MINIMUM OF 6" OF TOPSOIL SHALL BE PLACED ON THE AFFECTED AREAS BEFORE INSTALLATION. FOR ESTABLISHMENT OF TURF, A MINIMUM OF DEPTH OF 4" OF TOPSOIL SHALL BE PLACED ON THE AFFECTED AREAS BEFORE INSTALLATION OF SOD OR SEED.

SOIL SAMPLES SHOULD BE SUBMITTED WITH AMENDMENT PROCEDURES INDICATED PRIOR TO INSTALLATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.

PLANTING SOIL FOR TREES, SHRUBS AND GROUND COVERS: FERTILE FRIABLE LOAM CONTAINING A LIBERAL AMOUNT OF HUMUS AND CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. IT SHALL COMPLY WITH MN/DOT SPECIFICATION 3877 TYPE B SELECT TOPSOIL. MIXTURE SHALL BE FREE FROM HARDPACK SUBSOIL, STONES, CHEMICALS, NOXIOUS WEEDS, ETC. SOIL MIXTURE SHALL HAVE A PH BETWEEN 6.1 AND 7.5 AND 10-0-10 FERTILIZER AT THE RATE OF 3 POUNDS PER CUBIC YARD. IN PLANTING BEDS INCORPORATE THIS MIXTURE THROUGHOUT THE ENTIRE BED BY ROTOTILLING IT INTO THE TOP 12" OF SOIL.

MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE, INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR KEEPING THE TREES PLUMB THROUGHOUT THE GUARANTEE PERIOD.

WATERING: MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS ONCE A WEEK. IN EXTREMELY HOT, DRY WEATHER, WATER MORE OFTEN AS REQUIRED BY INDICATIONS OF HEAT STRESS SUCH AS WILTING LEAVES. CHECK MOISTURE UNDER MULCH PRIOR TO WATERING TO DETERMINE NEED. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER.

WHERE IRRIGATION SYSTEMS ARE INSTALLED, SAID SYSTEMS SHALL HAVE WATER SENSOR DEVICES TO AVOID OVERWATERING AND TIMING DEVICES TO ENSURE IRRIGATION IS CONDUCTED DURING THE HOURS PERMITTED BY THE CITY WATER RESTRICTION REQUIREMENTS.

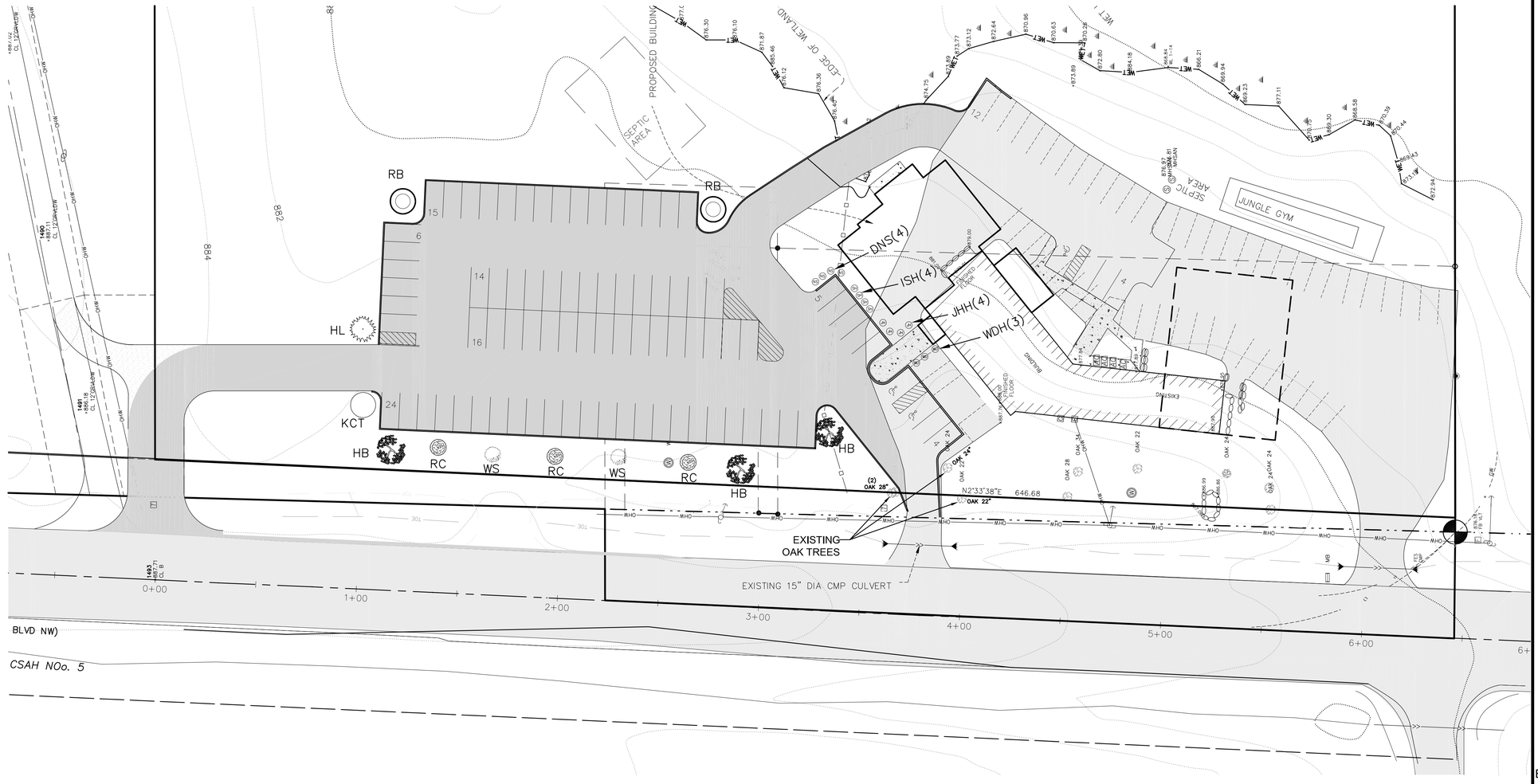
ALL DISTURBED AREAS TO BE TURF SEEDED, ARE TO RECEIVE 4" TOP SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

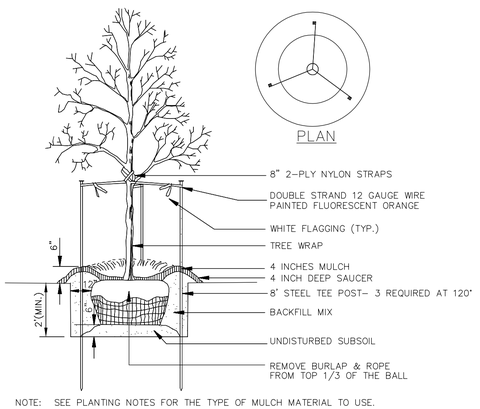
ALL WORK TO BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT TIME OF ACCEPTANCE BY OWNER. CONTRACTOR TO MAKE ALL REPLACEMENTS IN A TIMELY MANNER.

ALL MATERIALS SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.

WHEN STAKING OR GUYING OF TREES IS REQUIRED, IT SHALL OCCUR SO AS NOT TO CREATE ANY HAZARDS OR UNSIGHTLY OBSTACLES. ALL WIRES SHALL BE ENCASED IN HOSE TO PREVENT TREE DAMAGE.

PRUNE EVERGREEN TREES ADJACENT TO PARKING STALLS AS NEEDED TO AVOID LIMBS BRUSHING AGAINST CARS.

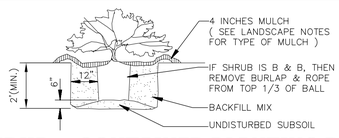




NOTE: SEE PLANTING NOTES FOR THE TYPE OF MULCH MATERIAL TO USE.

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



SHRUB & CONTAINER PLANTING DETAIL

NOT TO SCALE

SYMBOL	KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE AT INSTALL
DECIDUOUS SHRUBS					
WD	WDH	3	HYDRANGEA PANICULATA, WHITE DIAMOND	WHITE DIAMOND HYDRANGEA	#5 POT BROOT
SH	ISH	4	HYDRANGEA ARBORESCENS	INCREDIBALL SMOOTH HYDRANGEA	#5 POT BROOT
EVERGREEN SHRUBS					
NS	DNS	4	PIDEA ABIES 'PUMILA'	DWARF NORWAY SPRUCE	#5 POT BROOT
JH	JHH	4	JUNIPER HORIZONTALIS	HUGHES JUNIPER	#5 POT BROOT

TOTAL SHRUBS 15

SYMBOL	KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE AT INSTALL
DECIDUOUS TREES					
	HB	3	CELTIS OCCIDENTALIS	HACKBERRY	2-1/2" B&B*
	RB	2	BETULA NIGRA	RIVER BIRCH	2-1/2" B&B*
	KCT	1	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	2-1/2" B&B
	HL	1	GLEDITSIA TRIACANTHOS VAR. INERMIS "SHADEMASTER"	HONEY LOCUST	2-1/2" B&B*
EVERGREEN TREES					
	RC	3	JUNIPERUS VIRGINIANA	EASTERN RED CEDER	2-1/2" B&B
	WS	2	PICEA GLAUCA	WHITE SPRUCE	2-1/2" B&B

TOTAL TREES 7

*ALTERNATE: BARE ROOT OR SPADED TREE MAY BE SUBSTITUTED

Know what's below. Call before you dig.

S:\Active\Land\Docs\16-1665 TROTT BROOK\16-1665 CAD\16-1665 BASE 4 24.dgn 5/31/2017

DRAWN BY:	DESIGN BY:
R.W.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	16-1665

ORIGINAL DATE: MAY 31, 2017

DATE	REVISION DESCRIPTION

TROTT BROOK
RAMSEY, MINNESOTA
LANDSCAPE PLAN

PREPARED FOR:
BRAD DUCOMMUN

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH

0 15 30

1 INCH = 30 FEET

LANDSCAPE PLAN TROTT BROOK

L1

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: PUBLIC HEARING: Consider Approvals Related to a Request from Trott Brook Hall to Facilitate a Building Expansion at 17301 Nowthen Boulevard NW (Project #17-03), Case of Trott Brook Hall.

1. **Conditional Use Permit**
2. **Site Plan**
3. **Minor Plat**

Public Hearing

Chairperson Bauer called the public hearing to order at 7:02 p.m.

Presentation

City Planner Anderson presented the staff report stating the City has received an application from representatives of Trott Brook Hall (the "Applicant") for a Conditional Use Permit, Minor Plat and Site Plan to facilitate an expansion to their existing building located at 17301 Nowthen Blvd NW. The Minor Plat will consolidate the existing church parcel (17301 Nowthen Blvd NW), the adjacent parcel (17325 Nowthen Blvd NW), and a portion of 17455 Nowthen Blvd NW into one parcel to accommodate the proposed building expansion (together known as the "Subject Property"). The Conditional Use Permit addresses the religious institution in the R-1 Residential District. Staff recommends approving the requested CUP, Minor Plat, and Site Plan.

Citizen Input

Commissioner VanScoy questioned if staff had Findings of Fact for this Planning Case.

City Planner Anderson stated the “Whereas” statements within the Resolution were serving as the Findings of Fact for this Planning Case.

Rick Keillor, Trott Brook Hall representative, discussed the amazing growth Trott Brook has had in recent years. He noted additional space was needed for worship, classrooms and fellowship space. He explained an activity center was being proposed for the future.

Commissioner VanScoy asked if Mr. Keillor had any concerns with staff’s recommendations.

Mr. Keillor had not concerns with the recommendations being made by staff.

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Nosan, Anderson, Brauer, Gengler, and Surma. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 7:13 p.m.

Commission Business

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to recommend that City Council adopt Resolution #17-05-101 approving a CUP, Minor Plat and Site Plan associated with a proposed expansion of Trott Brook Hall, subject to approval as to legal form by the City Attorney.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Brauer, Gengler, Nosan, and Surma. Voting No: None. Absent: None.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 28, 2017 REVISED: JUNE 9, 2017	**PROJECT ADDRESS**	17301 NOWTHEN BLVD NW
PROJECT. TITLE	TROTT BROOK HALL: CUP, SITE PLAN, SKETCH PLAN, FINAL PLAT		
ESCROW #	115649		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Chris Anderson Phone: 763-433-9817 Email: canderson@cityoframsey.com		

Conditional Use Permit, Sketch Plan, Final Plat, and Site Plan Review

We offer the following comments regarding the Conditional Use Permit (CUP), Sketch Plan, Final Plat and Site Plan submittal for Trott Brook Hall as it relates to the City's Zoning Code. The plan set consists of seven (7) sheets; a Final Plat prepared by E.G. Rud & Sons, Inc., dated May 25, 2017 and Civil Engineering Plans prepared by Plowe Engineering, Inc. and dated March 9, 2017, revised May 22, 2017 (C1, C2, C3, C4, C4.2, and C4.3). Religious institutions more closely function like commercial uses do and thus, the B-1 Business District standards are being applied to the plan review for this project.

Staff provides the following comments on the Plan Set that require revision:

Final Plat:

1. Per the Application, the developer is indicating that the proposed northern access would eventually serve as right of way for a public road if/when the surrounding property is developed. Standard right-of-way width is sixty-six (66) feet. A drainage and utility easement should be included on the Final Plat along the northern thirty-three (33) feet of Lot 1 Block 1 and Outlot A to account for this possibility. While not officially right-of-way, this would at least reserve half of the corridor to serve as future right-of-way. The remainder of the required right-of-way would be obtained at the time the surrounding property is subdivided.

C1:

1. Update Sheet Index to include C4.2, C4.3, and L1.
2. Provide a calculation of acreage added to the Church's property. The table should indicate existing acreage and square feet of church property, proposed acreage and square feet to be added to church property, proposed total acreage and square feet of Lot 1 Block 1, and acreage and square feet of Outlot A. This calculation is necessary to determine the applicable development fees outlined in the required Development Agreement.
3. Show proposed Outlot A on all plan sheets.

C2:

1. A cross-access easement is required for the proposed northern access as it straddles the boundary of Lots 1 and 2.
2. Protect septic area(s) throughout construction. Add this note to plan set and add barrier (silt fence or snow fence) to demark location(s) of septic area(s) to plan set.
3. Provide clarification of what the septic area next to the jungle gym is. Is that the current location of the septic system? Is the septic area near the storm water pond a secondary location? These need to be labeled accurately and both must be protected throughout construction (see #2 above).
4. Add the 'Future One (1) Story Activity Center footprint and note to this sheet. Without it, the future construction of the Activity Center will require an amendment to the Conditional Use Permit.
5. Septic system must be evaluated to ensure sufficient capacity to accommodate the proposed building expansion. If the septic system is not properly sized, it will need to be updated as part of the building expansion project. Coordinate with the Building Official for this determination.
6. The building expansion may require fire suppression. Coordinate with the Building Official for this determination.
7. Show proposed Outlot A on all plan sheets.

C3:

1. A cross-access easement is required for the proposed northern access as it straddles the boundary of Lots 1 and 2.
2. Protect septic area(s) throughout construction. Add this note to plan set and add barrier (silt fence or snow fence) to demark location(s) of septic area(s) to plan set.
3. Provide clarification of what the septic area next to the jungle gym is. Is that the current location of the septic system? Is the septic area near the storm water pond a secondary location? These need to be labeled accurately and both must be protected throughout construction (see #2 above).
4. Show proposed Outlot A on all plan sheets.

L1:

1. Protect septic area(s) throughout construction. Add this note to plan set and add barrier (silt fence or snow fence) to demark location(s) of septic area(s) to plan set.
2. Provide clarification of what the septic area next to the jungle gym is. Is that the current location of the septic system? Is the septic area near the storm water pond a secondary location? These need to be labeled accurately and both must be protected throughout construction (see #2 above).
3. Show proposed Outlot A on all plan sheets.
4. Add note stating planting depth shall be such that the first set of primary roots shall be at finished grade.
5. The City requires a two (2) year warranty on all required landscaping.

Staff provides the following comments for general review of applications:

Conditional Use Permit

The submittal includes an application for a Conditional Use Permit for (CUP) for A religious institution is considered a Conditional Use in the R-1 Residential District. A religious institution has been in operation on the site prior to this zoning standard. City Staff have no objection to the CUP and have included the proposed Site Plan as an exhibit in the document to also allow for potential future expansion as shown to occur without requiring an amendment to the CUP (still subject to all permitting requirements thought).

Sketch Plan and Final Plat

General. The project proposes to subdivide portions of three (3) lots into two (2), plus one (1) Outlot, to accommodate an expansion of Trott Brook Hall. As part of the request, an application for a Conditional Use Permit (CUP) has been submitted to address the expansion of a lawful, non-conforming use. The building expansion and parking improvements are being reviewed using the B-1 General Business District standards as those are more closely aligned with the use on the property than the R-1 Residential standards.

Zoning. The properties are all zoned R-1 Residential (MUSA). The Minor Plat will result in two (2) lots plus an outlot, all of which exceed the minimum thresholds for size and width. The lot with the religious institution also meets the minimum standards of the B-1 General Business District.

Streets and Access. The project site will continue to be accessed from CSAH 5. Two existing accesses will be removed as part of the project with a new egress only access proposed centered on Lot 1 and a new ingress/egress access proposed straddling the boundary between Lots 1 & 2. The northern access will require a Cross-Access Easement recorded against both lots. The project will require a permit through Anoka County for all work occurring within their right-of-way and a copy of said permit shall be provided to the City.

The Application indicates the intention would be for the northern access to actually serve as right-of-way for a public road if/when the surrounding property is developed. The information on the Application itself is not actually legally binding (only the approved plans are). If this is the intention, the Final Plat should be revised to include a drainage and utility easement along the northern thirty-three (33) feet of Lot 1 Block 1 and Outlot A. This would at least reserve half the corridor width needed to serve as right-of-way with the remainder being addressed at the time the surrounding land is developed. Note that when the surrounding land is developed, the access to the church will need to be modified to accommodate the construction of the public road indicated on the Application.

Grading and Drainage Plans. Please see Engineering Comments with regard to grading and drainage.

Easements. Drainage and utility easements shall be provided for both lots. Drainage and utility easements shall be ten (10) feet in width adjacent to road right-of-way and unplatted areas and five

(5) feet along all common lot lines being platted. Additionally, drainage and utility easements are required around all wetlands and stormwater ponds. The easement shall be a minimum of sixteen and a half feet (16.5 feet) in width and must be included on the Final Plat.

Development Fees. Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded. The fees will be based on the 2.14 acres (excluding Outlot A) being added to the Church property to facilitate the expansion project.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording.

Site Plan

General. The project proposes an expansion of approximately 3,950 square feet off the northeastern wall of the existing building. Sheet C3 also includes an area noted as a future one (1) story activity center. This addition should also be noted on Sheet C2, which will be added as an exhibit to the Conditional Use Permit (so the future expansion won't require an amendment to the CUP).

Exterior Finish. City Code Section 117-114 (B-1 General Business District) outlines acceptable exterior wall finishes, which include face brick, stucco, glass, wood, natural stone, specifically designed pre-cast concrete units whose surfaces have been integrally treated with an applied decorative material or texture, or other materials as approved by the City. The proposed building elevations indicate the use of four (4) inch pre-finished steel siding and concrete block. It is presumed that the proposed materials match the existing finish of the building presently.

Building, Parking, and Maneuvering Setbacks. The proposed building expansion appears to meet or exceed all required setbacks. This also applies to the future expansion for the one (1) story activity center. All proposed parking and maneuvering areas must be setback from the road right-of-way at least twenty (20) feet and it appears that this standard is also being met.

Wetland and Stormwater Pond Setbacks. Both wetlands and stormwater ponds require a sixteen and a half foot (16.5 feet) permanent setback around them. This area must be encumbered with a drainage and utility easement. The setback and easement should be identified on the plan set and Final Plat sheet.

Landscaping. One (1) tree per 1,000 square feet of building footprint is required along with one (1) tree for every ten (10) new parking stalls. It appears that there are eighty (80) new parking stalls proposed and 3,946 square feet of building expansion, resulting in a minimum requirement of twelve (12) new trees. The Landscaping Plan includes twelve (12) new trees primarily around the parking lot. Tree species and sizes are acceptable. Disturbed areas are proposed to be seeded rather than sodded; Staff is not opposed to this approach with the understanding that erosion control measures must remain in place until such time that permanent vegetation is established.

Other Permits. The proposed project will disturbed an acre or more of land and includes a wetland delineation. A permit from the Lower Rum River Watershed Management Organization will be required and a copy of which must be submitted to the City.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 9, 2017	**PROJECT ADDRESS**	EAST OF NOWTHEN BOULEVARD, NORTH OF TROTT BROOK
PROJECT. TITLE	TROTT BROOK HALL ADDITION		
ESCROW #	115469		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Preliminary Plat and Site plans for the proposed building expansion for Trott Brook Hall. The submittal consists of 9 sheets prepared by Plowe Engineering, Inc. and 1 sheet prepared by E.G. Rud & Sons, Inc. Both sets were dated May 22, 2017. *The italicized comments were in our letter dated May 1, 2017 and have not been addressed.*

General comments:

1. ***A legend must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. A scale must be shown on all sheets.***
2. *Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.*
3. *Plan readability –Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. Items shown as removed on the removals sheet must not appear on the site plan or grading plan. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.*
4. ***Underlying lines must be broken where they are under text enhance readability. Underlying text must be moved so there is not text on text.***
5. *Each pedestrian ramp requires a specific detail with walk/ trail width, ramp slope, landing pad slope, spot elevations and number of truncated domes.*

Sheet Specific Comments:

Final Plat:

1. *The private easement across Lot 2, Block 1 must be revised to tie into the east side of the proposed driveway at the bend. Anoka County will not allow 2 driveway accesses at one location as currently depicted.* This easement must be 33 ft wide, to provide for possible conversion to right of way in the future.

Sheet C1:

1. *There are multiple instances of text over text that must be corrected as noted in the general comments.*
2. *List the quantity of curb to be removed at each location. List the quantity of bituminous pavement to be removed at each location.*
3. *Call out saw cutting between features to be removed and features remaining in place.*
4. *Revise general notes: Add note that silt fence must be installed and inspected prior to beginning removals.*
5. *Remove reference for sewer or water services, this site is outside of the municipal service area.*
6. *Call out removal of the existing driveway north of the proposed driveway.*

Sheet C2:

1. *A legend is required on this sheet showing all line types and symbols used.*
2. *Do not show removed items on this sheet as noted in the general comments.*
3. *All curb beaver tails must be 3 feet long. Curb notes must only appear on this sheet.*
4. *Call out the length and width of all painted lines.*
5. *Add concrete curb on the inside edge of the drive connecting the upper and lower parking lots.*
6. *Add concrete curb between the existing parking lot and the new building addition.*
7. *Add concrete curb around edges of future bituminous play area to protect asphalt.*
8. *The walkway from the parking lot must be constructed as a pedestrian ramp, a detail will be required for this ramp along with the MNDOT 6 sheet set of details for pedestrian ramps.*

Sheet C3:

1. *A legend is required on this sheet showing all line types and symbols used.*
2. *Do not show removed items on this sheet as noted in the general comments.*
3. *The wetland area to be filled must be marked in the field with construction fence to prevent inadvertently filling more area than noted.*
4. *Specify if spot elevations at curbs are top or gutter.*

5. *Add notes to this sheet as needed.*
6. *Silt fence must be installed and inspected prior to any work on site. The silt fence must be placed between the existing septic system and the new parking lot. Silt fence must be installed down slope of the proposed pond and pond grading. Protect the existing septic system from construction traffic.*
7. *Contours must be added to the new driveway extending to the north.*
8. *Add spot elevations to define ditch grading at removed driveways.*
9. *Enlarge detail A to include all of the new building addition. Add spot elevations adjacent to the new building and show the proposed drainage routes.*
10. *Infiltration /detention must be provided between the corner of the existing parking lot and the wetland. See additional comments in the stormwater section below.*
11. *Soil boring locations are shown on the preliminary plat. The geotechnical report must be submitted.*

Sheet C4:

1. *City details for catch basins and pedestrian ramps must be added.* The MNDOT 6 sheet set of pedestrian ramp details must be added to the plans. A custom detail must be added for the pedestrian ramp showing spot elevations, lengths and slopes on the ramp.

Sheet C4.2:

1. Add dimensions and notes to this sheet detailing the work to be performed. Provide information on traffic control required to construct the turn lane.
2. Stationing must run from south to north.

Sheet C4.3:

1. The existing and proposed grades must tie in at the outer edge of the road way. Make the sections wider to include the tie in point.

Sheet C5.1:

1. *Add note: "The City must approve the Notice of Termination before it is submitted."* Inspection of erosion control practices must be done weekly and after every 0.5 inch rain event. The inspection reports must be emailed to the City. A complete record of all inspections must be submitted to the City prior to issuing the Certificate of Occupancy. This complete record is also required before the City will approve the Notice of Termination.

Sheet 5.2:

1. *The designer's training information must be added to this sheet listing the date of the class and expiration of the certificate.*
2. Add a table showing the BMPs to be used on the project and the estimated quantities.
3. Label Trott Brook and the major roads on the map.

Stormwater Management Plan:

A stormwater summary and HYDROCAD reports were provided with the submittal. The infiltration basin is sized for the new impervious areas. The existing impervious areas drain over the new impervious areas to the proposed infiltration basin. The site has 2 locations where stormwater leaves the site. The new impervious areas flow to both locations. Infiltration/ rate control will be required for both outfalls. The infiltration and rate control must be sized for the total flow coming to the respective outfall. The calculations will need to be revised to reflect the actual flows coming to the infiltration/ detention areas.

1. *Soil borings are required in the area of the infiltration practices to verify the soils are suitable for infiltration.*
2. *The bottom of the infiltration basins must be at least 3 feet above the ground water level,*
3. *If water will be discharged directly to the infiltration area, then a sump manhole or water quality treatment structure must be installed up stream of the infiltration basin to capture sediment and debris.*
4. *Water cannot be directly discharged to the wetland. It must be treated as noted above.*
5. *Detailed procedures for constructing the infiltration basins and bringing them online will be required in the final plans.*
6. *The title of the HydroCAD models must be revised to include the project name and designate Existing or Proposed conditions.*
7. *The ponds must be less than 10 feet deep to comply with the recommended guidelines in the Minnesota Stormwater Manual.*
8. *A Minimal Impact Design (MIDS) model or P8 model must be submitted showing the water quality improvements provided by the stormwater system.*

This site drains to the Trott Brook. Detailed calculations per the Ramsey Development Requirements for TMDL must be submitted. The updated guidance sheet is attached.

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR TROTT BROOK ADDITION AND BUIDLING EXPANSION

This Agreement (hereinafter the "Agreement") is dated as of this __ day of ____, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **TROTT BROOK HALL**, a Minnesota non-profit corporation (the "**PERMITTEE**").

WHEREAS, the **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property").

WHEREAS, the **PERMITTEE** has received approval from the **CITY** to expand their existing facility at 17301 Nowthen Blvd NW.

THEREFORE, THE **CITY** AND THE **PERMITTEE** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** has approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **PERMITTEE'S** Execution of this Agreement. That the **PERMITTEE** enter into this Agreement.

   b. Proof of Authority. That the **PERMITTEE** provide proof that the respective governing boards of the **PERMITTEE** have authorized the **PERMITTEE'S** execution of this Agreement. This proof of authority may be satisfied by providing the **CITY** with a certified copy of the minutes of the governing board of each entity which grants such authority.

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Plans prepared by Plowe Engineering, Inc., dated March 9, 2017, revised May 22, 2017, revised _____ and E. G. Rud & Sons, Inc., dated May 31, 2017, revised _____. The Plans remain subject to: (a) **CITY** Staff's review and approval of the Plans to, among other things, confirm that the revisions requested in the **CITY** Staff's review letter have been made; and (b) such further revisions as the **PERMITTEE** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files. The Plan set includes the following sheets.

   C1: Civil Title Sheet
   C2: Civil Site Plan
   C3: Grading, Drainage, & Erosion Control Plan
   C4: Details
   C4.2: Turn Lane Detail
   C4.3: Turn Lane X-Sections
   C5.1: Stormwater Pollution Prevention Plan
   C5.2: Stormwater Pollution Prevention Plan

L1: Landscape Plan

3. Required Improvements. The improvements the **PERMITTEE** will construct or install are as follows:

a. Parking lot with continuous concrete curb and gutter.
b. Stormwater ponding.
c. Stormwater piping.
d. Turn lanes.
e. Landscaping.

(the "Required Improvements").

The **PERMITTEE** agrees to construct the Required Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. The **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Required Improvements and acceptance by the **CITY**. The **CITY** will not release in its entirety the Required Improvement Financial Guarantee noted in paragraph #4 below until such as-built plans are received by the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Required Improvements.

4. Required Improvement Financial Guarantee. The **PERMITTEE** shall provide a financial guarantee to the **CITY** guaranteeing the construction of the Required Improvements and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of One Hundred Eight Nine Thousand Eight Hundred Seven Dollars and No Cents (**$189,807.00),** which amount is 125% of the **CITY** Engineer's estimated cost of the Stage I Improvements ($151,846 x 1.25). Upon completion of Required Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), acceptance by the **CITY**, supported by appropriate lien waivers, the **PERMITTEE** may request a reduction in the amount of the financial guarantee.

5. Inspection Fees for the Stage I Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Required Improvements. The **PERMITTEE** shall be responsible for an inspection fee in the amount of Seven Thousand Five Hundred Ninety Two Dollars and No Cents (**$7,592.00)**, which amount is 5% of the City Engineer's estimated cost of the Required Improvements ($151,846 x .05). The inspection fee must be in the form of a cash escrow. The **PERMITTEE** may request a refund of the remaining balance in the escrow upon completion of the Required Improvements, acceptance by the **CITY**.

6. Installation of the Required Improvements. The **PERMITTEE** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITEE** must provide the **CITY** with

copies of all necessary permits from other governmental agencies prior to or when the **PERMITTEE** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion of the Required Improvements, the **PERMITTEE** shall provide the **CITY** with a complete set of reproducible "As Built" plans for the Stage I Improvements.

7. Time of Performance for the Required Improvements. The **PERMITTEE** must complete the Required Improvements within one (1) year after the issuance of a Building Permit.

8. Warranty for Required Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of 25% of the cost of the Required Improvements. Said warranty shall be in force for one year following the final acceptance of any required improvements and shall guarantee satisfactory performance of said improvement. The warranty must be in the form of a Letter of Credit in a form acceptable to the **CITY'S** Finance Director or a cash escrow.

9. Street Cleaning and Clean Up. After the street surfacing that is a part of the Stage I Improvements is installed, the **PERMITTEE** shall clear any soil, earth, or debris from the streets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **PERMITTEE'S** responsibility to pay the costs associated with this necessary street cleaning. Invoices from the **CITY** to the **PERMITTEE** for such costs shall be paid within fifteen (15) days of the date of the invoice.

10. Requirements for Building and Occupancy Permits.

    a. No building permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) installed a Class 5 driving surface to within 300 feet of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; c.) the financial guaranty described in Section 6 to the **CITY**; d.) obtained all necessary permits from the Lower Rum River Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY;** and

    b. No occupancy permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water facilities this Contract requires to serve the lot and such utilities and storm water facilities are in place, and operational and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; and

(d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements.

11. **PERMITTEE** Defaults. If the **PERMITTEE** defaults in the performance of one or more of the **PERMITTEE'S** obligations under this Contract, i) the **CITY** gives the **PERMITTEE** thirty (30) days written notice of the default and ii) the **PERMITTEE** fails to cure the default within said thirty (30), then the **CITY** may pursue any and all remedies available at law or in equity including, but not limited to, the following:

a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **PERMITTEE'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **PERMITTEE'S** default creates an immediate risk to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **PERMITTEE** as promptly as possible that the **CITY** is undertaking to perform the **PERMITTEE'S** obligation or obligations. If the **CITY** performs one or more obligations of the **PERMITTEE**, the **PERMITTEE** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **PERMITTEE**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **PERMITTEE** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform the work. This Agreement is a license for the **CITY** to act, and it shall not be necessary for the **CITY** to seek a Court Order for permission to enter the **PERMITTEE** Property. As an alternative to seeking recovery from the **PERMITTEE** or the financial guaranty, the **CITY** may levy special assessments against the **PERMITTEE** Property in accordance with Minnesota Statutes Section 429, and the **PERMITTEE**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **PERMITTEE** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **PERMITTEE** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the proceeds from the financial guaranty to satisfy any judgment the **CITY** obtains against the **PERMITTEE** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

12. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraph or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **PERMITTEE** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **PERMITTEE'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **PERMITTEE** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **PERMITTEE** does comply. Upon the **CITY'S** demand **PERMITTEE** shall cease work until there is compliance.

d. Boulevard and Wetland Restoration. The **PERMITTEE** shall be responsible for the cost of establishing seed in all boulevards within thirty (30) days of the completion of the street improvements, and restoring all other areas disturbed by the development grading operation in accordance

with the approved Grading and Erosion Control plan. The **PERMITTEE** shall be responsible for the cost of cleaning any soil, earth, or debris from the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

e. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Saturday 7:00 a.m. to 10:00 p.m. The **PERMITTEE** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period.

f. Construction Site Maintenance. The **PERMITTEE** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

g. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as fixed amounts, are estimated. The **PERMITTEE** agrees to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

h. Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the project, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall also be paid within said fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

i. Reimbursement to the **CITY**. The **PERMITTEE** agrees to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

j. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official, which authorizes the structure to be used for its intended purposes.

k. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO PERMITTEE:
Trott Brook Hall
Attn: Phil Johnson
17301 Nowthen Blvd NW
Ramsey, MN 55303

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

13. Payment of Development Fee's. The **DEVELOPER** must pay to the **CITY** the fees described on Exhibit B which may include, but are not limited to, Park Land Dedication Fees, Trail Development Fees, and Stormwater Management Fees.

[The remainder of this page is intentionally left blank.]

THE PERMITTEE:

TROTT BROOK HALL

By: _____

Its: _____

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____ , 2017, by _____, the _____ of Trott Brook Hall, a Minnesota non-profit corporation, under the laws of the State of Minnesota on behalf of the company.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By:_____
Its: Mayor

By:_____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2017, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A

Legal Description of the Subject Property

Lot 1, Block 1, TROTT BROOK ADDITION

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **DEVELOPER** is responsible for satisfying applicable Park Dedication requirements. The 2017 Park Dedication Fee applicable to the Plat is $5,000 per acre. **DEVELOPER** must pay a Park Dedication Fee of Ten Thousand Seven Hundred Dollars and No Cents ($5,000 x 2.14 acres = **$10,700.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

2. Trail Development Fees. The **DEVELOPER** is responsible for satisfying applicable Trail Development Fee requirements. The 2017 Trail Development Fee applicable to the Plat is $1,200 per acre. **DEVELOPER** must pay a Trail Development Fee of Two Thousand Five Hundred Sixty Eight Dollars and No Cents ($1,200 x 2.14 acres = **$2,568.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

3. Stormwater Management Fee. The **DEVELOPER** is responsible for satisfying applicable Stormwater Trunk Fee requirements. The 2017 Stormwater Management Fee is $4,714 per acre. **DEVELOPER** must pay a Stormwater Management Fee of Ten Thousand Eighty Eight Dollars and No Cents ($4,714 x 2.14 acres = **$10,088.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-142

A RESOLUTION APPROVING A CONDITIONAL USE PERMIT ALLOWING THE OPERATION OF A RELIGIOUS INSTITUTION IN THE R-1 RESIDENTIAL DISTRICT, SITE PLAN FOR EXPANSION OF AN EXISTING FACILITY, AND FINAL PLAT FOR TROTT BROOK ADDITION

RECITALS

1. Trott Brook Hall (the "Permittee") has properly applied for a Conditional Use Permit, Site Plan, and Sketch Plan and Final Plat to operate a religious institution in the R-1 Residential District, to expand their existing facility, and to incorporate portions of three (3) parcels into one to accommodate the facility expansion on portions of the property legally described as:

   That part of the Southwest Quarter of the Southeast Quarter of Section 3, Township 32, Range 25, Described as follows: Beginning at the southwest corner of said Quarter Quarter, thence north along west line thereof 346.5 feet, thence east parallel with south line of said Quarter Quarter, 132 feet, thence south parallel with west line thereof to said south line, thence west along said south line 132 feet to point of beginning, except north 10 feet thereof, except road subject to easement of record, Anoka County, Minnesota

   -and-

   The Southwest Quarter of Southeast Quarter of Section 3, Township 32, Range 25, except that part described as follows: Commencing at southwest corner of said Quarter Quarter, thence north along west line thereof 346.5 feet to point "A", thence continue north along said west line 86 feet, thence east parallel with south line of said Quarter Quarter 162 feet, thence south parallel with said west line 86 feet, thence west parallel with said south line to a point on a line drawn easterly from said point "A" and 132 feet east of said west line, thence south parallel with said west line to said south line, thence west along said south line 132 feet to point of beginning, also except that part described as follows: commencing at southwest corner of said Quarter Quarter, thence north assumed bearing along west line thereof 678.76 feet, thence north 77 degrees 26 minutes east 877.80 feet to point of beginning, thence north 4 degrees 04 minutes west 181.32 feet, thence north 85 degrees 56 minutes east 320 feet, thence south 4 degrees 04 minutes east 198 feet, thence south 85 degrees 56 minutes west 320 feet, thence north 4 degrees 04 minutes west 16.68 feet to point of beginning, except road subject to easement of record, Anoka County, Minnesota

   -and-

That part of Southwest Quarter of Southeast Quarter of Section 3, Township 32, Range 25, described as follows: Beginning at a point on west line of said Quarter Quarter, 336.50 feet north of Southwest Corner thereof, thence northerly along said west line 86 feet, thence east parallel with south line of said Quarter Quarter, 162 feet, thence south parallel with said west line 86 feet, thence westerly parallel with said south line to point of beginning, except road, subject to easement of record, Anoka County, Minnesota

-Or upon recording-

Lot 1, Block 1, Trott Brook Addition

(the "Subject Property"); and

2. The City of Ramsey received an application for Sketch Plan, Site Plan, Conditional Use Permit, and Final Plat on April 6, 2017.

3. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 117-51 (Conditional Use Permits) of the Ramsey City Code on May 4, 2017, and that said public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.

4. That the Subject Property is currently located in the R-1 Residential (MUSA) zoning district.

5. That the surrounding parcels are also zoned R-1 Residential (MUSA).

6. That the Subject Property is presently approximately 0.94 acres in size and after the proposed Trott Brook Addition Minor Plat, the Subject Property will be approximately 3.71 acres in size.

7. That a Minor Plat and Site Plan are being processed concurrently with the conditional use permit.

8. That, given the business nature of churches (size, traffic, structure and parking needs), the B-1 Business zoning district development standards and fees, which are a better representation of this type of use, will be utilized in reviewing this application.

9. That a religious institution exists on the Subject Property and is considered lawful, non-conforming as it predates the City's current zoning standard of a conditional use in a residential district.

10. That per MN Stat. 462-357 Subd. 1 (e), lawful, non-conforming uses cannot be expanded unless otherwise provided under applicable laws and ordinances.

11. That this conditional use permit will make the church operation a conforming use.

12. That the Planning Commission met on May 4, 2017, conducted a public hearing, and recommended City Council approve the request.

FINDINGS OF FACT

1. That the church operation will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the church operation will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the church operation will be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.

4. That the church operation will not be hazardous to existing or future neighboring uses.

5. That the church operation will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the church operation will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the church operation will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

That the Ramsey City Council hereby grants approval of a Conditional Use Permit (the "Permit"), Site Plan, and Final Plat for TROTT BROOK ADDITION (the "Plat") in accordance with relevant City Codes and authorizes the Mayor and City Clerk to sign on behalf of the City contingent upon the following conditions:

CONDITIONS

1. That this **Permit** shall be perpetual in its duration so long as the conditions imposed herein are complied with.

2. That the permitted uses on the **Subject Property** shall be limited to a religious institution and its associated activities.

3. That this **Permit** shall remain in effect for all of the **Subject Property**. The **Permittee** may expand the building footprint as depicted in Exhibit A without requiring any amendments to this **Permit** but shall not exempt the **Permittee** from any other applicable City Code and Building Code requirements, including, but not necessarily limited to, site plan and building permit review.

4. That no outdoor activities, other than vehicles entering and exiting the **Subject Property**, may occur prior to 7:00 a.m. and after 10:00 p.m., unless otherwise provided through permitting or licensing under applicable City Code. All outdoor activities, regardless of when they occur, shall be subject to the nuisance regulations in City Code.

5. That the **Permittee** shall be responsible for all City of Ramsey (the "City") costs incurred in administering and enforcing this **Permit**.

6. The **City** shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request. In the event the **Permittee** is determined to be in violation of any of the conditions set forth herein, the **City** shall give the **Permittee** written notice of the violation. The **Permittee** shall be given 30 days to correct the violation and submit a written response to the notice.

7. The **Permittee** shall enter into a Development Agreement with the **City** that outlines the required improvements, financial sureties, and development fees.

8. Compliance with the **City** Staff Review Letter dated April 28, 2017, revised June 9, 2017.

The motion for the adoption of the foregoing resolution as duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council, this the 13th day of June, 2017.

Trott Brook Hall hereby acknowledges receipt of this **Permit** and that they have reviewed the conditions of this **Permit** and have agreed that they will comply with the terms of this **Permit**.

By:_____

Its:_____

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

The foregoing was acknowledged before me this _____ day of _____, _____by _____ the _____of Trott Brook Hall, a Minnesota non-profit corporation, on behalf of the corporation.

_____
Notary Public

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this ____ day of _____, _____, before me, a Notary Public, personally appeared Sarah Strommen and JoAnn M. Thieling, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal Corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council and said Sarah Strommen and JoAnn M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

Exhibit A
Insert Site Plan Here

Exhibit B
Insert Final Plat Here

CC Regular Session **7. 4.**

Meeting Date: 06/13/2017

By: Chris Anderson, Community Development

Information

Title:

Adopt Resolution #17-06-126 Approving Conditional Use Permit and Site Plan for Danner's Cabinet Shop, Inc. on the Property Located at 16735 Quicksilver St NW (Project No. 16-37): Case of Danner's Cabinet Shop, Inc.

Purpose/Background:

The City has received an application for a Conditional Use Permit to expand a lawful, nonconforming use on the property located at 16735 Quicksilver St NW (the "Subject Property") along with a Site Plan for a building expansion. Danner's Cabinet Shop, Inc. (the "Applicant") is proposing a small building expansion on the Subject Property to provide additional office space for their operation.

Notification:

Staff attempted to notify all Property Owners within a 350 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

The Subject Property is located in the B-1 General Business District. The surrounding properties are zoned R-1 Residential (Rural Developing) and B-1 General Business. The operation of the cabinet shop on the Subject Property predates the City's Zoning Code and is considered a lawful, nonconforming use (primary use is manufacturing). Expansion of a lawful nonconforming use requires a Conditional Use Permit in this zoning district.

The Applicant is proposing a twenty foot by twenty-five foot (20' x 25') expansion off the west wall of the building to provide additional office space. The proposed expansion appears to meet all minimum building setbacks (thirty-five [35] feet front and rear, and side [when adjacent to residential]) and appears to comply with the thirty-five percent (35%) maximum building coverage for a site as well. However, a Certificate of Survey, prepared by a licensed surveyor, will be necessary to confirm compliance with these standards.

The submitted plans indicate that the exterior finish of the building addition will consist of materials matching the existing building. This includes a manufactured stone veneer, EFIS, and a pre-finished standing seam metal roof. The exterior finish is acceptable; however, the existing exterior finish of the wall consists entirely of a manufactured stone veneer. This discrepancy between existing and proposed conditions will need to be clarified.

The Subject Property is dominated with impervious surfacing currently. However, the proposed building addition would be on an area already paved and thus, there should not be any change in the impervious surface coverage. The lack of pervious area though does present challenges for required landscaping (1 tree per 1,000 square foot of building addition). But, there is sufficient planting space in the right-of-way along Quicksilver Street. Staff would recommend that this area be improved with plantings to provide some screening/buffering for the residential lots across the street, as long as the plantings do not conflict with the Vision Clearance Triangle (intended to keep site lines clear near intersections).

While there is a lot of impervious surface coverage on the Subject Property, parking is somewhat limited. Per the Site Plan, there are twelve (12) parking stalls available. There may also be additional parking available adjacent to the two (2) detached accessory structures on the property. The proposed addition of 500 square feet of office space requires an additional two (2) parking spaces be provided. It appears that this would be possible but does need to be

reflected on the Site Plan for verification.

Presently, the dumpster is positioned in clear view from Quicksilver Street and from the residential properties across the street. With the building expansion, this seems like an opportune time to provide screening for the dumpster so that it is not so evident from the public road or residential homes across the street. This could be in the form of a constructed enclosure or with some evergreen trees in the right-of-way.

The Planning Commission conducted a Public Hearing on the request at their June 1, 2017 meeting and there were no written or verbal comments received.

Alternatives

Alternative 1. Adopt Resolution #17-06-126 granting approval of the Site Plan and Conditional Use Permit for the expansion of a lawful, nonconforming use on the Subject Property. The cabinet shop has been operating in this location for over forty (40) years. While it is tight in terms of expansion, it appears that all minimum setbacks are being met and it also appears that the additional two (2) parking stalls required can fit on site. As long as the Applicant provides a Certificate of Survey from a licensed surveyor that confirms this information and revises the plans as outlined in the Staff Review Letter, Staff supports this option.

Alternative 2. Do not approve the request for a Conditional Use Permit and Site Plan to expand a lawful, nonconforming use on the Subject Property. If the building expansion is not authorized, it may result in the business looking at alternative locations. It seems to have coexisted with the adjacent residential properties fairly well over the decades. The proposed expansion would provide additional office space, which is a permitted use in this zoning district, and thus, as long as the Applicant complies with the Staff Review Letter, Staff would not support this alternative.

Funding Source:

All costs associated with this request are the responsibility of the Applicant.

Recommendation:

The Planning Commission recommends approving Resolution #17-06-126 granting Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use at 16735 Quicksilver Street NW.

Action:

Motion to approve Resolution #17-06-126 granting Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use at 16735 Quicksilver Street NW subject to review and approval as to legal form by the City Attorney.

Attachments

Site Location Map
Site Plan
Building Elevations
Photoes of Existing Building
Staff Review Letter
DRAFT Planning Commission Minutes Dated June 1, 2017
Resolution 17-06-126

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Chris Anderson	06/07/2017 11:50 AM

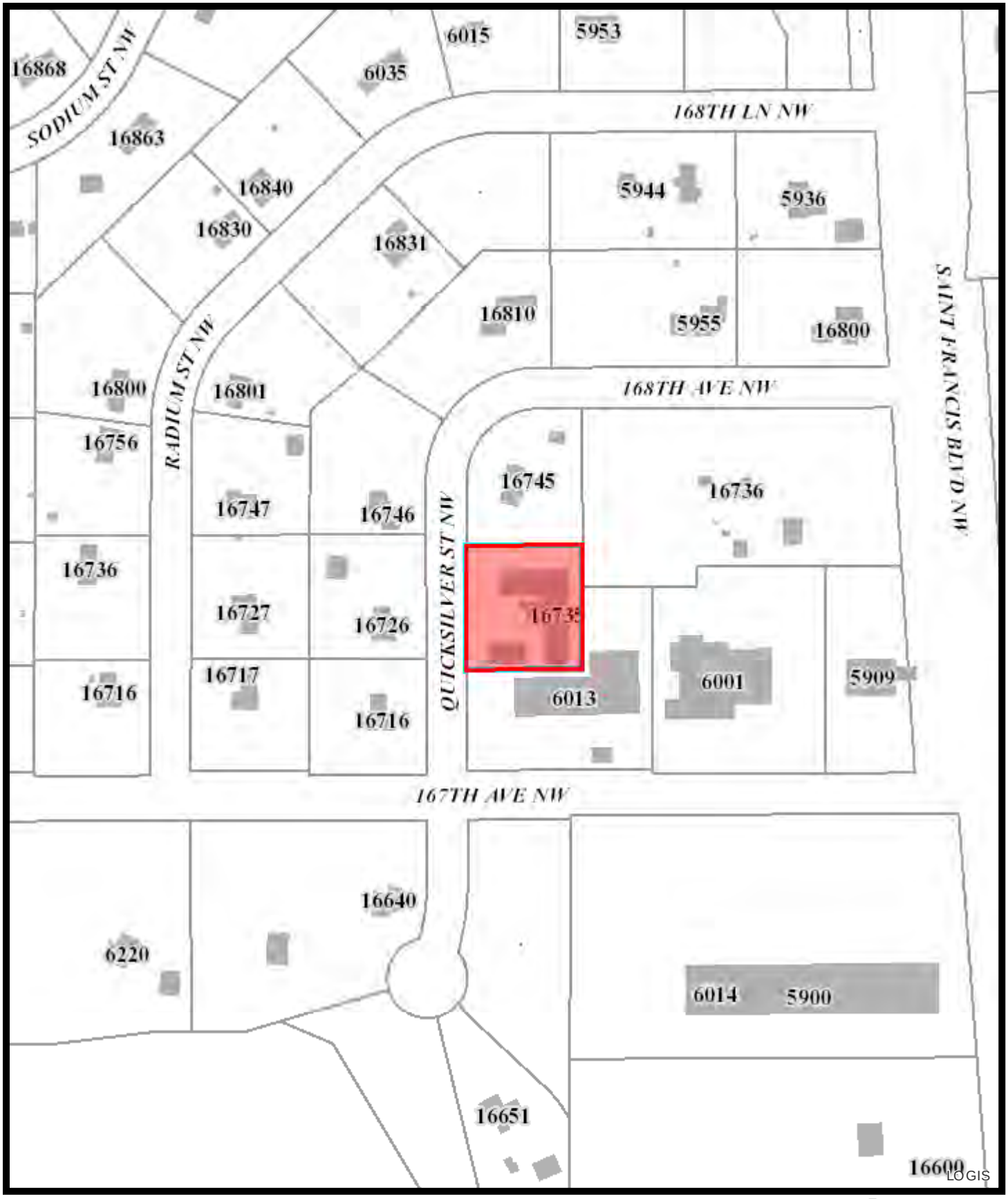
Chris Anderson	JoAnn Shaw	06/07/2017 11:57 AM
Tim Gladhill (Originator)	JoAnn Shaw	06/07/2017 11:57 AM
Tim Gladhill (Originator)	Tim Gladhill	06/07/2017 12:50 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:27 PM

Form Started By: Tim Gladhill Started On: 06/06/2017 08:10 AM

Final Approval Date: 06/08/2017

Site Location Map

11-32-25-31-0037
16735 QUICKSILVER ST NW



Feet
0 50100 200 300 400

Print Date: April 28, 2017

ADDRESS:
16735 Quicksilver Street NW
Ramsey, MN 55303-0000

PROPERTY ID:
11-32-25-31-0037

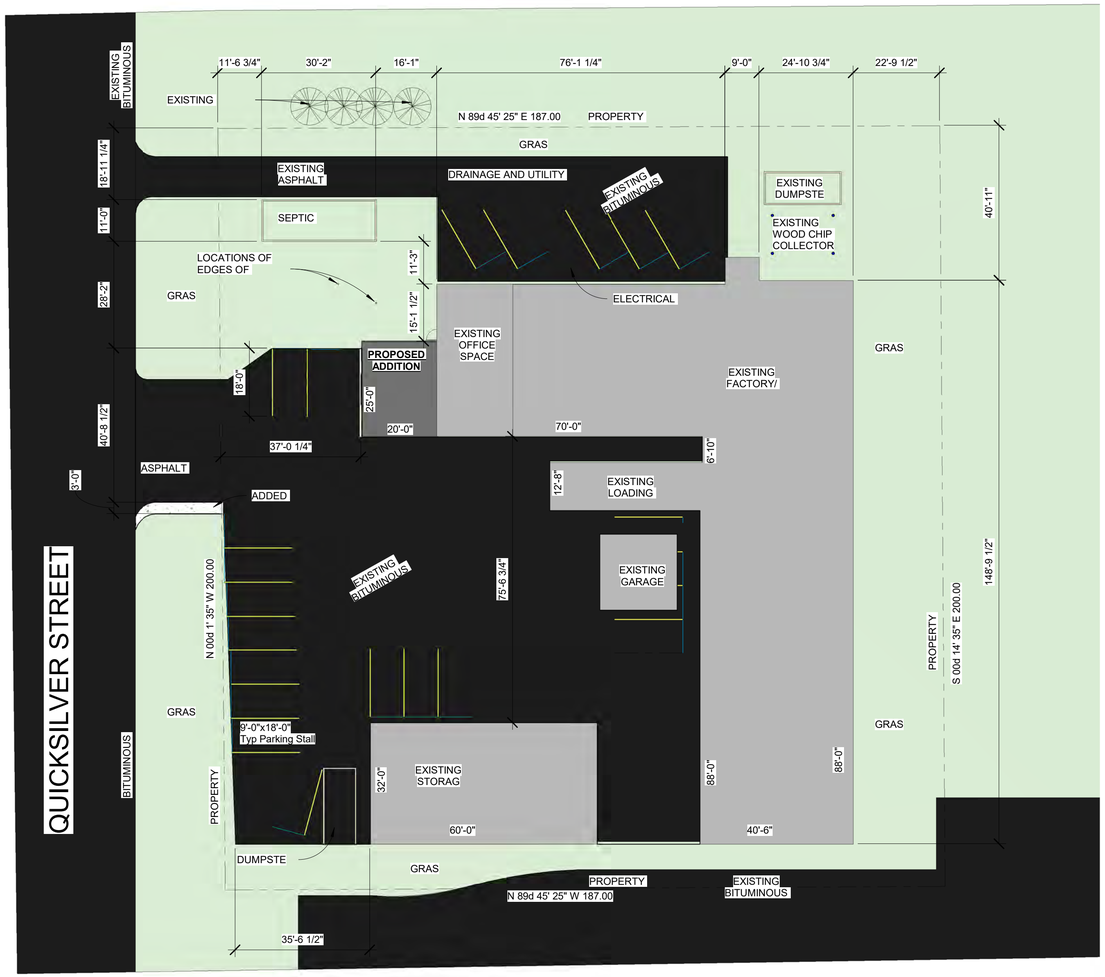
LEGAL DESCRIPTION:
The N 200 Ft of the West 187 Ft of
Lot 3 Block 7 Klemish Addition Subj
to East of Rec

DRAWING INDEX

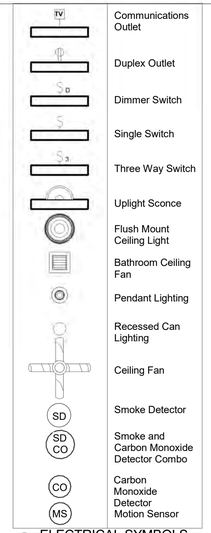
A000 SITE/ INFORMATION
A100 FLOOR PLANS
A101 FLOOR PLANS
A200 REFLECTED CEILING PLANS
A300 ELEVATIONS
A301 ELEVATIONS

Project Description					
20'-0"x25'-0" Addition to existing Office/ Factory/ Warehouse for Display and Office Purposes					
Construction Type		Type V B Combustible, Unprotected, Non-Sprinklered			
Building Elements Fire Resistance Rating- Table 601		# Hours			
Primary Structural Frame		0			
Bearing Walls-	Exterior	0			
	Interior	0			
Non-bearing Walls	Exterior (Table 602) 10<X<30	0			
	Interior	0			
Floor Construction- Secondary Members		0			
Roof Construction- Secondary Members		0			
Occupancy Group		I4 Institutional Child Care Center (Day Care)			
Business, F-1, Storage					
Building Heights and Areas (Table 503)	Area	Floors	Sprinkler Increase	Total	
Allowable (F-1)	14,500 sf	2	0x	8,500 sf	
Actual	10,473 sf (out to out)	1		10,473sf	
Out Building	1,920 sf	1		1,920 sf	
				12,393	
Occupant Loads	Table 1004.1.2 Day Care)				
Maximum Floor Area Allowances per Occupant Space Function	Ratio Area:Occupant	Area	Occupants		
Office	1:100	1,331	14		
Storage	1:500	11,062	23		
Total		12,393	37		
In the 30 Years of Occupants					
Egress Travel- Distances					
Common Path of Egress Travel Distance- (Table 1014.3)		75'-0"	(See Plan For Actual)		
Spaces with 1 Exit Access -(Table 1015.1) Maximum Occupant Laod=		30	(See Plan For Actual)		
Exit Access Travel Distance (Table 1016.2)(2 Exits)		200'-0"	(See Plan For Actual)		
Fire Protection- Sprinklers					
The Existing Building does not have a Sprinkler system.					
Security					
Security and Sound- submit shop drawings and bid as a separate project cordinated by Owner.					
Accessibility					
Minnesota Accessibility Code 2015					
Building Conservation					
Minnesota Energy Code 2015 Table 5.5-6 Building Envelope Requirements for Southern Minnesota Climate Zone 6					
Roof- Wood Trusses	U- 0.043	R-23.0 ci			
Walls Above Grade- Wood Frame	U- 0.064	R-13 ci + R-3.8 ci			
Walls Below Grade	C- 0.085	R-10 ci			
Slab on Grade Heated	U- 0.038	R-10 to footing			
Opaque Doors Swinging	U- 0.7				
	% Glazed	U Fixed	SHGC		
Vertical Glazing North Wall	%	0.57	0.49		
East Wall	%	0.57	0.39		
South	%	0.57	0.39		
West	%	0.57	0.39		
Building Program Requirements					

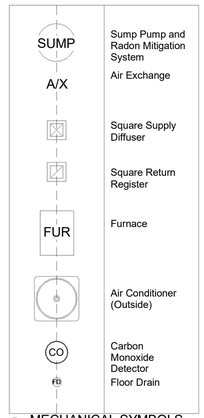
Project Description
1/2" = 1'-0"



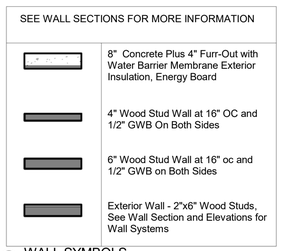
1 Site Plan
1" = 20'-0"



ELECTRICAL SYMBOLS
1/4" = 1'-0"



MECHANICAL SYMBOLS
1/4" = 1'-0"



WALL SYMBOLS
1/4" = 1'-0"

REVISIONS	date

INSPIRE ARCHITECTS
465 148TH AVENUE NE
HAM LAKE MN 55304
Jeff@ArchitectMN.com
763-807-1044
WWW.ARCHITECTMN.COM

The information contained herein may not be used or copied in any manner without the written permission of InSpire Architects.

I hereby certify that this plan,specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota
Print Name: Jeffrey Hafferman AIA NCARB
Signiture: Jeffrey R. Hafferman
4/26/2017 12:25:37 AM
License # 44333

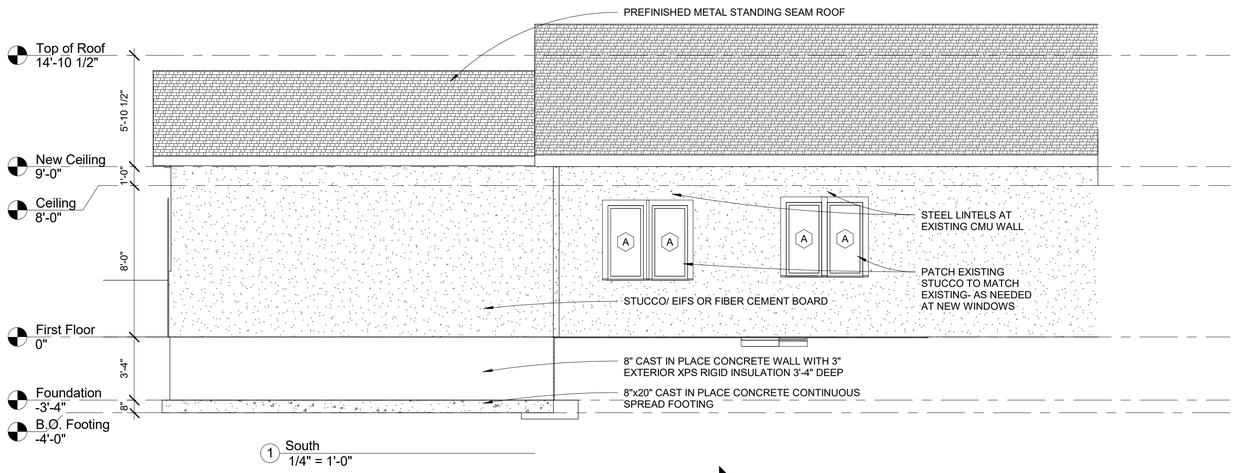
Sheet Title: INFORMATION
Project Name: Danners Cabinet Shop
16735 Quicksilver St NW Ramsey MN 55303

Project number 2014-047
Date 4/26/2017 12:25:37 AM
Drawn by jrh
Checked by jrh

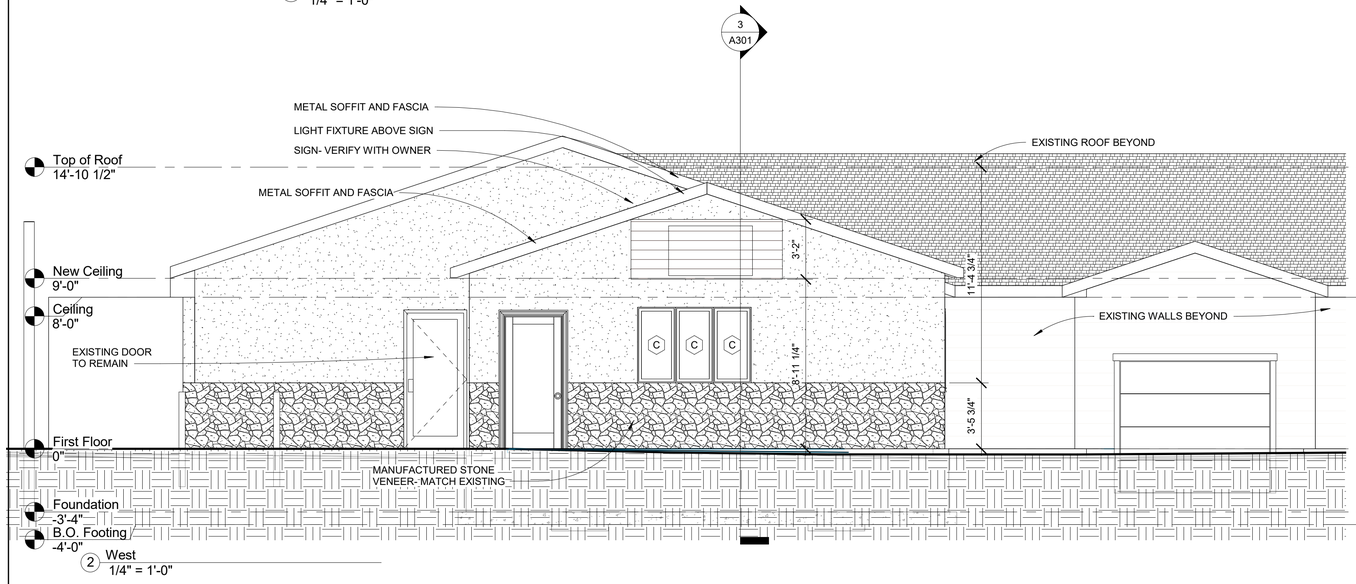
A000

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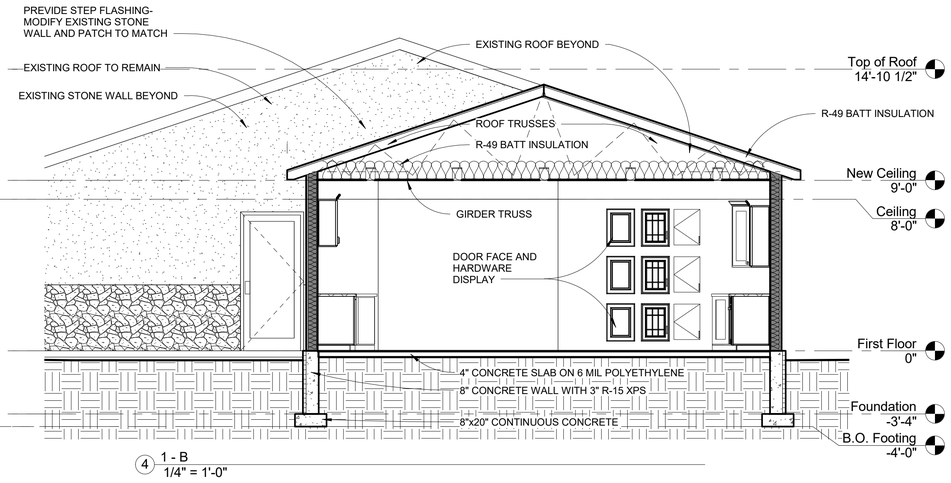
SIDING AND MANUFACTURER AS SELECTED BY OWNER/ CONTRACTOR



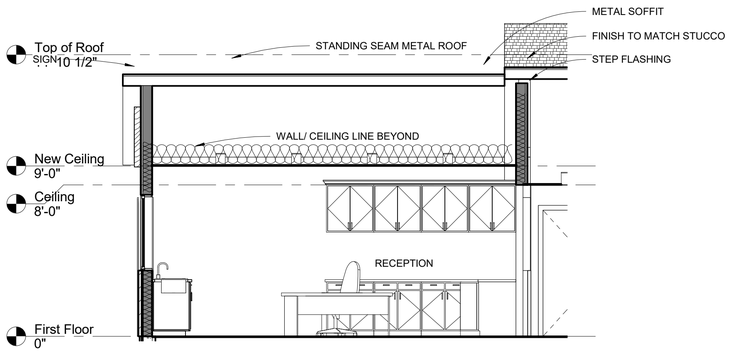
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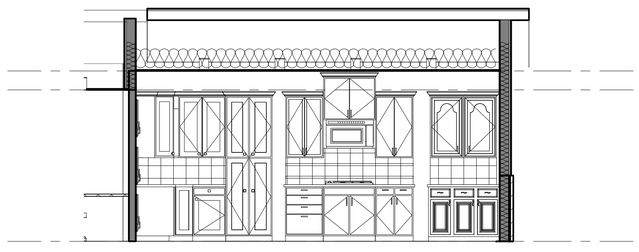
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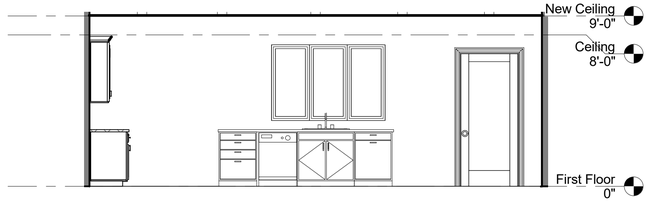
4 1 - B
1/4" = 1'-0"



3 1 - A
1/4" = 1'-0"



5 1-C
1/4" = 1'-0"



6 1 - D
1/4" = 1'-0"

REVISIONS	date
6 FOUNDATION HEIGHT	
11 LEDGER BOARD	
14B EGRESS WINDOW	

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I hereby certify that this plan,specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota
Print Name: Jeffrey Hafferman AIA NCARB
Signiture:
Jeffrey R. Hafferman
4/26/2017 12:25:40 AM
License # 44333

Sheet Title: ELEVATIONS

Project Name: Danners Cabinet Shop
16735 Quicksilver St NW Ramsey MN 55303

copywrite © InSpire Architects Inc 2016

Project number	2014-047
Date	4/26/2017 12:25:40 AM
Drawn by	Author
Checked by	Checker

A300









CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 26, 2017	**PROJECT ADDRESS**	16735 QUICKSILVER ST NW
PROJECT. TITLE	DANNER'S CABINET SHOP, INC.: CUP AND SITE PLAN		
ESCROW #	115687		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Chris Anderson Phone: 763-433-9817 Email: canderson@cityoframsey.com		

Conditional Use Permit and Site Plan Review

We offer the following comments regarding the Conditional Use Permit (CUP) and Site Plan submittal for Danner's Cabinet Shop, Inc. as it relates to the City's Zoning Code. The plan set consists of six (6) sheets (A000, A100, A101, A200, A300 and A301) prepared by Inspire Architects and dated April 26, 2017.

Staff provides the following comments on the Plan Set that require revision:

Sheet A000:

1. Add a calculations table to specify total existing square footage of building coverage, proposed square footage of new building, and total percentage of building coverage on the site.
2. Add background info on existing uses in building. More specifically, identify how much square footage of the building is for manufacturing/storage versus square footage for office type uses. This info is necessary to determine whether there is sufficient parking available on site per City Code.
3. General clean up is needed on the labels (misspellings), the line work and data is not legible with the black background. Change the background color and/or fill type.
4. Plan sheet has a label stating "Location of Edges of". What is that referring to? Clarify on plan sheet.
5. Two (2) additional parking spaces are required based on the proposed 500 square feet of new office space. This can be accomplished via 'proof of parking' but must be shown on the Site Plan.

Sheet A300:

1. The exterior finish of the existing front façade is all stone veneer. Update the plan set to correctly reflect this (currently shows a combination of stone veneer and EFIS). Alternatively, add note to plan set that states that exterior finish will be updated as shown on the west elevation on this plan sheet.

2. Septic location must be protected throughout construction. Add that note (and barrier) to plan set.
3. Septic system must be evaluated to ensure sufficient capacity to accommodate the proposed building expansion.
4. The building expansion may require fire suppression. Coordinate with the Building Official for this determination.

Staff provides the following comments for general review of applications:

Conditional Use Permit

In accordance with the B-1 General Business District standards, the submittal includes an application for a Conditional Use Permit for (CUP) for the expansion of a lawful, nonconforming use (manufacturing) for additional office space. The cabinet shop has been in operation on the site prior to the adoption of the City's Zoning Code and is considered lawful, nonconforming. Based on aerial imagery, the majority of the site already consists of impervious surfaces (asphalt and rooftops). There appears to be very little room left for further improvements. However, the proposed expansion is relatively minor and does not appear to be adding any additional impervious area (the expansion area is already paved). Furthermore, the expansion appears to be for additional office space, a use that is permitted in the B-1 General Business District. If it can be demonstrated that off-street parking standards can still be met, Staff does not object to the proposed expansion or the Conditional Use Permit.

Site Plan

General. The project proposes an expansion of approximately 500 square feet (20' x 25') off the western wall of the existing building. The expansion appears to be for additional office space. The plan submittal indicates that the exterior finish of the building addition would consist of EFIS and manufactured stone veneer to match the exterior finish of the existing building.

Exterior Finish. City Code Section 117-114 (B-1 General Business District) outlines acceptable exterior wall finishes, which include face brick, stucco, glass, wood, natural stone, specifically designed pre-cast concrete units whose surfaces have been integrally treated with an applied decorative material or texture, or other materials as approved by the City. The proposed exterior finish of EFIS and manufactured stone veneer would be acceptable. However, the existing exterior finish of the front façade consists entirely of stone veneer. This discrepancy needs to be corrected on the plan set or a note needs to be added stating that existing finish on the western building face that will remain visible from the street will be updated to match the proposed finish of the addition.

Building, Parking, and Maneuvering Setbacks. The proposed building expansion appears to be meet or exceed all required setbacks. ***However, a Certificate of Survey, prepared by a licensed surveyor, must be completed and submitted for review to verify compliance with setbacks, building coverage, and other bulk standards per City Code Section 117-54. – Site Plan Review (b) (1) c.***

No new surfacing or expansion of parking areas is proposed.

Landscaping. One (1) tree per 1,000 square feet of additional building footprint is required. Staff acknowledges that there are limited planting locations available on site. However, there is space in the public road right-of-way to accommodate some plantings. This is an opportunity to provide a bit of buffer or screening for the residential lots across the street and Staff would recommend that several trees be planted in this greenspace. Trees shall be a minimum of two and a half inches (2.5") in diameter (deciduous) or six (6) feet in height (coniferous). **A landscaping plan, including planting details, shall be provided.**

Off-Street Parking.
Off-street parking requirements are based on the uses within a building. More detailed information is required (as was noted under the specific sheet revisions) to determine whether the minimum standards are being met. Note that for every 300 square feet of office space, one (1) parking stall is required and for each 1,000 square feet of industrial (manufacturing and storage), one (1) parking stall is required. The proposed building addition appears to be for office space, which would result in the need to provide for two (2) additional parking spaces in accordance with City Code Section 117-356 (b). This could be accomplished through proof of parking but must be illustrated on the Site Plan.

Septic Compliance. The Applicant will need to coordinate with the Building Division to verify that the existing septic system has sufficient capacity to accommodate the additional building square footage. If not, the septic system will need to be expanded to remain compliant with local and state rules.

Fire Suppression. The Applicant shall coordinate with the Building Division to determine whether the building expansion will require fire suppression. If so, that shall be addressed at the time of Building Permit application.

Miscellaneous. Staff would like to recommend that in conjunction with this Site Plan that the Applicant explore enclosing or screening the garbage dumpster(s) from view from the public road and adjacent residential properties. Presently, there is a dumpster in full view from Quicksilver Street. A constructed enclosure or planting some evergreen would aid in screening the dumpster from the residential properties and from view from the public road.

Other Permits. It does not appear that this project will trigger review by the Lower Rum River Watershed Management Organization, as it will disturb less than one (1) acre.

5.01: Public Hearing: Consider Request for Conditional Use Permit for Danner's Cabinet Shop, Inc. on the Property located at 16735 Quicksilver Street NW (Project No. 16-37); Case of Danner's Cabinet Shop, Inc.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:02 p.m.

Presentation

City Planner Anderson presented the staff report stating the City has received an application for a Conditional Use Permit to expand a lawful, nonconforming use on the property located at 16735 Quicksilver St NW (the "Subject Property") along with a Site Plan for a building expansion. Danner's Cabinet Shop, Inc. (the "Applicant") is proposing a small building expansion on the Subject Property to provide additional office space for their operation. Staff reviewed the request in detail with the Commission and recommended approval of the Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use.

Citizen Input

Commissioner Anderson questioned where the septic system was located.

City Planner Anderson reviewed the location of the mound septic system on an aerial photo.

Troy Danner, 16735 Quicksilver Street NW, thanked the Commission for their consideration. He stated he was hoping to add showroom space to his property.

Commissioner VanScoy asked if the additional landscaping was a concern to the applicant.

Mr. Danner stated he did not object to any of the proposed landscaping.

Commissioner VanScoy questioned how many years Danner's Cabinet Shop had been in business.

Mr. Danner stated he was the third-generation owner and was celebrating 50 years in business.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Anderson, Gengler, and Nosan. Voting No: None. Absent: Brauer.

Chairperson Bauer closed the public hearing closed at 7:11 p.m.

Commission Business

DRAFT

Motion by Commissioner Anderson, seconded by Commissioner Surma, to recommend that City Council adopt Resolution #17-06-126 granting Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use at 16735 Quicksilver Street NW.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Gengler, Nosan, and VanScoy. Voting No: None. Absent: Brauer.

DRAFT

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-126

A RESOLUTION APPROVING A SITE PLAN AND A CONDITIONAL USE PERMIT FOR THE EXPANSION OF A LAWFUL NONCONFORMING USE IN THE B-1 GENERAL BUSINESS DISTRICT FOR DANNER'S CABINET SHOP, INC.

RECITALS

1. Danner's Cabinet Shop, Inc. (the "Permittee") has properly applied for approval of a Site Plan and Conditional Use Permit for the expansion of a lawful, nonconforming use (manufacturing) in the B-1 General Business District on the property legally described as:

   The north 200 feet of the west 187 feet of Lot 3, Block 7, Klemish Addition,
   Subject to Easement of Record, Anoka County, Minnesota

   (the "Subject Property"); and

2. The City of Ramsey received an application for Site Plan and Conditional Use Permit review on April 26, 2017.

3. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 117-51 (Conditional Use Permits) of the Ramsey City Code on June 1, 2017, and that said public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.

4. That the Subject Property is currently located in the B-1 General Business District.

5. That the surrounding parcels to the south and southeast are also zoned B-1 General Business and the parcels to the west, north, and northwest are zoned R-1 Residential (Rural Developing).

6. That the Subject Property is presently approximately 0.85 acres in size.

7. That a Site Plan is also being processed concurrently with the conditional use permit.

8. That the cabinet manufacturing business exists on the Subject Property currently and is considered lawful, non-conforming as it predates the City's Zoning Code and zoning districts.

9. That per MN Stat. 462-357 Subd. 1 (e), lawful, non-conforming uses cannot be expanded unless otherwise provided under applicable laws and ordinances.

10. That City Code Section 117-114 (B-1 General Business District) (c) (Conditional Uses) includes: Expansion or enlargement of lawful nonconforming uses.

11. That the proposed building addition appears to comply with the bulk standards outlined in City Code Section 117-114 (B-1 General Business District).

12. That the Planning Commission met on June 1, 2017, conducted a public hearing, and recommended City Council approve/deny the request.

FINDINGS OF FACT

1. That the expansion of the lawful, nonconforming use will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the expansion of the lawful nonconforming use will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the expansion of the lawful nonconforming use on the Subject Property will be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.

4. That the expansion of the lawful nonconforming use will not be hazardous to existing or future neighboring uses.

5. That the expansion of the lawful nonconforming use will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the expansion of the lawful nonconforming use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the expansion of the lawful nonconforming use will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

That the Ramsey City Council hereby grants approval the Site Plan and Conditional Use Permit (the "Permit") for the expansion of a lawful nonconforming use with the following conditions:

CONDITIONS

1. That this **Permit** shall be perpetual in its duration so long as the conditions imposed herein are complied with.

2. That the **Permit** is explicitly for the expansion of a lawful nonconforming use on the **Subject Property**.

3. That the **Permittee** shall provide a Certificate of Survey of the **Subject Property** prior to issuance of a Building Permit to verify that all setbacks, parking, landscaping, and building coverage standards are in accordance with City Code.

4. That this **Permit** shall remain in effect for all of the **Subject Property**. The **Permittee** may not expand the building footprint beyond what is depicted in Exhibit A without amending this **Permit**.

5. That the **Permittee** shall be responsible for all City of Ramsey (the "City") costs incurred in administering and enforcing this **Permit**.

6. The **City** shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request. In the event the **Permittee** is determined to be in violation of any of the conditions set forth herein, the **City** shall give the **Permittee** written notice of the violation. The **Permittee** shall be given 30 days to correct the violation and submit a written response to the notice.

7. The Permittee shall amend the Site Plan to comply with the **City** Staff Review Letter dated May 22, 2017.

The motion for the adoption of the foregoing resolution as duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council, this the 13th day of June, 2017.

Danner Properties LLC hereby acknowledges receipt of this **Permit** and that they have reviewed the conditions of this **Permit** and have agreed that they will comply with the terms of this **Permit**.

By:_____

Its:_____

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

The foregoing was acknowledged before me this _____ day of _____, _____by _____ the _____ of Danner Properties LLC, a Limited Liability Company (Domestic), on behalf of the corporation.

_____
Notary Public

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this ____ day of _____, _____, before me, a Notary Public, personally appeared Sarah Strommen and JoAnn M. Thieling, to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal Corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council and said Sarah Strommen and JoAnn M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

Exhibit A
Insert Site Plan

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 5.**

Meeting Date: 06/13/2017

By: Chris Anderson, Community Development

Information

Title:

Consider Approvals related to Homestead Road Addition (Project #16-32); Case of CTW Group

1. Final Plat
2. Development Agreement
3. Rain Garden Maintenance Agreement

Purpose/Background:

The City has received an application from CTW Group, Inc. (the "Applicant") seeking final plat approval for a proposed three (3) lot subdivision on the property located at 7131 166th Ave NW (the "Subject Property"). There is an existing dwelling on the proposed Lot 2 that would remain with two (2) new, buildable lots being created, one on each side of the existing dwelling. The Planning Commission reviewed the Sketch Plan at their November 3, 2016 meeting and reviewed the Variance request and Preliminary Plat at their April 6, 2017 meeting. The City Council approved the Preliminary Plat at its April 25, 2017 meeting.

Notification:

City Staff attempted to notify all property owners within 700 feet of the Subject Property of the request via U.S. mail and published a notice of public hearing in the Anoka Union Herald, the City's official newspaper, regarding the Preliminary Plat and Variance requests.

Observations/Alternatives:

The Subject Property is zoned R-1 Residential (MUSA) and is approximately eight (8) acres in size. The Subject Property is adjacent to 1/4 acre residential lots to the east and north (Brookfield development), a four (4) acre parcel to the west that is all wetland and owned by the City, and larger lot residential parcels south of 166th Ave, also within the R-1 Residential (MUSA) District. A significant portion of the Subject Property consists of wetlands and a large portion is also within the Floodway District as well.

All three (3) lots meet or exceed the lot size and lot width standards for the R-1 Residential (MUSA) District. City Code requires a minimum lot depth of 100 feet, and a width of sixty (60) feet (e.g. 6,000 square feet of buildable area) that is not encumbered by wetland, wetland setback area, floodway, or steep slopes. Lots 1 and 3 are slightly deficient regarding this standard, with Lot 1 being deficient 268 square feet and Lot 3 being deficient seventy-eight (78) square feet. As part of the Sketch Plan review, the deficiency was noted on Lot 1, with the understanding that a variance would be necessary. The deficiency on Lot 3 comes as a result of the Applicant shifting the proposed home location further south based on public comments provided as part of the Sketch Plan review. The Planning Commission approved the Variance request in April of this year.

The proposed subdivision does not include the construction of any new roads or sidewalks. Each of the three (3) lots will be accessed from 166th Ave. There is existing sidewalk along the north side of this road that was installed

as part of the reconstruction of 166th Ave NW. The sidewalk terminates just east of the western boundary of the Subject Property due to the presence of wetland.

The Applicant is proposing two (2) rain gardens to address the Lower Rum River Watershed Management Organization's infiltration requirements. Staff is not opposed to this approach but additional details are required on each of the rain gardens as outlined in the Staff Review Letter.

The Environmental Policy Board (EPB) reviewed the Tree Preservation Plan and the request for a variance to the lot depth standard at their March meeting. The EPB recommended approval of the Tree Preservation Plan contingent upon compliance with the Staff Review Letter. The EPB also recommended approval of the variance request, as they felt that there would still be viable buildable area for the future homeowners to install features such as a deck and/or reasonably sized accessory building without encroaching into the required wetland, wetland setback of floodway.

The proposed three (3) lot single family residential subdivision is a reasonable use of the property and appears to be generally compatible with the surrounding neighborhood. Each of the three lots would still be two (2) plus acres in size, albeit much of that consisting of wetland area, which is larger than the abutting parcels to the north and east and the parcel to the west, owned by the City, is essentially all wetland too. The Subject Property is rather unique with respect to the overall abundance of area encumbered by wetland and floodplain and the fact that five (5) sets of utility stubs were provided as part of a previous road reconstruction project (and only three [3] are proposed to be used).

Alternatives:

Alternative 1: Approve the Final Plat for Homestead Road Addition. This is a challenging site to work with based on the amount of wetland and floodplain and the proposed subdivision seems a reasonable use of the property. The Final Plat is consistent with the approved Preliminary Plat. Thus, Staff supports this alternative.

Alternative 2: Do not approve the Final Plat. Staff is of the opinion that the Applicant has been reasonable with the proposed subdivision rather than attempting to fully utilize all five (5) sets of utility stubs. Additionally, the Planning Commission did approve a Variance to lot depth for Lots 1 and 3, contingent upon approval of the Preliminary Plat. The Final Plat is consistent with the Preliminary Plat, which the City Council approved in April and therefore, Staff does not support this alternative.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. There are no City funds proposed to be utilized for the construction of this project.

Recommendation:

Staff recommends approval of the Final Plat, Development Agreement, and Maintenance Agreement contingent upon compliance with the Staff Review Letter and subject to review and approval as to legal form by the City Attorney.

Action:

Motion to adopt Resolution #17-06-137 granting approval of the Final Plat, Development Agreement, and Rain Garden Maintenance Agreement for Homestead Road Addition, subject to review and approval as to legal form by the City Attorney and verification of the Lateral Benefit Charge for both sewer and water.

Attachments

Site Location Map

Plan Set

Staff Review Letter

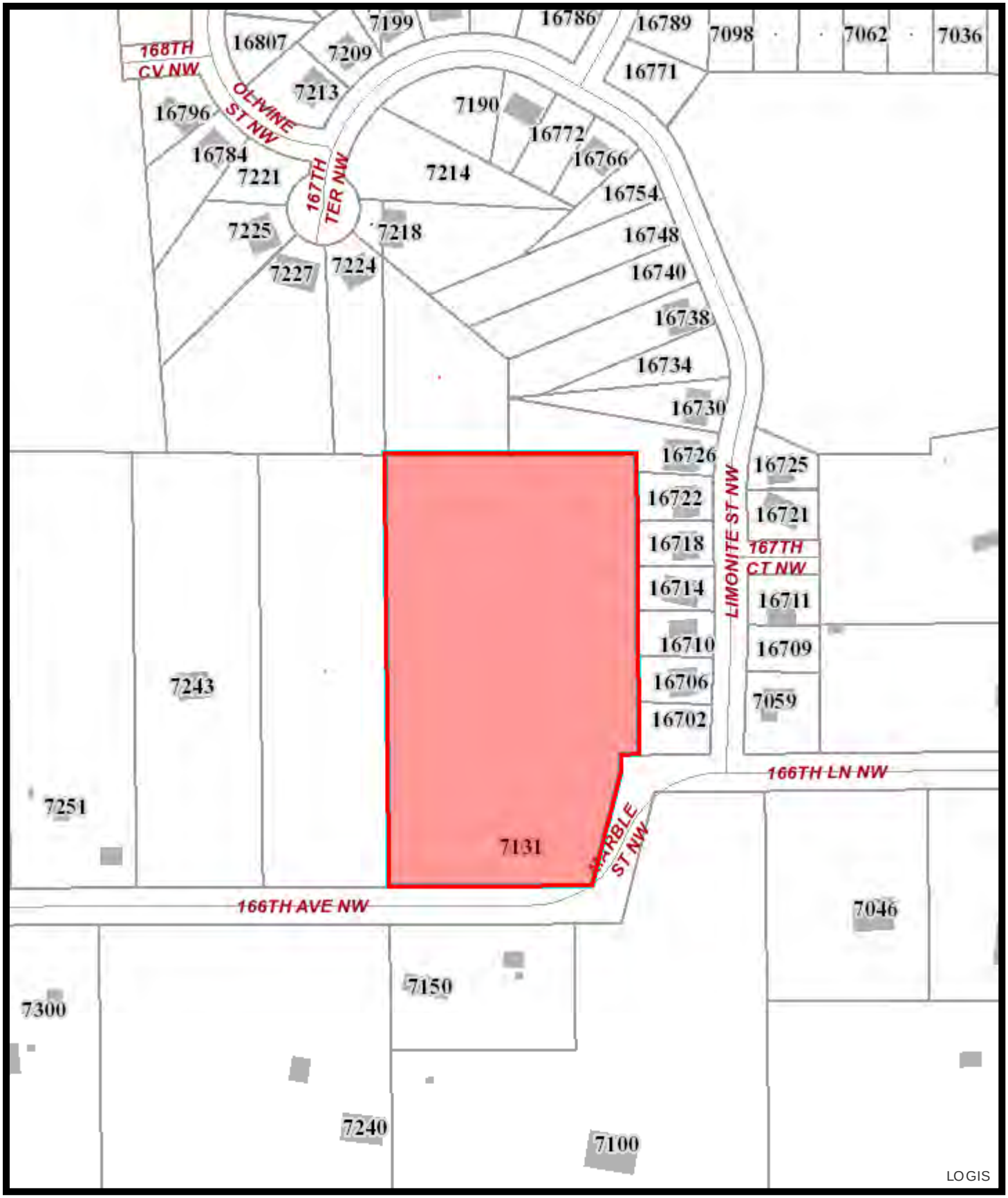
November 3, 2016 Planning Commission Meeting Minutes
March 20, 2017 EPB Meeting Minutes
April 6, 2017 Planning Commission Meeting Minutes
April 25, 2017 City Council Meeting Minutes
Maintenance Agreement for Rain Gardens
Development Agreement
Resolution #17-06-137

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/08/2017 02:23 PM
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:33 PM
Form Started By: Chris Anderson		Started On: 06/06/2017 08:41 AM
Final Approval Date: 06/08/2017		

10-32-25-33-0002
7131 166TH AVE NW

Site Location Map

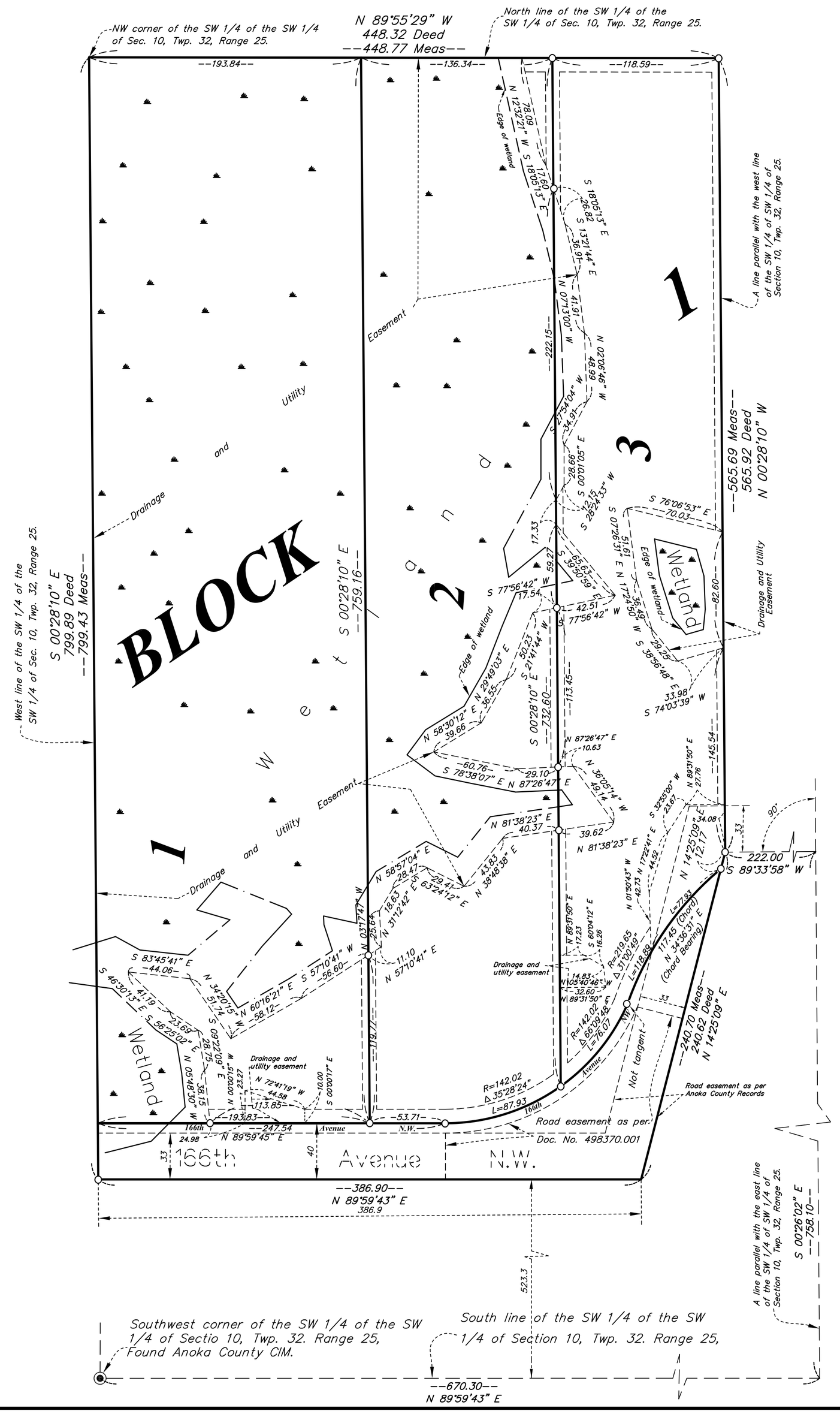


Feet
0 60 120 240 360 480

Print Date: October 6, 2016

HOMESTEAD ROAD SUBDIVISION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 10, T. 32, R. 25

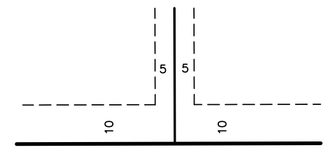


GRAPHIC SCALE

50 0 25 50 100

(IN FEET)

DRAINAGE AND UTILITY EASEMENTS SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING STREET AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THE PLAT.

LEGEND

- ● DENOTES IRON PIPE MONUMENT FOUND
- ○ DENOTES SET 1/2 INCH IRON PIPE WITH CAP MARKED R.L.S. 42379.
- ◉ DENOTES ANOKA COUNTY MONUMENT.
- DENOTES WETLANDS SHOWN THAT WERE DELINEATED BY SVOBODA ECOLOGICAL RESOURCES, DECEMBER 2015.

BEARING NOTE

FOR THE PURPOSE OF THIS PLAT, THE SOUTH LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 10, TWP. 32, RGE. 25, IS ASSUMED TO HAVE A BEARING OF NORTH 89 DEGREES 59 MINUTES 43 SECONDS EAST.

KNOW ALL PERSONS BY THESE PRESENTS: That CTW Group, Incorporated, a Minnesota corporation, owner of the following described property:

That part of the Southwest Quarter of the Southwest Quarter, Section 10, Township 32, Range 25, Anoka County, Minnesota described as follows:
Commencing at a point in the south line of said Southwest Quarter of the Southwest Quarter distant 670.30 feet east of the Southwest corner of said Southwest Quarter of the Southwest Quarter; thence North, parallel with the east line of said Southwest Quarter of the Southwest Quarter a distance of 758.10 feet; thence at a right angle West a distance of 222.00 feet, to the actual point of beginning of the tract of land to be described; thence northerly, parallel with the west line of said Southwest Quarter of the Southwest Quarter, a distance of 565.92 feet to the north line of said Southwest Quarter of the Southwest Quarter; thence westerly along the north line of said Southwest Quarter of the Southwest Quarter a distance of 448.32 feet to the northwest corner of said Southwest Quarter of the Southwest Quarter; thence southerly along the west line of said Southwest Quarter of the Southwest Quarter a distance of 799.89 feet to the intersection with the north line of the south 523.30 feet of said Southwest Quarter of the Southwest Quarter; thence East, along said north line of the south 523.30 feet, a distance of 386.90 feet to the northeast corner of the west 386.90 feet of the said south 523.30 feet of the Southwest Quarter of the Southwest Quarter; thence northeasterly 240.62 feet, to the actual point of beginning.

Have caused the same to be surveyed and platted as HOMESTEAD ROAD SUBDIVISION and do hereby dedicate to the public for public use the drainage and utility easements as shown on this plat.

In witness whereof said CTW Group, Incorporated, a Minnesota corporation, has caused these presents to be signed by its proper officers this _____ day of _____, 20_____.

Signed: CTW Group, Incorporated

_____
Andrey Sokurec, President

_____
Alexander Delendik, Vice President

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on_____, 20___ by Andrey Sokurec, President, and Alexander Delendik, Vice President, of CTW Group Inc., a Minnesota Corporation, on behalf of the corporation.

_____

_____
Notary Public, _____ County, Minnesota

My Commission Expires _____

I Thomas M. Bloom do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____day of _____20____.

_____
Thomas M. Bloom, Licensed Land Surveyor
Minnesota License Number 42379

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on_____, 20___ by Thomas M. Bloom.

_____

_____
Notary Public, _____ County, Minnesota

My Commission Expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of HOMESTEAD ROAD SUBDIVISION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

By _____ Mayor By_____City Clerk

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20____.

_____
Larry D. Hoium, Anoka County Surveyor

COUNTY AUDITOR/TREASURER
Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___.

_____
Property Tax Administrator

By_____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES
County of Anoka, State of Minnesota

I hereby certify that this plat of HOMESTEAD ROAD SUBDIVISION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20___, at _____o'clock ____.M. and was duly recorded in Book _____ Page _____ as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy

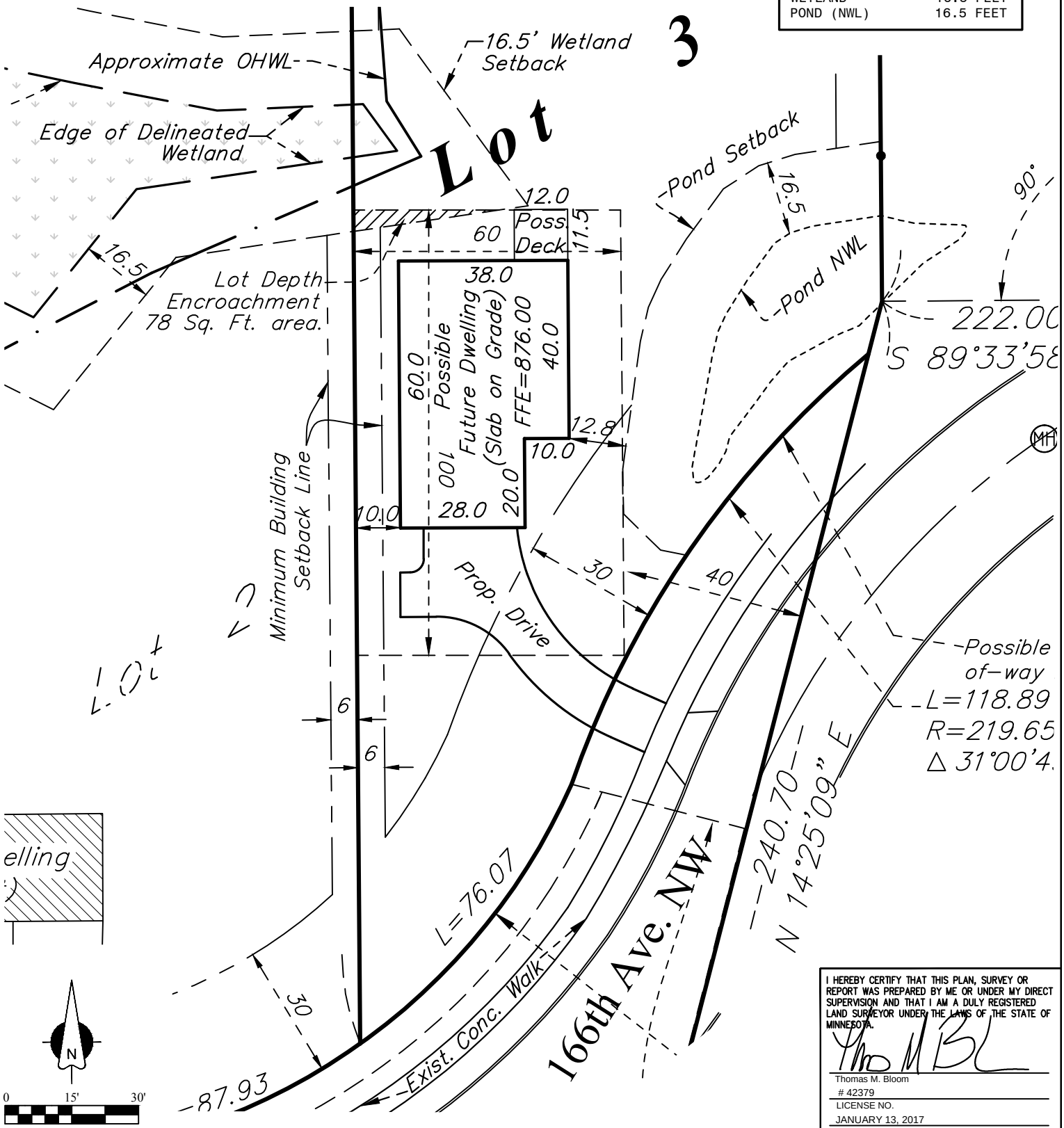
ADVANCE SURVEYING & ENGINEERING CO.

LOT DEPTH VARIANCE EXHIBIT

LOT 3, BLOCK 1

HOMESTEAD ROAD SUBDIVISION, RAMSEY, MN

MINIMUM SETBACKS	
FRONT	30 FEET
SIDE (HOUSE)	10 FEET
SIDE (GARAGE)	6 FEET
REAR	30 FEET
WETLAND	16.5 FEET
POND (NWL)	16.5 FEET



I HEREBY CERTIFY THAT THIS PLAN, SURVEY OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

Thomas M. Bloom

42379

LICENSE NO.

JANUARY 13, 2017

DATE

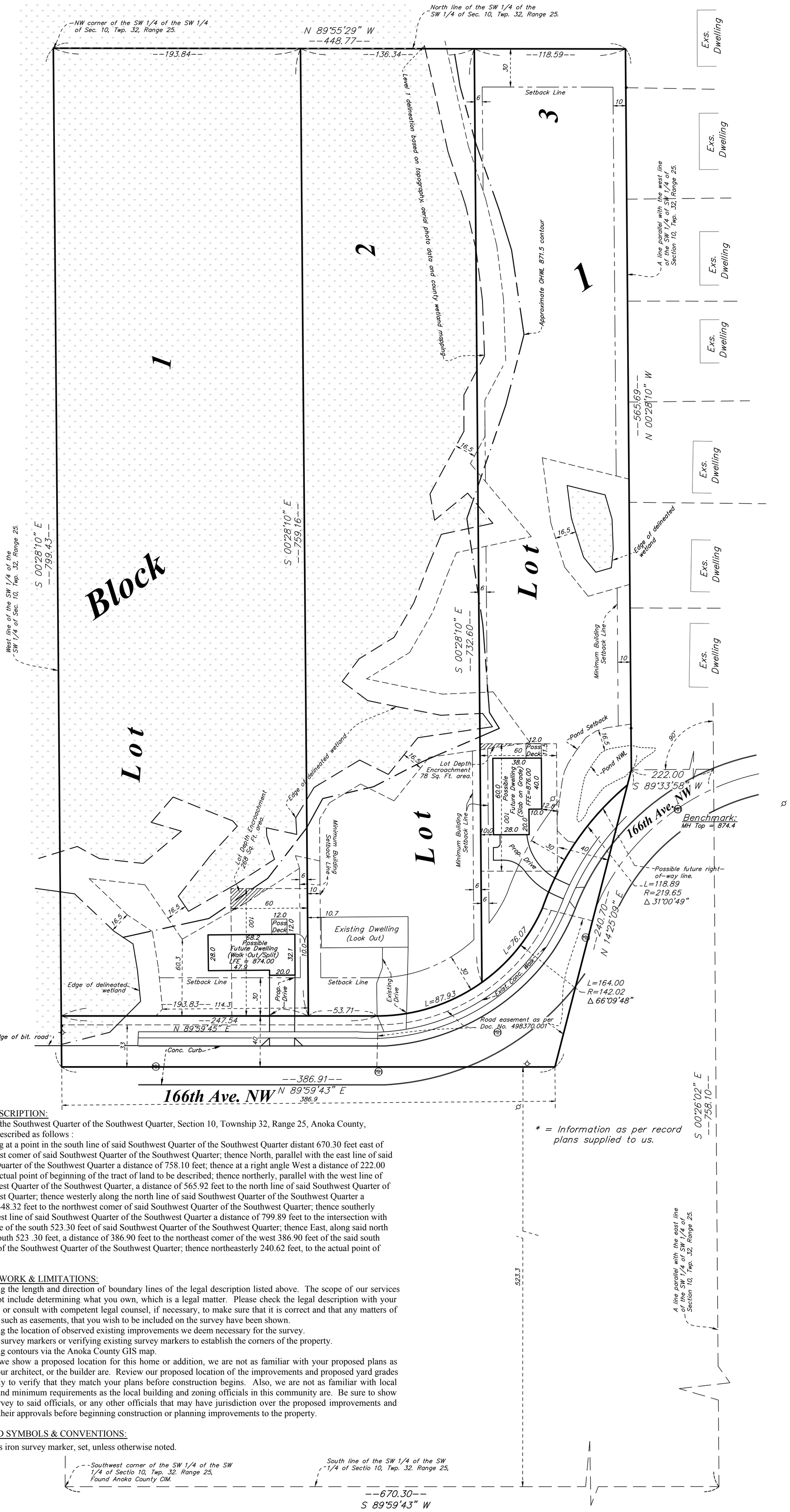
DATE	REVISION DESCRIPTION

CLIENT: CTW GROUP INC.	JOB ADDRESS: 7131 166TH AVE. NW
JOB NUMBER: # 160806 JR	DATE DRAFTED: JANUARY 13, 2017
DATE SURVEYED: AUGUST 24, 2016	SURVEYED BY: ADVANCE SURVEYING & ENGINEERING, CO.

Advance
Surveying & Engineering, Co.
17917 Highway 7
Minnetonka, Minnesota 55345
Phone (952) 474-7964
Web: www.advsur.com

EX2

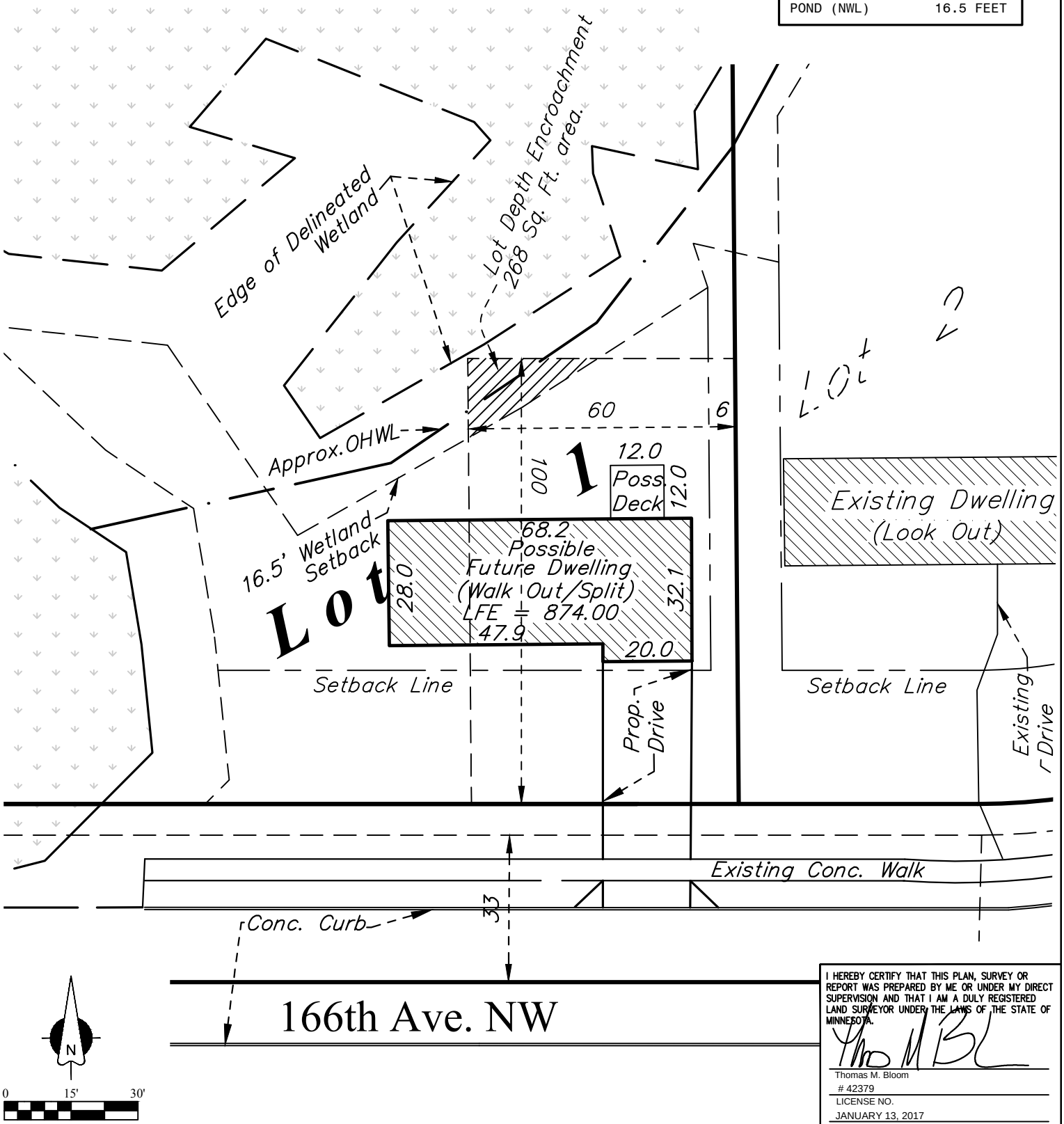
Preliminary Plat of Homestead Road Subdivision


NW corner of the SW 1/4 of the SW 1/4 of Sec. 10, Twp. 32, Range 25.
North line of the SW 1/4 of the SW 1/4 of Sec. 10, Twp. 32, Range 25.
N 89°55'29" W
448.77
193.84
136.34
118.59
30
Setback Line
6
10
Level 1 delineation based on topography, aerial photo data and county wetland mapping
Approximate OHWL 871.5 contour
A line parallel with the west line of the SW 1/4 of SW 1/4 of Section 10, Twp. 32, Range 25.
Exs. Dwelling
565.69
N 00°28'10" W
West line of the SW 1/4 of the SW 1/4 of Sec. 10, Twp. 32, Range 25.
S 00°28'10" E
799.43
759.16
732.60
Block
Lot
1
2
3
16.5
Edge of delineated wetland
Minimum Building Setback Line
Lot Depth Encroachment 78 Sq. Ft. area.
Lot Depth Encroachment 288 Sq. Ft. area.
Minimum Building Setback Line
Pond Setback
Pond NWL
90°
222.00
S 89°33'58" W
166th Ave. NW
Benchmark:
MH Top = 874.4
12.0
Poss Deck
11.5
60
38.0
60.0
Possible Future Dwelling (Stab on Grade)
FFE=876.00
40.0
28.0
20.0
12.8
10.0
Prop. Drive
40
Possible future right-of-way line.
L=118.89
R=219.65
Δ 31°00'49"
240.70
N 14°25'09" E
L=76.07
L=164.00
R=142.02
Δ 66°09'48"
Existing Dwelling (Look Out)
68.2
Possible Future Dwelling (Walk Out/Split)
LFE = 874.00
47.9
32.1
60.3
Setback Line
Existing Drive
Exist. Conc. Walk
L=87.93
Edge of delineated wetland
193.83
114.3
53.71
247.54
N 89°59'45" E
Road easement as per Doc. No. 498370.001
Edge of bit. road
Conc. Curb
33
386.91
166th Ave. NW
N 89°59'43" E
386.9
Minimum Building Setback Line
Edge of delineated wetland
Lot Depth Encroachment 288 Sq. Ft. area.
Existing Dwelling (Look Out)
Prop. Drive
Existing Drive
Minimum Building Setback Line
10.7
Edge of delineated wetland
Possible future right-of-way line.
Exs. Dwelling
Exs. Dwelling
Exs. Dwelling

LOT DEPTH VARIANCE EXHIBIT

LOT 1, BLOCK 1
HOMESTEAD ROAD SUBDIVISION, RAMSEY, MN

MINIMUM SETBACKS	
FRONT	30 FEET
SIDE (HOUSE)	10 FEET
SIDE (GARAGE)	6 FEET
REAR	30 FEET
WETLAND	16.5 FEET
POND (NWL)	16.5 FEET



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Thomas M. Bloom

42379
LICENSE NO.

JANUARY 13, 2017
DATE

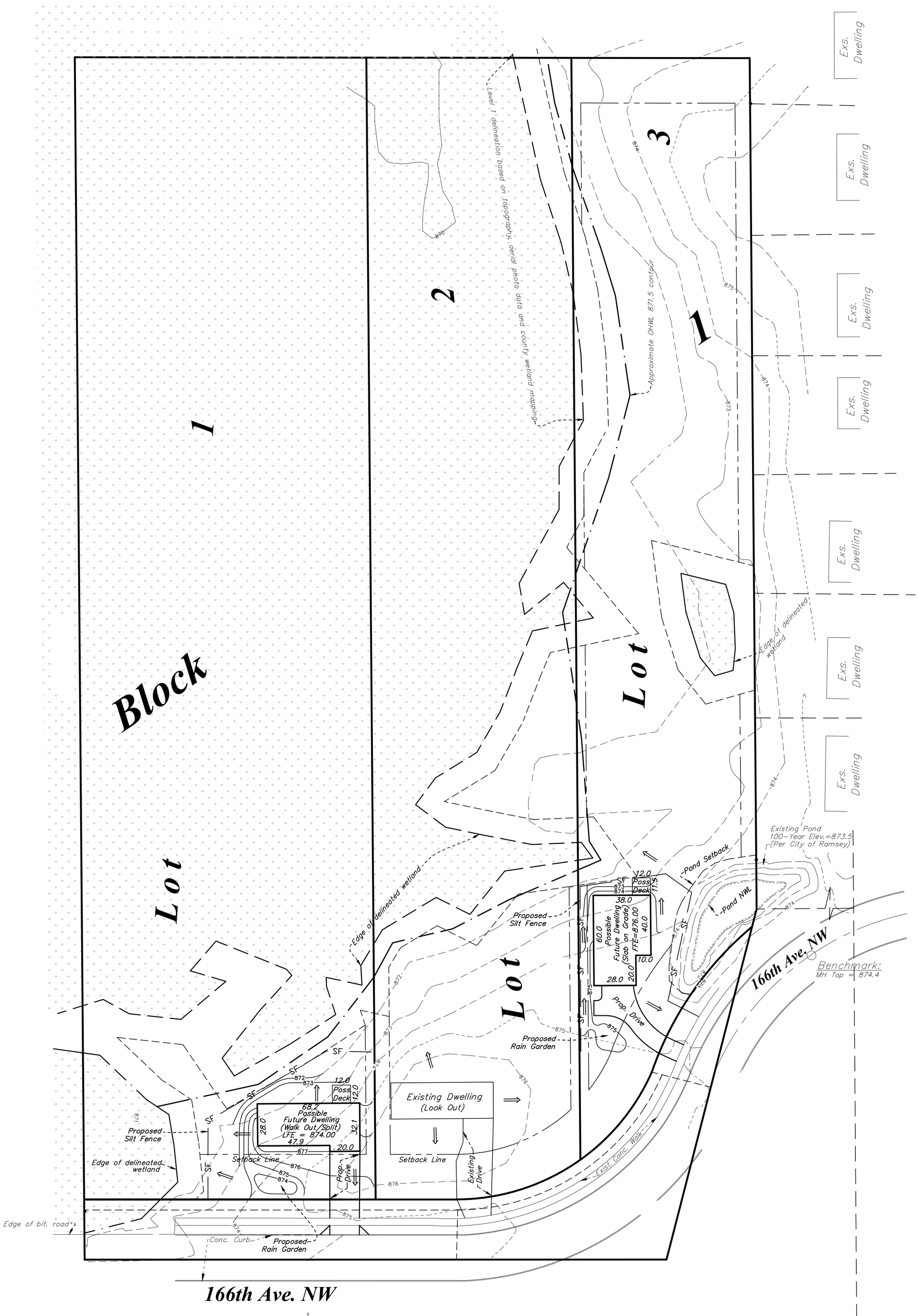
DATE	REVISION DESCRIPTION

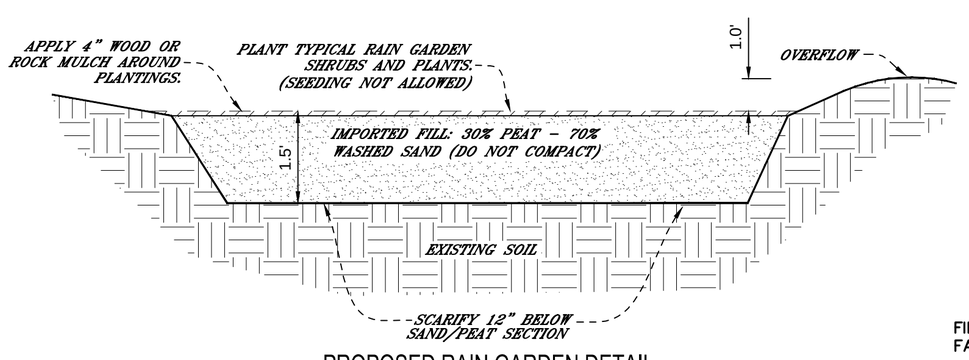
CLIENT: CTW GROUP INC.	JOB ADDRESS: 7131 166TH AVE. NW
JOB NUMBER: # 160806 JR	DATE DRAFTED: JANUARY 13, 2017
DATE SURVEYED: AUGUST 24, 2016	SURVEYED BY: ADVANCE SURVEYING & ENGINEERING, CO.

Advance
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17917 Highway 7
Minnetonka, Minnesota 55345
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EX1

Preliminary Plat of Homestead Road Subdivision





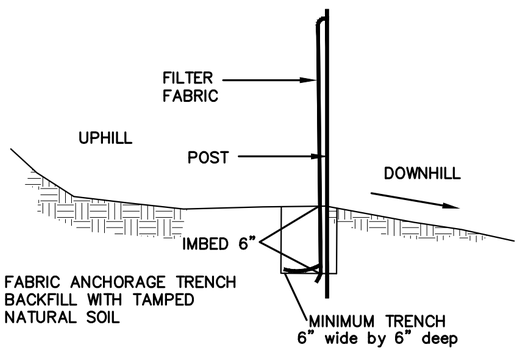
PROPOSED RAIN GARDEN DETAIL

NO SCALE

INFILTRATION REQUIREMENT (WATERSHED):
INFILTRATE 1" OF RAINFALL OVER IMPERVIOUS SURFACE.

	LOT 1	LOT 3
TOTAL IMPERVIOUS AREA (SQUARE FEET)	2,626 SF	2,962 SF
REQUIRED INFILTRATION VOLUME (CUBIC FEET)	219 CF	247 CF
INFILTRATION VOLUME PROVIDED (RAIN GARDEN)(CUBIC FEET)	255 CF	280 CF

NOTE: NO GRADING PROPOSED ON LOT 2, THEREFORE INFILTRATION IS NOT REQUIRED.



INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE/TREE PRESERVATION DETAIL (PER CITY PLATE ERO-1)

NO SCALE

* = Information as per record plans supplied to us.

--670.30--
S 89°59'43" W

Advance
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Thomas M. Bloom

42379
LICENSE NO.

OCTOBER 18, 2016
DATE:

DRAWING ORIENTATION & SCALE

N

0 40 80

JOB NAME / JOB ADDRESS

HOMESTEAD ROAD

7131 166TH AVE. NW
RAMSEY

OWNER NAME / ADDRESS

CTW GROUP INC.

5402 PARKDALE DR.
SUITE 101
MINNEAPOLIS, MN
55416

LEGEND

- = FIRE HYDRANT
- = POWER POLE
- = TELEPHONE PED.
- = ELEC. TRANSFORMER
- = WELL
- = GATE VALVE
- = LIGHT POLE
- —X—X— = FENCE LINE
- —SF— = PROPOSED SILT FENCE
- —870— = PROPOSED CONTOUR
- ⟹ = DRAINAGE ARROW
- 870 = EXISTING CONTOUR
- X 870.5 = EXISTING SPOT ELEVATION

DWELLING INFORMATION

LOT #	LOT 1	LOT 2	LOT 3
HOUSE TYPE	W/O SPLIT ENTRY	L/O (EXISTING)	SLAB ON GRADE
GARAGE ELEV.	877.0	(EXISTING)	876.0
MIN. FLOOR ELEV.	874.0	(EXISTING)	876.0

STORMWATER RUNOFF INFO.

PRE CONDITIONS STORMWATER RUNOFF TOTALS:
10-YEAR= 28.35 CFS
100-YEAR= 51.09 CFS

POST CONDITIONS STORMWATER RUNOFF TOTAL:
10-YEAR= 28.35 CFS
100-YEAR= 51.09 CFS

BASED ON HYDROCAD (V-10) MODELING SOFTWARE UTILIZING THE ATLAS-14 STORM EVENTS

NOTES

1. A MAINTENANCE AGREEMENT FOR THE RAINGARDENS SHALL BE PREPARED FOR REVIEW AND APPROVAL BY THE CITY.
2. FEMA 100-YEAR FLOOD ELEVATION = 871.5 (SEE PLAN)

DATE	REVISION DESCRIPTION
10/18/16	UPDATE PER CITY COMMENTS
11/18/16	CHANGE POSS. FUTURE HOUSE ON LOT 3
03/02/17	UPDATE PER CITY COMMENTS
05/01/17	UPDATE PER CITY COMMENTS

DATE SURVEYED: AUGUST 24, 2016

DATE DRAFTED: OCTOBER 18, 2016

SHEET TITLE

PRELIMINARY PLAT

GRADING PLAN

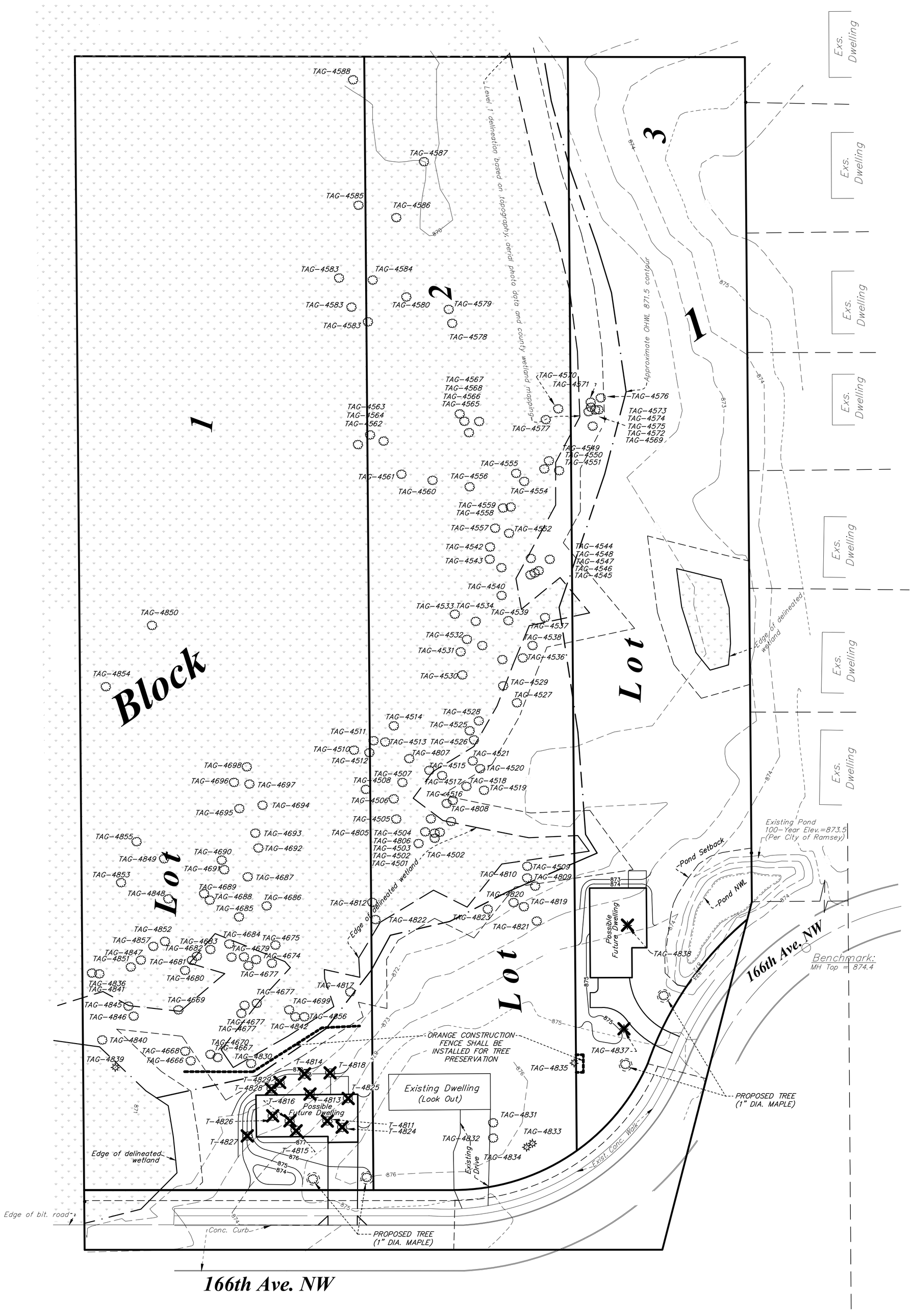
DRAWING NUMBER

160806 TB
REV 5 - 1

SHEET NUMBER

S2

Preliminary Plat of Homestead Road Subdivision



THE PLANTING DEPTH OF EACH TREE WILL BE INSPECTED. ANY TREE PLANTED TOO DEEPLY OR WITH 1ST PRIMARY ROOTS BURIED WILL BE REJECTED.

TREE PLANTING DETAIL
(PER CITY PLATE PARK-2)
NO SCALE

* = Information as per record plans supplied to us.

1. ALL TREES TO BE PREMIUM QUALITY, NO "PARK GRADE" TREES ARE PERMITTED.
2. AFTER INSTALLATION, TRIM OUT DEADWOOD AND/OR DEFORMED TWIGS. DO NOT CUT LEADER.
3. AMENDED SOIL SHALL CONTAIN 5% ORGANIC MATTER BY VOLUME.
4. DIAMETER OF HOLE SHALL BE 1-2' LARGER THAN THE DIAMETER OF THE ROOTBALL OR ROOT MASS.
5. ORGANIC MATTER SHALL NOT BE BANKED AGAINST THE STEM OR TRUNK OF THE TREE.
6. TREE SHALL NOT BE STAKED UNLESS IT IS ABSOLUTELY NECESSARY TO DO SO.
7. ALL TAGS, BANDS, AND WIRES SHALL BE REMOVED FROM THE TREE IMMEDIATELY AFTER PLANTING.
8. THE TREE SHALL BE WATERED AS NECESSARY TO PREVENT WILTING AND PROMOTE GROWTH.
9. A PHOTO DEGRADEABLE TREE TUBE OR EQUIVALENT SHALL BE INSTALLED AROUND ALL NEWLY PLANTED TREES.
10. PULL BURLAP AWAY FROM TREE STEM.
11. STAKES AND GUY WIRES MANDATORY ONLY FOR B&B TREES WITH 4" CALIPER OR GREATER, ALL WIND PRONE SITES AND ALL BARE ROOT TREES.
12. COORDINATE STAKING TO INSURE UNIFORM ORIENTATION OF GUY WIRES AND STAKES, IF NECESSARY.
13. REMOVE SOIL FROM TOP OF ROOT BALL TO EXPOSE TOP OF 1ST SET OF PRIMARY ROOTS. 1ST SET OF PRIMARY ROOTS ARE AT FINISHED GRADE.
14. AFTER SETTING ROOT BALL IN PIT, BACKFILL TO WITHIN 12" OF TOP OF ROOT BALL, AND WATER IN. CUT AND REMOVE TO BACKFILL LINE ALL TWINE AND/OR BURLAP. BACK FILL UNTILL PIT IS FULL, WATER AGAIN. PULL EXCESSIVE SOIL OFF THE TOP OF BRANCH ROOT SYSTEM. IF SOIL IN ROOT BALL IS THE CONSISTENCY OF OATMEAL DUE TO EXCESSIVE HANDLING, CONTRACTOR SHALL STAKE THE TREE.
15. SHREDDED HARDWOOD MULCH – 1-4" DEPTH, 5' DIAMETER. PULL AWAY FROM TRUNK OF TREE.
16. BACKFILL WITH 1/2 NATIVE SOILS AND 1/2 PLANTING SOIL. MIX THOROUGHLY. SEE SPEC.
17. GUY ASSEMBLY: 16" POLYPROPYLENE OR POLYETHYENE(40 MIL) 1 1/2 WIDE STRIP– (TYP) DOUBLE STRAND 14 GA WIRE & 3 STEEL STAKES OR SIGN POSTS@ 120 DEGREE O.C..
18. GUY ASSEMBLY OPTIONAL BUT CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR MAINTAINING TREE IN A PLUMB POSITION FOR THE DURATION OF THE GUARANTEE PERIOD.

Advance
Surveying & Engineering, Co.

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Thomas M. Bloom

42379
LICENSE NO.

OCTOBER 18, 2016
DATE:

DRAWING ORIENTATION & SCALE

N

0 40 80

JOB NAME / JOB ADDRESS

HOMESTEAD ROAD

7131 166TH AVE. NW
RAMSEY

OWNER NAME / ADDRESS

CTW GROUP INC.

5402 PARKDALE DR.
SUITE 101
MINNEAPOLIS, MN
55416

LEGEND

	= FIRE HYDRANT
	= POWER POLE
	= TELEPHONE PED.
	= ELEC. TRANSFORMER
W	= WELL
	= GATE VALVE
	= LIGHT POLE
—X—X—	= FENCE LINE
	= TREE PRESERVATION FENCE
870	= PROPOSED CONTOUR
870	= EXISTING CONTOUR
X 870.5	= EXISTING SPOT ELEVATION
T-4856	= EXISTING TAGGED TREE TO REMAIN PER PRELIMINARY PLAT
T-4826	= EXISTING TAGGED TREE TO BE REMOVED PER PRELIMINARY PLAT
	= PROPOSED TREE

NOTES

1. ANY CLEARING WITHIN OAK STANDS SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE TO AND/OR INTRODUCTION OF OAK WILT.

DATE	REVISION DESCRIPTION

DATE SURVEYED: AUGUST 24, 2016

DATE DRAFTED: OCTOBER 18, 2016

SHEET TITLE

PRELIMINARY PLAT
TREE INVENTORY/
LANDSCAPE PLAN

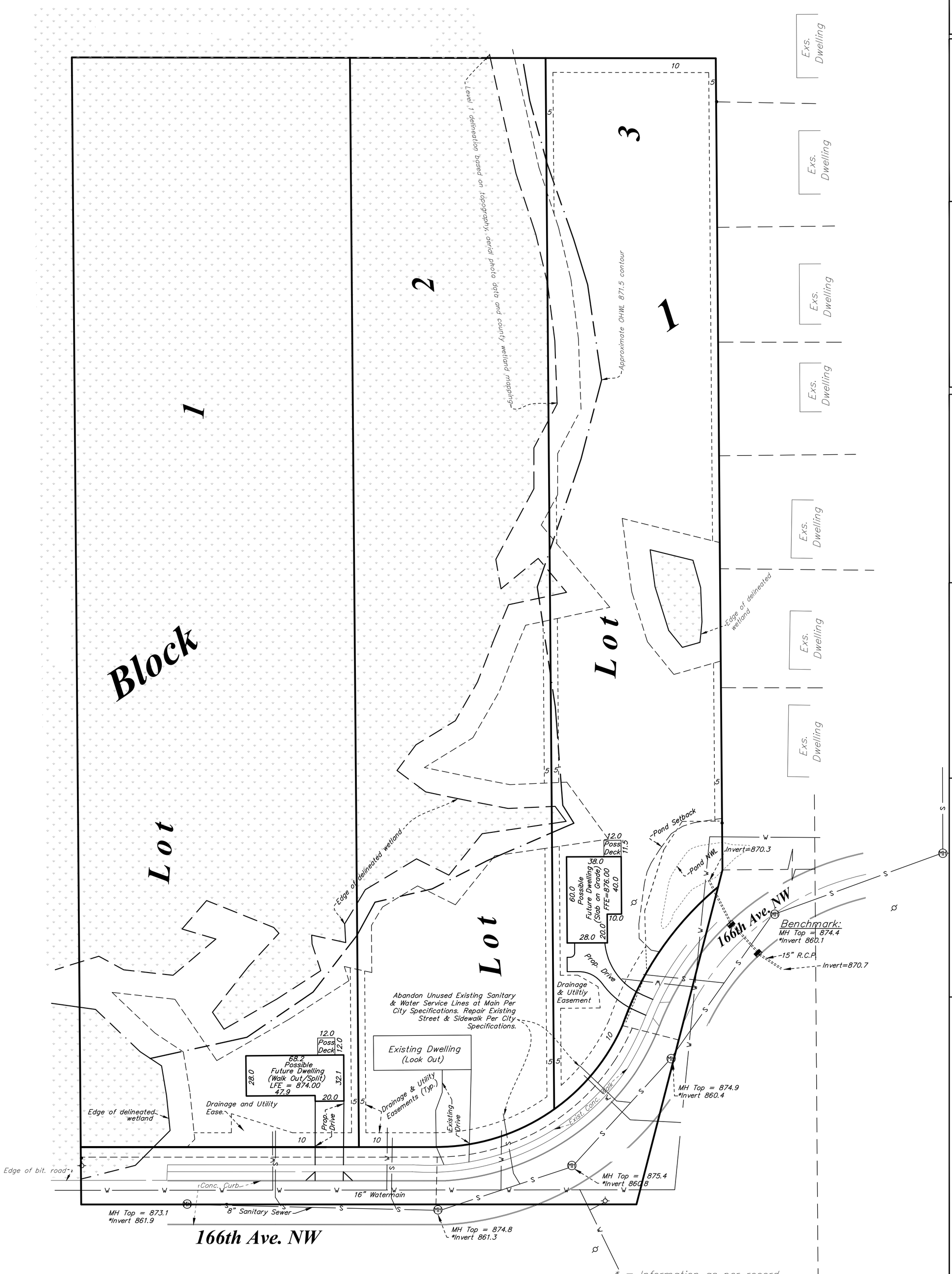
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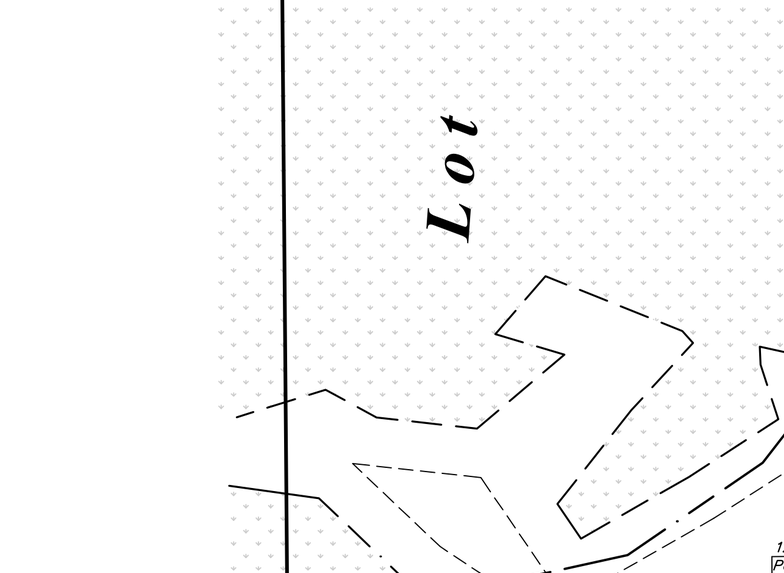
160806 TB
REV 5 - 1

SHEET NUMBER

S4

Preliminary Plat of Homestead Road Subdivision





NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

STREET PATCHING STANDARDS
(PER CITY PLATE STR-25)
NO SCALE

TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING	
1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

MODIFIED CLASS 5 SPECIFICATION
(PER CITY PLATE STR-26)
NO SCALE

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Thomas M. Bloom

42379
LICENSE NO.

OCTOBER 18, 2016
DATE:

DRAWING ORIENTATION & SCALE

N

0 40 80

JOB NAME / JOB ADDRESS

HOMESTEAD ROAD

7131 166TH AVE. NW
RAMSEY

OWNER NAME / ADDRESS

CTW GROUP INC.

5402 PARKDALE DR.
SUITE 101
MINNEAPOLIS, MN
55416

LEGEND

- = CATCH BASIN
- = FIRE HYDRANT
- = POWER POLE
- = MANHOLE
- = TELEPHONE PED.
- = ELEC. TRANSFORMER
- = WELL
- = GATE VALVE
- = LIGHT POLE
- X—X = FENCE LINE
- SS = SANITARY SEWER LINE
- W = WATER LINE
- G = GAS LINE
- ST = STORM DRAIN LINE
- E = OVERHEAD UTILITY LINE

UTILITY NOTES

1. ALL WORK SHALL BE INSPECTED BY THE CITY.
2. CONTRACTOR MUST PROVIDE A DETOUR PLAN TO THE CITY FOR APPROVAL PRIOR TO COMMENCING WORK.
3. PAVEMENT SHALL BE SAWCUT PER DETAIL STR25, WITH THE WEAR COURSE MILLED TO OFFSET THE VERTICAL JOINTS PRIOR TO PAVING.
4. EXCAVATION MUST BE BACKFILLED AT THE END OF THE DAY, RESTORED WITH CLASS 5 AND OPEN TO TRAFFIC.

DATE	REVISION DESCRIPTION
10/18/16	UPDATE PER CITY COMMENTS
11/18/16	CHANGE POSS. FUTURE HOUSE ON LOT 3
03/02/17	UPDATE PER CITY COMMENTS
05/01/17	UPDATE PER CITY COMMENTS

DATE SURVEYED: AUGUST 24, 2016

DATE DRAFTED: OCTOBER 18, 2016

SHEET TITLE
PRELIMINARY PLAT
UTILITY PLAN

DRAWING NUMBER
160806 TB
REV 5 - 1

SHEET NUMBER
S3

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 9, 2017	**PROJECT ADDRESS**	7131 166TH AVE
PROJECT. TITLE	FINAL PLAT: HOMESTEAD ROAD		
ESCROW #	115464		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: (763) 433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the Final Plat submittal for Homestead Road as it relates to the City's Zoning Code. The Final Plat submittal consists of five (5) sheets, prepared by Advance Surveying & Engineering Co. and dated October 18, 2016, revised May 1, 2017. The Ramsey Planning Commission has approved a Variance to deviate from the minimum lot depth requirement. Two (2) lot depth exhibits, prepared by Advance Surveying & Engineering Co. and dated January 13, 2017, were also received relating the variance. Finally, the submittal does include a draft Maintenance Agreement for the rain gardens, which was also prepared by Advance Surveying & Engineering Co.

Staff provides the following comments that require revisions:

Final Plat

1. Update line type of drainage and utility easements for the two (2) rain gardens to match the line type of the other drainage and utility easements.

Sheet S2 (Grading Plan)

1. A Maintenance Agreement for both rain gardens has been submitted. This document requires revisions as it will be an Agreement between the City and Developer (and successors and assigns) and will not involve the Anoka Conservation District. City Staff has revised this document and forwarded it to the City Attorney for review.
2. A planting plan for each rain garden is required and must be shown on the plan set (planting info such as species and quantities are outlined in the draft Maintenance Agreement but must be added to the plan set). Plan shall specify species, size, installation specifications, ground cover, warranty period, etc.

Sheet S4 (Tree Inventory/Landscape Plan)

1. Specify the species of maple tree proposed. Note that Amur Maple is a prohibited species and will not be given credit toward the required landscaping.

General: The applicant is requesting review of a Preliminary Plat that contemplates platting the property at 7131 166th Ave NW (the "Subject Property") into three (3) single family residential lots. The existing home would remain as part of this plat and each of the three (3) lots would be served by municipal sewer and water. In general, the Subject Property is a difficult property to subdivide due to the expansive wetland and floodway located on the property. The Ramsey Planning Commission did approve a variance to lot depth for Lots 1 and 3. In both instances, the encroachment into the 60' x 100' buildable area box is rather limited. Considering this, Staff believes the Applicant has done a commendable job with the proposed Plat

with regard to the proposed number of proposed lots. Note that the proposed homes shall be located in the general positions shown on the Preliminary Plat.

Land Use and Zoning: The Subject Property is guided Low Density Residential in the Comprehensive Plan and is located within the R-1 Residential (MUSA) zoning district. Review of the Preliminary Plat is based on the current zoning designation of R-1 Residential (MUSA). Each proposed lot complies with the minimum lot size of 10,800 sq. ft.

Net Density Calculations. The Applicant shall provide gross acreage, as well as net acreage. Net acreage is calculated by subtracting wetland acreage from the gross acreage. The Applicant has provided a calculation of one (1) unit per 1.02 acres.

Setbacks: The required setbacks are outlined below.

Setbacks	
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	Not applicable
Rear yard: 30 feet	30+ feet
Minimum lot width: 80 feet/corner lot 90 feet	80 feet

**Note: Minimum Lot Width is measured at front yard setback (30 feet from front property line), not front property line, nor at curb line.*

On Lots 1 and 3, the side yard setback is shown as six (6) feet. While this is accurate for the uninhabitable portions of the proposed structures (garages), the minimum side yard setback for habitable (home) portions is ten (10) feet.

Building Elevations: No elevations of the proposed homes were submitted. Individual models are not included for review. In a single family development, it is difficult to approve every individual potential model at time of Plat. The Applicant has included a possible deck on the proposed homes on Lots 1 and 3. This should also be provided for the proposed home on Lot 3. Note that no part of a deck can encroach on the required wetland setback area.

Streets: 166th Ave is a Municipal State Aid (MSA) road, which requires a dedicated right-of-way (r-o-w) of eighty (80) feet. The Final Plat is dedicating forty (40) feet of right-of-way to the public. There is an existing sidewalk in front of the Subject Property; no additional sidewalk is required.

Easements: Drainage and utility easements are required on each lot and must be ten (10) feet in width abutting dedicated right-of-way, five (5) feet in width along both side lot lines, and encumber any 100-year storm event for all existing and proposed surface waters and wetlands. Additionally, Drainage and Utility Easements must extend at least sixteen and a half (16.5) feet beyond the delineated wetland edge. It appears that the Final Plat includes sufficient drainage and utility easements.

Density Transitioning: The proposed plat is adjacent to an existing larger lot residential neighborhood that is zoned R-1 Residential (Rural Developing), and thus, density transitioning would be applicable. However the lot directly adjacent to the subject property is owned by the City and appears to be entirely wetland. As such, this satisfies the density transitioning requirement.

Tree Preservation: A detailed tree inventory identifying all significant trees, as defined in City Code Section 117-327 (and outlined below), was submitted. The inventory does indicate that there are oaks present on the Subject Property. Due to concerns with Oak Wilt, any clearing within a stand of oak trees shall be completed prior to April 15 or after July 15. *If construction activities will occur within this stand of oaks prior to July 15, an Oak Wilt Management Plan shall be prepared outlining steps that would be taken to prevent the introduction and spread of Oak Wilt beyond the Subject Property.*

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. There shall not be any fill (topsoil or sod) placed within any designated wetland or flood zone.

Development Fee Calculations: Development Fees will be due on the Plat. A DRAFT of the Development Fees is as follows:

Fee Type	Units	Unit Type	Unit Price	Total
Park Dedication (0-12 units per acre)	2	Per unit	$2,800	$5,600
Trail Development	2	Per unit	$800	$1,600
Water Fees (Trunk/Connection)	3	Per unit	$1,925*	$5,160
Water Fees (Lateral)	3	Per acre	TBD	TBD
Sewer Fees (Trunk/Connection)	3	Per unit	$1,154	$3,462
Sewer Fees (Lateral)	3	Per acre	TBD	TBD
Stormwater Management	2	Per unit	$473	$946
Street Light (Cobra)	NA	Per light	$1,300	NA
Street Light (3 Year O&M)	NA	Per light	$294	NA
Sewer Availability Charges (SAC)	3	Per SAC Unit	$2,485	$7,455
Water Availability Charges (WAC)	3	Per WAC Unit	$1,236	$3,708

*Per the Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement

Development Agreement: Upon approval of a Final Plat, an executed Development Agreement will be required prior to releasing the plat for recording.

Other Permits: This project will require a Lower Rum River Watershed Management Organization (LRRWMO) permit. A copy of said permit shall be provided to the City.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 9, 2017	**PROJECT ADDRESS**	NORTH OF 166TH AVE, WEST OF LIMONITE STREET
PROJECT. TITLE	HOMESTEAD ROAD		
ESCROW #	115464		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Final Plat Exhibits for Homestead Road. The submittal consists of 5 sheets prepared by Advance Surveying and Engineering Co. dated October 18, 2016, revised March 2, 2017, revised May 1, 2017. The submittal included a 2 lot depth variance exhibits and a rain garden maintenance agreement dated May 9, 2017. ***Bold italicized items have been on the previous reports and must be changed.***

General comments:

1. **A legend must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. A scale must be shown on all sheets.**
2. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
3. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.
4. **Underlying lines must be broken where they are under text boxes to enhance readability. Underlying text must be moved so there is not text on text.**
5. Sheets S1 – S 4 must read "Final Plat".

Sheet Specific Comments:

Final Plat Grading Plan Sheet S2:

1. The proposed rain gardens must be constructed as Stage 1 improvements. They must be protected with silt fence until the vegetation is established around the new house. Grading must be adjusted to maximize the capture of runoff from the impervious areas.
2. The proposed house labels must be changed to read:
   Gar 876
   FF 876
   LF 874
   Where Gar = Garage, FF = First floor and LF = Lowest permissible floor.
3. ***The FEMA 100 year flood elevation must be shown on this sheet.*** The lowest floor elevation of all development, including basements, must be at least 3 feet above the highest anticipated ground water table, 2 feet above the designated or designed 100-year flood elevation, or 1 foot above the emergency overflow, whichever is higher.

~~**Preliminary**~~ **Final Plat Utility Plan Sheet S3:**

1. See note for sheet S2.
2. The dashed line indicating possible future right-of-way must be changed as noted above.
3. Turn off the dimensions on the utility sheet.
4. Add City details STR25 and STR 26 to the plan set. The details are available on the City website.
5. Add the following notes to the final utility plan regarding abandoning the existing services.

    1. The work shall be inspected by the City.
    2. The contractor must provide a detour plan to the City for approval prior to commencing work.
    3. Pavement shall be sawcut per detail STR25, with the wear course milled to offset the vertical joints prior to paving.
    4. Sawcut lines must be shown on this plan for the Sidewalk, curbs and bituminous pavement.
    5. The excavation must be backfilled at the end of the day, restored with Class 5 and open to traffic.

Tree Survey Report:

1. The tree survey information must be included as a sheet in the plans showing the location of trees to protect or remove in the area of the proposed homes. The viewport should match the grading and utility plan for showing the trees to be removed.

Rain Garden Maintenance Agreement:

The agreement must be revised to be between the applicant and the City. The agreement must be binding on all future homeowners. The agreement must be recorded at Anoka County.

5.03: Review Sketch Plan for Three (3) Lot Subdivisions at 7131 166th Avenue NW (Project No. 16-32); Case of CTW Group Inc.

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this file is to review the official Sketch Plan prepared by Advance Surveying & Engineering, Co. for the purpose of creating three (3) new lots at 7131 166th Avenue NW (the "Subject Property"). The Sketch Plan Review process affords the Planning Commission the opportunity to provide early direction on the layout of the proposed plat, before a developer prepares detailed Preliminary Plat plans. 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 and Drainage Plans, Utility Plan, Landscape Plan, and Street Light Plan. Staff requested feedback from the Commission on the Sketch Plan.

Commission Business

Commissioner Bauer asked how much of a concern the rear yard of Lot 1 would be.

Community Development Director Gladhill discussed the City's depth standards for residential lots. He reported the lot would have an adequate amount of buildable area.

Commissioner Surma requested to see an expanded aerial view of the property.

Community Development Director Gladhill reviewed an expanded aerial view of the site, along with the location of the wetland. He stated staff was comfortable moving this request forward and would address the wetland delineations during the next phase.

Commissioner Surma asked if another road would be needed to access the new lot.

Community Development Director Gladhill commented a new driveway would be created on the western end of the property to access the public roadway.

Commissioner Brauer questioned if dewatering would be needed to install utilities or the basement.

Community Development Director Gladhill explained the site had utilities stubs in place. He stated temporary dewatering may be needed and would be monitored closely by the City and watershed management organization.

Megan Jacobson, 16702 Limonite Street NW, expressed concern with Lot 3 noting the lot was very poorly maintained. She hoped to see a high-quality building put on this lot.

Carl Jacobson, 16702 Limonite Street NW, discussed how water drains on his property along with the tall grasses and wildlife in his rear yard. He did not want to see additional water brought onto his property through the new construction.

Commissioner Surma asked who would be developing the lot.

Community Development Director Gladhill deferred this question to the applicant.

Gan Ram, CTW Group, explained he was the developer of the property. He addressed the drainage concerns for the lot and explained he had put in a permit with the Lower Rum River Watershed District. He proposed shifting the house to another area in order for the driveway to be relocated.

Further discussion ensued regarding how the home and driveway could be realigned on the lot.

Commissioner Brauer encouraged the developer to work with staff and the adjacent neighbors to resolve the concerns addressed this evening.

Community Development Director Gladhill indicated he would be willing to work with the applicant prior to the Preliminary Plat being presented to the Commission.

Ms. Jacobson questioned if the rear portion of Lot 3 could be split into six divisions to allow for the adjacent property owners to purchase these parcels.

Community Development Director Gladhill stated this would be a more complex issue, but he could discuss this further with the developer.

Mr. Ram did not anticipate the rear portion of Lot 3 would be built on because the majority was wetland.

Community Development Director Gladhill reported staff would reach out to the applicant and explained neighbors would be re-notified when this item would be reconsidered by the Planning Commission.

5.01: Consider Natural Resources Elements of Homestead Road Subdivision

City Planner Anderson presented the staff report. He reported that the City has received an application for a three-lot subdivision known as Homestead Road. He stated that the application includes review of a Preliminary Plat and a Variance to lot depth. He noted that no new roads are proposed with the development and the site already has municipal utilities studded in as a result of a previous road improvement project. He stated that the development site is located at 7131 166th Avenue NW and noted that a significant portion of the subject property is encumbered with wetland and floodway. He recommended approval of the Tree Preservation Plan and the Variance request contingent upon compliance with the Staff Review Letter.

Chairperson Stodola commented that the staff report was well thought out and informative.

City Councilmember LeTourneau asked if rain gardens are used widely throughout the City in this purpose.

City Planner Anderson stated that the City is not commonly using them throughout the City. He stated that a few of the multi-family townhome developments have used rain gardens as part of their stormwater management but he was not aware of a single-family home development that currently uses that method. He provided additional details on rain gardens. He stated that rain gardens are becoming more popular throughout the metro area and noted that there are other opportunities in the City where rain gardens could be used.

Board Member Valentine stated that rain gardens are becoming more popular in single family home settings. He stated that he created three rain gardens on one of his properties which work very well and are very efficient. He was confident that the rain gardens would be a good fit but noted that the long-term maintenance would need to be identified to ensure peak performance.

City Councilmember LeTourneau stated that he does love the idea but just wanted to learn more information on the topic to ensure that it would be a good fit.

Board Member Valentine noted that the rain garden would need to be designed to the right size to ensure it would work correctly.

City Planner Anderson stated that the engineering staff will review the plans to ensure the rates and volumes are met. He stated that education is a part of the long-term maintenance to ensure those conducting the maintenance know which items remain and which need to be removed. He explained that water is intended to filter through the rain garden and not hold water for long periods of time.

Motion by Board Member Valentine and seconded by Chairperson Stodola to recommend approval of the Tree Preservation Plan and the Variance request contingent upon compliance with the Staff Review Letter.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Valentine, Anderson, Bernard, Covart, and Trossen. Voting No: None. Absent: Board Member Hiatt.

5.02: Public Hearing: Consider Request for a Variance and Preliminary Plat Approval of Homestead Road Subdivision Located at 7131 166th Avenue NW (Project #16-32); Case of CTW Group, Inc.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:17 p.m.

Presentation

City Planner Anderson presented the staff report stating the City has received an application from CTW Group, Inc. (the "Applicant") seeking a variance to lot depth standards and preliminary plat approval for a proposed three (3) lot subdivision on the property located at 7131 166th Ave NW (the "Subject Property"). The Planning Commission reviewed the Sketch Plan at their November 3, 2016 meeting. There is an existing dwelling on the proposed Lot 2 that would remain with two (2) new, buildable lots being created, one on each side of the existing dwelling. Staff reviewed the request in further detail and recommended approval of a variance and the preliminary plat for the Homestead Road subdivision.

Citizen Input

Alexander Delendik, representative for Homestead Road, stated he specialized in the rehabilitation of properties. He explained the previous owners were trying to subdivide the 8 acres into five lots. He believed that his plan was a better fit for the neighborhood. He reported he was working with the City, the watershed district and the neighbors to ensure this was a positive development for the community.

Motion by Commissioner Anderson, seconded by Commissioner Surma, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: Commissioner VanScoy.

Chairperson Bauer closed the public hearing closed at 7:26 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Surma, to adopt Resolution #17-04-077 approving favorable Findings of Fact.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: Commissioner VanScoy.

Motion by Commissioner Anderson, seconded by Commissioner Brauer, to adopt Resolution #17-04-078 granting a Variance to lot depth for Lots 1 & 3, Block 1 contingent upon approval of the Preliminary Plat.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Brauer, Gengler, Nosan, and Surma. Voting No: None. Absent: Commissioner VanScoy.

Motion by Commissioner Anderson, seconded by Commissioner Nosan, to recommend that City Council approve the Preliminary Plat contingent upon compliance with the Staff Review Letter.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Nosan, Brauer, Gengler, and Surma. Voting No: None. Absent: Commissioner VanScoy.

7.02: Consider Adoption of Resolution #17-04-079 Granting Preliminary Plat Approval of Homestead Road Subdivision Located at 7131 166th Avenue NW (Project #16-32); Case of CTW Group, Inc.

Community Development Director Gladhill reviewed the staff report and recommendation of the Planning Commission and staff to approve the preliminary plat for Homestead Road Addition contingent upon compliance with the staff review letter. It was noted this is a challenging site to work with based on the amount of wetland and floodplain and the proposed subdivision seems a reasonable use of the property. He noted the developer has shifted Lot 3 in order to maintain the views.

Councilmember Kuzma thanked the Planning Commission for their hard work on this plat.

Motion by Councilmember Kuzma, seconded by Councilmember Williams, to adopt Resolution #17-04-079 Granting Preliminary Plat Approval of Homestead Road Addition.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Kuzma, Williams, Johns, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

AGREEMENT FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF TWO RAIN GARDENS

THIS AGREEMENT is made on this _____ day of _____, 2017, by CTW Group Inc., the Owner of the property legally described as:

> That part of the Southwest Quarter of the Southwest Quarter of Section 10, Township 32, Range 25, described as follows: Commencing at a point on south line of said Quarter Quarter 670.30 feet east of southwest corner thereof, thence north parallel with east line of said Quarter Quarter 758.10 feet, thence at a right angle west 222 feet to point of beginning thence northerly parallel with west line of aid Quarter Quarter 565.92 feet to north line of said Quarter Quarter, thence westerly along said north line, 448.21 feet to northwest corner thereof, thence southerly along said west line 799.89 feet to appoint on said wet line 523.3 feet north of said southwest corner, thence east parallel with said south line 386.9 feet, thence northeasterly 240.62 feet to point of beginning, except roads subject to easement of record, Anoka County, Minnesota

Or upon recording,

> Lots 1-3, Block 1 HOMESTEAD ROAD ADDITION
>
> (the "Subject Property")

in Anoka County, and the City of Ramsey (the "CITY").

WHEREAS, the **Owner** intends to construct rain gardens on the **Subject Property** as shown on the attached Exhibit A (the "Project"), which consists of one rain garden on Lot 1 and another on Lot 3, each of them of approximately 500 square feet; and further described in Exhibit B (Design). This **Project** is intended to satisfy infiltration requirements of the Lower Rum River Watershed Management Organization (LRRWMO); and

WHEREAS, **Owner** desires to maintain and manage the **Project** as described in this Agreement to ensure **Project** success.

BE IT RESOLVED THAT, in consideration of mutual promises set forth herein and other good and valuable consideration, the **CITY** and the **Owner** agree as follows:

1. The **Owner** will be responsible for initial construction and establishment of the **Project** and ensuring it is initially functioning as designed. Construction of the **Project** shall be completed as part of the Stage I Improvements for HOMESTEAD ROAD ADDITION.
2. The **Owner** is solely responsible for all financial costs for construction of this **Project.**

3. Under no circumstance will the **CITY** be responsible for the on-going physical performance of the **Project**, or for any repairs, changes or alterations to the same and cost thereof.

Operation & Maintenance

4. The **Owner**, and all successors and assigns, agrees, at **Owner's** expense and at no cost to the **CITY**, to regularly maintain the integrity and viability of the **Project** in accordance with the attached Exhibit C (Operations and Maintenance Guidelines).

5. The **CITY** may charge a fee to the **Owner** for completion of tasks in the Operations and Maintenance Guidelines that the **Owner** has failed to perform after two weeks written notice.

6. The **Owner**, and all successors and assigns, assumes the full and sole responsibility for the maintenance of the **Project** over its effective life.

7. The **Owner** agrees to indemnify, defend, and hold harmless the **CITY** from all present and future claims that may arise from the construction and maintenance of the **Project** located on the **Subject Property**.

8. Any modification or cancellation of this Agreement shall be in writing and signed by both parties.

9. Any notice provided under this Agreement will be sent by certified mail, return receipt requested, or by personal service at the following addresses:

Homestead Road 5402 Parkdale Drive, Suite 101 Minneapolis, MN 55416	City of Ramsey 7550 Sunwood Drive NW Ramsey, MN 55303

Exhibit A. Project Location

Exhibit B. Project Design

Lot 1, Block 1 HOMESTEAD ROAD ADDITION

Wetland area: about 500 sq. ft.

Plants to be used:

1. (16) Common arrowhead (*Sagittaria latifolia*)
   Height: 24-42'
   Exposure: Sun, Partial Sun
   Native Habitat: Lake or marsh edge
   Bloom time: July-August

2. (32) Spike rush (*Eleocharis palustris*)
   Height: 6-24"
   Exposure: Sun
   Native Habitat: Wetland, wet prairie
   Bloom Time: August

Lot 3, Block 1 HOMESTEAD ROAD ADDITION

Wetland area: about 500 sq. ft.

Plants to be used: Same as Lot 1

Exhibit C. Operations and Maintenance Guidelines for Rain Gardens

This document describes important tasks that should occur on a regular basis to ensure the success of the rain garden. Neglected maintenance leads to more severe problems that are more difficult to correct.

	Frequency			Equipment Needed
Task	**Year 1**	**Year 2**	**Year 3+**	
Watering Ensure 1" of water per week, either through rainfall or irrigation	Weekly	During drought stress		Water supply; hose and sprinkler, or soaker hose
Weeding Vetation that was not planted as part of the project should be removed	Every 2-3 weeks	Monthly	2-4 times per year as needed	
Replace Vegetation Replant similar species in the event that original vegetation expires	If needed			Trowel, plants
Refresh Mulch Maintain 2, and not more than 3" of mulch covering over planted areas, with priority on areas without dense plant cover	Approximately every 3rd year			Rake, mulch
Autumn Leaf Removal At the end of autumn, remove leaves that accumulated in the rain garden	Each autumn			Leaf blower (preferred) or rake

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR HOMESTEAD ROAD ADDITION

This Agreement (hereinafter the "Agreement") is dated as of this _____ day of _____, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **CTW GROUP INC.**, 5402 Parkdale Drive #101, Minneapolis, MN 55416, (the "**DEVELOPER**").

WHEREAS, the **DEVELOPER** is the owner of land legally described on the attached Exhibit A (the "Subject Property").

WHEREAS, the **DEVELOPER** received approval from the **CITY** to subdivide the Subject Property and plat the same as HOMESTEAD ROAD ADDITION (the "Plat").

WHEREAS, the Plat subdivides the Subject Property into Lots 1-3, Block 1, HOMESTEAD ROAD ADDITION, Anoka County, Minnesota.

THEREFORE, THE **CITY** AND THE **DEVELOPER** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **DEVELOPER'S** Execution of this Agreement. That the **DEVELOPER** enter into this Agreement.

   b. Marketable Title. That prior to recording the Plat, the **DEVELOPER** shall provide the **CITY** with proof of marketable title to the Subject Property either through a currently certified abstract, registered property abstract or title insurance commitment or policy**.**

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Plans prepared by Advance Surveying & Engineering Co., dated October 18, 2016, revised May 1, 2017, revised _____. The Plans remain subject to compliance with the required revisions outlined in **CITY** Staff's review letter dated June 9, 2017 and such further revisions as the **DEVELOPER** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files.

3. Stage I Improvements. The improvements, as stated in City Code Section 117-615 (b) (1), the **DEVELOPER** is required to construct or install are as follows (unless otherwise noted):

   a. Trunk and lateral sanitary sewer (not required)
   b. Trunk and lateral water main (not required)
   c. Storm drainage facilities (rain gardens)
   d. Stormwater maintenance through ninety percent (90%) buildout
   e. Streets (not required)

f. Concrete curb and gutter (not required)
g. Street traffic control signals (not required)
h. Lot grading
i. Trail development (not required)
j. Sidewalks (not required)
k. Electricity (within one-fourth mile)
l. Phone (within one-fourth mile)
m. Natural gas (within one-fourth mile)
n. Boulevard sodding
o. Water shut off boxes (not applicable)
p. Easement acquisition (not applicable)
q. As-built plans
r. Stage I financial surety
s. Abandonment of unused utility stubs

(the "Stage I Improvements").

The **DEVELOPER** agrees to construct the Stage I Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. Per City Code Section 117-615, the **DEVELOPER** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage I Improvements and acceptance by the **CITY**. The **DEVELOPER** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage I Improvements.

4. Additional Requirements Related to Certain Stage I Improvements. *This paragraph intentionally deleted.*

5. Lot Corner Staking. The **DEVELOPER** must install lot corner stakes at all lot corners.

6. Stage I Improvement Financial Guarantee. The **DEVELOPER** shall provide a financial guarantee, in a form approved by the **CITY,** to the **CITY** guaranteeing the construction of the Stage I Improvements and their timely completion. The **DEVELOPER** shall be responsible for a financial guarantee in the amount of Twelve Thousand Five Hundred Dollars and No Cents **($12,500.00),** which amount is 125% of the **CITY** Engineer's estimated cost of the Stage I Improvements ($10,000 x 1.25 = **$12,500.00**). Upon completion of Stage I Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), and acceptance by the **CITY**, supported by appropriate lien waivers, the **DEVELOPER** may request a reduction in the amount of the financial guarantee.

7. Inspection Fees for the Stage I Improvements. The **DEVELOPER** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements. The **DEVELOPER** shall be responsible for an inspection fee in the amount of Five

Hundred Dollars and No Cents **($500.00)**, which amount is 5% of the City Engineer's estimated cost of the Stage I Improvements ($10,000 x 0.05 = **$500.00**). The inspection fee must be in the form of a cash escrow. The **DEVELOPER** may request a refund of the remaining balance in the escrow upon completion of the inspections for the Stage I Improvements and acceptance by the **CITY**.

8. Installation of the Stage I Improvements. The **DEVELOPER** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITEE** must provide the **CITY** with copies of all necessary permits from other governmental agencies prior to or when the **DEVELOPER** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion and acceptance of the Stage I Improvements, the **DEVELOPER** shall provide the **CITY** with a complete set of reproducible "As Built" plans in CAD format for the Stage I Improvements.

9. Time of Performance for the Stage I Improvements. The **DEVELOPER** must complete the Stage I Improvements within one (1) year after the recording of the Plat.

10. Ownership of the Stage I Improvements. The **DEVELOPER** owns the Stage I Improvements until the **CITY'S** acceptance of the Stage I Improvements. Title to the Stage I Improvements automatically passes to the **CITY** upon the **CITY'S** written acceptance of the Stage I Improvements. Except to the extent the **CITY** has accepted all or portions of the Stage I Improvements, in writing, prior to the lapse, expiration, or other termination of the **CITY'S** financial guaranty described in Section 6 and except to the extent the **CITY** and the **DEVELOPER** may agree, in writing, to defer the **CITY'S** acceptance of certain specified Stage I Improvements, the **CITY** is deemed to have accepted the Stage I Improvements when the **CITY** releases the financial guaranty described in Section 6.

11. Stage I Improvements License. The **DEVELOPER** hereby grants the **CITY** and the **CITY'S** agents, employees, officers, and contractors an irrevocable license to enter the Subject Property to perform all necessary work and/or inspections the **CITY** deems appropriate during the **DEVELOPER'S** installation of the Stage I Improvements. The license shall expire after the **CITY** accepts ownership of Stage I Improvements.

12. Stage II **CITY** Improvements. The future improvements the **DEVELOPER** must construct or install are as follows:

    a. Street striping and signing (not required)
    b. Seal coating
    c. Street lights (not required)
    d. Inspections
    e. Installation of survey monumentation.
    f. Stage II cash deposit (not required)

(the "Stage II Improvements"). The **DEVELOPER** must complete the construction of the Stage II Improvements within one (1) year after the date upon which the Plat is recorded.

DEVELOPER must install the Stage II Improvements in accordance with the Plans. Per City Code Section 117-615, the **DEVELOPER** shall provide the **CITY** with a set of re-producible as-built plans CAD format upon completion of the Stage II Improvements and acceptance by the **CITY**. Additionally, the **DEVELOPER** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage II Improvements.

13. Stage I and Stage II Improvements to Outlots. *This paragraph intentionally deleted.*

14. Financial Guaranty for Stage II Improvements. The **CITY** does not require a financial guaranty to secure the **DEVELOPER'S** obligation to construct the Stage II Improvements.

15. Warranty for Stage I and Stage II Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of Two Thousand Five Hundred Dollars and No Cents **($2,500.00)** ($10,000 x 0.25 = **$2,500.00**), which is 25% of the cost of the Stage I and Stage II Improvements. Said warranty shall be in force for one year following the final acceptance of any required improvements and shall guarantee satisfactory performance of said improvements. The warranty must be in the form of an Irrevocable Letter of Credit in a form acceptable to the **CITY'S** Finance Director or cash escrow.

16. Street Cleaning and Clean Up. After the street surfacing that is a part of the Stage I Improvements is installed, the **DEVELOPER** shall clear any soil, earth, or debris from the streets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **DEVELOPER'S** responsibility to pay the costs associated with this necessary street cleaning. Invoices from the **CITY** to the **DEVELOPER** for such costs shall be paid within fifteen (15) days of the date of the invoice.

17. Payment of Development Fee's. The **DEVELOPER** must pay to the **CITY** the fees described on Exhibit B which may include, but are not limited to, Park Land Dedication Fees, Trail Development Fees, Sanitary Sewer Connection (Trunk and Lateral) Fees, Water Connection (Trunk and Lateral) Fees, Stormwater Management Fees, Street Light as well as Street Light Operation and Maintenance Fees (not applicable).

18. Requirements for Building and Occupancy Permits.

    a. No building permit for any lot in the Plat shall be issued until the **DEVELOPER** has: (a) installed a Class 5 driving surface to within 300 feet

of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; c) provided the financial guaranty described in Section 6 to the **CITY**; and d) obtained all necessary permits from the Lower Rum River Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY.**

b. No occupancy permit for any lot in the Plat shall be issued until the **DEVELOPER** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water/drainage facilities this Agreement requires to serve the lot and such utilities and storm water facilities are in place, operational and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; and (d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements.

19. **DEVELOPER** Defaults. If the **DEVELOPER** defaults in the performance of one or more of the **DEVELOPER'S** obligations under this Contract, i) the **CITY** gives the **DEVELOPER** thirty (30) days written notice of the default and ii) the **DEVELOPER** fails to cure the default within said thirty (30) days, then the **CITY** may pursue any and all remedies available at law or in equity including, but not limited to, the following:

a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **DEVELOPER'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **DEVELOPER'S** default creates an immediate risk to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **DEVELOPER** as promptly as possible that the **CITY** is undertaking to perform the **DEVELOPER'S** obligation or obligations. If the **CITY** performs one or more obligations of the **DEVELOPER**, the **DEVELOPER** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **DEVELOPER**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **DEVELOPER** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **DEVELOPER** provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform

the work. This Agreement is a license for the **CITY** to act and it shall not be necessary for the **CITY** to seek a Court Order for permission to enter the **DEVELOPER** Property. As an alternative to seeking recovery from the **DEVELOPER** or the financial guaranty, the **CITY** may levy special assessments against the **Subject** Property in accordance with Minnesota Statutes Section 429, and the **DEVELOPER**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **DEVELOPER** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **DEVELOPER** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **DEVELOPER** provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the proceeds from the financial guaranty to satisfy any judgment the **CITY** obtains against the **DEVELOPER** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

20. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraphs or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **DEVELOPER** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **DEVELOPER'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **DEVELOPER** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **DEVELOPER** does comply. Upon the **CITY'S** demand **DEVELOPER** shall cease work until there is compliance.

d. Mailbox Locations. If the **DEVELOPER** desires to construct mailboxes within the public right of way, the **DEVELOPER** agrees that the placement of mailboxes along public streets is subject to the approval by the **CITY**. Utility locates will be necessary. Mailboxes shall not be located within the bulb of cul-de-sacs.

e. Boulevard and Wetland Restoration. The **DEVELOPER** shall be responsible for the cost of establishing seed in all boulevards within thirty (30) days of the completion of the street improvements, and restoring all other areas disturbed by the development grading operation in accordance with the approved Grading and Erosion Control plan. The **DEVELOPER** shall be responsible for the cost of cleaning any soil, earth, or debris from the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

f. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Friday 7:00 a.m. to 10:00 p.m. (Saturdays with seventy-two [72] notice to **CITY**). The **DEVELOPER** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period.

g. Construction Site Maintenance. The **DEVELOPER** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

h. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as

fixed amounts, are estimated. The **DEVELOPER** agree to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

i. Plat Approval Expenses. The **DEVELOPER** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Plat, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall also be paid within a fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

j. Reimbursement to the **CITY**. The **DEVELOPER** agree to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

k. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official that authorizes the structure to be used for its intended purposes.

l. Estoppel Certificates and Certificate of Completion. Within ten (10) days after a written request from the **DEVELOPER,** the **CITY** will provide the **DEVELOPER** and any third party who is purchasing all or any portion of the Subject Property or to whom the **DEVELOPER** is granting a mortgage on all or any portion of the Subject Property with a written estoppel certificate stating: (i) that this Agreement remains in full force and **effect – or -** that this Agreement has been terminated; (ii) that this Agreement has not been modified or amended **- or,** *if this Agreement has been modified or amended* -, identifying such modifications or amendments; (iii) the type and amount of any security the **CITY** is holding to secure the performance of the **DEVELOPER'S** obligations under this Agreement; (iv) that, to the best of the **CITY'S** actual knowledge, the **DEVELOPER** is not in default in the performance of the **DEVELOPER'S** obligations under this Agreement **- or**, *if the **CITY** has knowledge of **DEVELOPER** defaults*, describing those defaults; and (v) that, to the best of the **CITY'S** actual knowledge, the **CITY** is not in default in the performance of the **CITY'S** obligations under this Agreement **- or**, *if the **CITY** has knowledge of **CITY** defaults*, describing those defaults. At any time that the **DEVELOPER** believes it has fully performed its obligations under this Agreement, the **DEVELOPER** may so notify the **CITY** and the **CITY** shall promptly inspect the Subject Property to determine if the **DEVELOPER** has fully

performed its obligations under this Agreement. Within ten (10) days after the **CITY'S** inspection the **CITY** must provide the **DEVELOPER** with either a detailed written description of the **DEVELOPER's** obligations which the **CITY** determines the **DEVELOPER** has not fully performed or a recordable instrument executed by the **CITY'S** mayor and **CITY** administrator evidencing the termination and satisfaction of this Agreement.

m. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO DEVELOPER:
CTW Group Inc.
Attn: Alexander Delendik
5402 Parkdale Drive #101
Minneapolis, MN 55416

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

[The remainder of this page is intentionally left blank.]

THE DEVELOPER:

By: _____

Its: _____

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2017, by _____, the _____ of CTW Group Inc., a Business Corporation (Domestic), to me known to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By:_____
Its: Mayor

By:_____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2014, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A

Legal Description of the Subject Property

That part of the Southwest Quarter of the Southwest Quarter of Section 10, Township 32, Range 25, described as follows: Commencing at a point on south line of said Quarter Quarter 670.30 feet east of southwest corner thereof, thence north parallel with east line of said Quarter Quarter 758.10 feet, thence at a right angle west 222 feet to point of beginning thence northerly parallel with west line of aid Quarter Quarter 565.92 feet to north line of said Quarter Quarter, thence westerly along said north line, 448.21 feet to northwest corner thereof, thence southerly along said west line 799.89 feet to appoint on said wet line 523.3 feet north of said southwest corner, thence east parallel with said south line 386.9 feet, thence northeasterly 240.62 feet to point of beginning, except roads subject to easement of record, Anoka County, Minnesota

-or upon recording-

Lots 1-3, Block 1 HOMESTEAD ROAD ADDITION, Anoka County, Minnesota.

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **DEVELOPER** is responsible for satisfying applicable Park Dedication requirements. The 2017 Park Dedication Fee applicable to the Plat is $2,800 per residential unit. **DEVELOPER** must pay a Park Dedication Fee of Five Thousand Six Hundred Dollars and No Cents ($2,800 x 2 units = **$5,600.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

2. Trail Development Fees. The **DEVELOPER** is responsible for satisfying applicable Trail Development Fee requirements. The 2017 Trail Development Fee applicable to the Plat is $800 per residential unit. **DEVELOPER** must pay a Trail Development Fee of One Thousand Six Hundred Dollars and No Cents ($800 x 2 units = **$1,600.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

3. Sanitary Sewer Connection (Trunk) Fees. The **DEVELOPER** is responsible for satisfying applicable Sanitary Sewer Connection (Trunk Fees). The 2017 Sewer Fee (Trunk/Connection) applicable to the Plat is $1,154 per unit. **DEVELOPER** must pay a Sewer Fee (Trunk/Connection) of Three Thousand Four Hundred Sixty Two Dollars and No Cents ($1,154 x 3 units = **$3,462.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

4. Water Connection (Trunk) Fees. The Plat is subject to the Brookfield Addition Amendment to Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement (the "Reimbursement Agreement"). Per Section 3.02 of the Reimbursement Agreement, future lots platted from the Northwest Service Area are subject to a per unit Water Connection (Trunk) Fee of $1,925.00. **DEVELOPER** must pay a Water Connection (Trunk) Fee of Five Thousand One Hundred Sixty Dollars and No Cents ($1,925 x 3 units = **$5,160.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

5. Sanitary Sewer Lateral Benefit Fees. The sanitary sewer was originally installed by the **CITY** in conjunction with the reconstruction of 166th Ave and therefore, the **DEVELOPER** is responsible for satisfying applicable Sanitary Sewer Lateral Benefit Fees requirements. The 2017 Sanitary Sewer Lateral Benefit Fee is $4,547 per lot. **DEVELOPER** must pay a Sanitary Sewer Lateral Benefit Fee of Thirteen Thousand Six Hundred Forty One Dollars and No Cents ($4,547 x 3 units = **$13,641.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

6. Water Lateral Benefit Fees. The municipal water line was originally installed by the **CITY** in conjunction with the reconstruction of 166th Ave and therefore, the **DEVELOPER** is responsible for satisfying applicable Water Lateral Benefit Fees requirements. The 2017 Water Lateral Benefit Fee is $5,808 per lot. **DEVELOPER** must pay a Water Lateral Benefit Fee of Seventeen Thousand Four

Hundred Twenty Four Dollars and No Cents ($5,808 x 3 units = **$17,424.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

7. Stormwater Management Fee. The **DEVELOPER** is responsible for satisfying applicable Stormwater Trunk Fee requirements. The 2017 Stormwater Management Fee is $473 per residential unit. **DEVELOPER** must pay a Stormwater Management Fee of Nine Hundred Forty Six Dollars and No Cents ($473 x 2 units = **$946.00**). The **DEVELOPER** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

8. Street Light Fee. The **DEVELOPER** is not responsible for satisfying Street Light Fees.

9. Street Light Operation and Maintenance Fee. The **DEVELOPER** is not responsible for satisfying Street Light Operation and Maintenance Fees.

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-137

RESOLUTION GRANTING APPROVAL OF THE FINAL PLAT, DEVELOPMENT AGREEMENT AND MAINTENANCE AGREEMENT FOR HOMESTEAD ROAD ADDITION

WHEREAS, CTW Group Inc., hereafter referred to as "Developer", properly applied for Final Plat approval of the following described property located in the City of Ramsey:

> That part of the Southwest Quarter of the Southwest Quarter of Section 10, Township 32, Range 25, described as follows: Commencing at a point on south line of said Quarter Quarter 670.30 feet east of southwest corner thereof, thence north parallel with east line of said Quarter Quarter 758.10 feet, thence at a right angle west 222 feet to point of beginning thence northerly parallel with west line of aid Quarter Quarter 565.92 feet to north line of said Quarter Quarter, thence westerly along said north line, 448.21 feet to northwest corner thereof, thence southerly along said west line 799.89 feet to appoint on said wet line 523.3 feet north of said southwest corner, thence east parallel with said south line 386.9 feet, thence northeasterly 240.62 feet to point of beginning, except roads subject to easement of record, Anoka County, Minnesota.
>
> Or upon recording:
>
> Lots 1-3, Block 1 HOMESTEAD ROAD ADDITION
>
> (the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Homestead Road Addition from the Developer; and

WHEREAS, the Planning Commission reviewed the sketch plan on November 3, 2016; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered the tree preservation plan, landscaping, and the requested lot depth variance pertaining to the preliminary plat on March 20, 2017; and

WHEREAS, on April 6, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, on April 25, 2017, the City Council approved the preliminary plat; and

WHEREAS, on May 17, the Developer applied for Final Plat approval.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants approval of the Final Plat, Development Agreement, and Rain Garden Maintenance Agreement for Homestead Road Addition in accordance with relevant City Codes, subject to the following conditions:
   a) Compliance with City Staff Review Letter dated June 9, 2017.
   b) The Developer entering into a Development Agreement with the City.
   c) The Developer executing a Rain Garden Maintenance Agreement with the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 13th day of June, 2017

_____
Mayor

ATTEST:

_____
City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 6.**

Meeting Date: 06/13/2017

By: Tim Gladhill, Community Development

Information

Title:

Consider Actions for Riverstone Addition Located Near Bunker Lake Boulevard and Puma Street; Case of Capstone Homes (Project No. 17-106)

1. Introduce Ordinance #17-06 Approving Zoning Amendment to Planned Unit Development (PUD)
2. Adopt Resolution #17-06-144 Declaring Environmental Impact Statement Not Needed and Approving Preliminary Plat

Purpose/Background:

Note: This case was updated on June 9, 2017. The following items were added.

1. Staff Review Letter
2. Ordinance #17-06
3. Resolution #17-06-144

The purpose of this case is to review a Preliminary Plat for a 293 lot subdivision (245 detached single-family and 48 townhomes). The Preliminary Plat also requires the approval of a Planned Unit Development (PUD).

Notification:

Staff attempted to notify all Property Owners within 700 feet of the Subject Property of the Preliminary Plat Review.

Observations/Alternatives:

There are a number of layers to the review of this project. Please see the attached review letter for specific review. Topics include, but are not limited to, the following:

- Comprehensive Plan
- Zoning and Subdivision Code
- Collector/Arterial Streets/Cost Share
- Park Dedication

Detailed review of the proposed subdivision is included in the attached Staff Review Letter. Approval of the Preliminary Plat has several contingencies outlined in the Staff Review Letter and Resolution #17-06-144.

Alternatives

Alternative #1 - Approve the Preliminary Plat as presented. Staff believes that the proposed contingencies are appropriate for approval, acknowledging that additional steps are forthcoming. Preliminary Plat is focused on giving approval to layout, with specific agreements and construction plans approved with Final Plat. Staff recommends this alternative.

Alternative #2 - Postpone action to resolve contingencies and bring back revised Preliminary Plat for consideration. Several of the contingencies are standard and would carry forward regardless of amended plans. However, there are items of clarification and plan revisions requested that could be updated before approving. Staff could support this action if necessary. The City Council should still act on the Environmental Assessment Worksheet in this alternative. Staff will walk the City Council through this step if necessary with appropriate motion. The motion for this alternative would be to motion to adopt Resolution #17-06-144 declaring an Environmental Impact Statement is not required and striking Items #2 and #3 from said resolution.

Alternative #3 - Deny the Preliminary Plat.

Funding Source:

All costs associated with processing the Application are the responsibility of the Developer. Interior infrastructure as part of the project area are the responsibility of the Developer. The Developer is responsible for standard Development Fees.

Staff does note that this project is contingent upon approval of an Assessment Agreement that would include the City contributing to the cost of improvements to Bunker Lake Boulevard and Puma Street. This aspect will be handled as a separate case in the future.

Recommendation:

The Planning Commission recommends approval of this project as outlined in the Staff Review Letter (amended/updated version was posted June 9, 2017).

Action:

Motion to introduce Ordinance #17-06 approving a Zoning Amendment to Planned Unit Development and adopt Resolution #17-06-144 approving the Preliminary Plat for Riverstone Addition.

(Staff Note: can be a single motion for both documents)

Attachments

Site Location Map
Plan Set
Capstone Supplemental Submittal
Environmental Assessment Worksheet
EAW Record of Decision
Staff Review Letter
Resolution #17-06-144
Ordinance #17-06

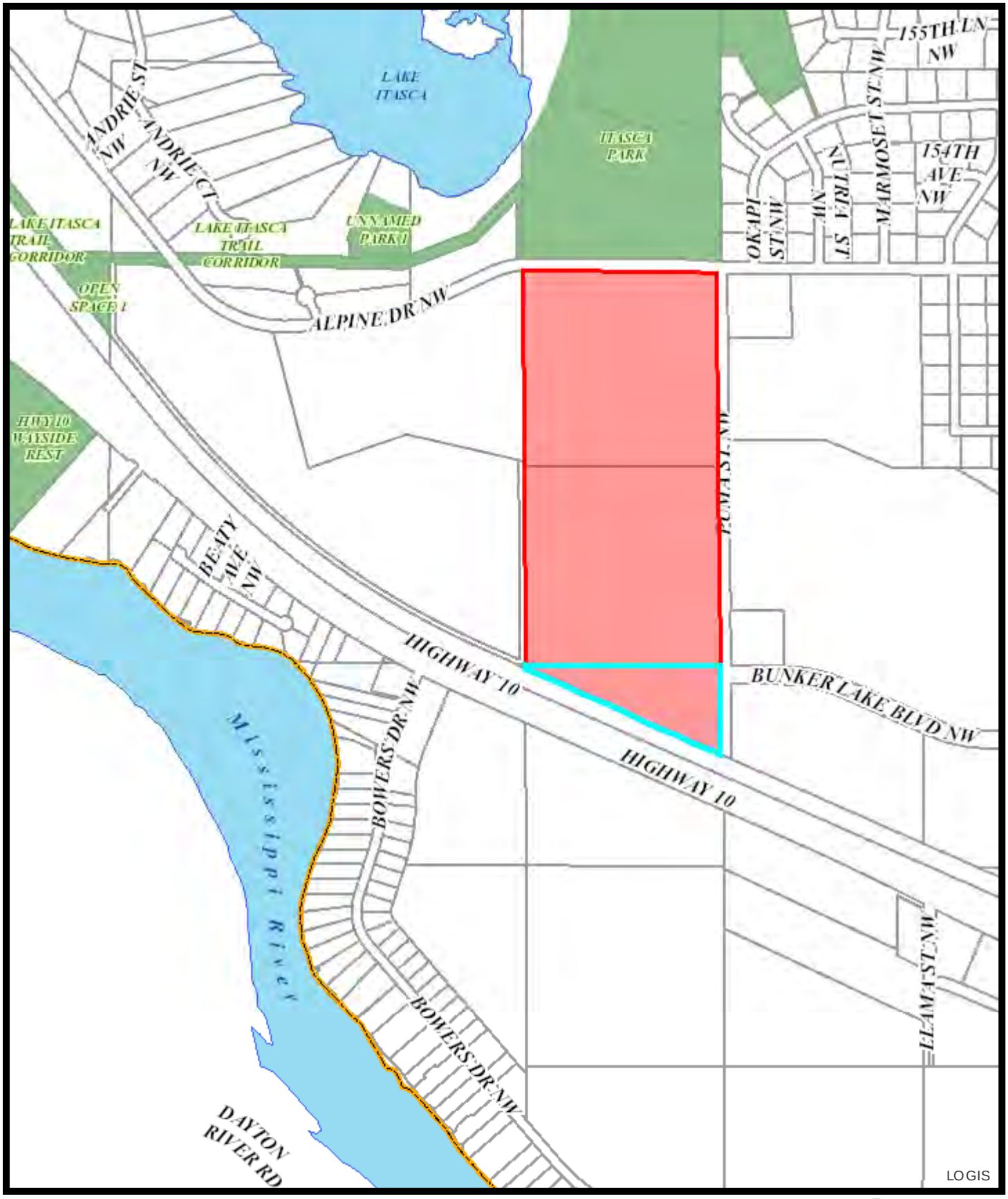
Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 04:11 PM
Patrick Brama	Patrick Brama	06/09/2017 12:12 PM
Form Started By: Tim Gladhill		Started On: 06/06/2017 07:21 AM
Final Approval Date: 06/09/2017		

29-32-25-22-0004

Site Location Map

Riverstone



Feet

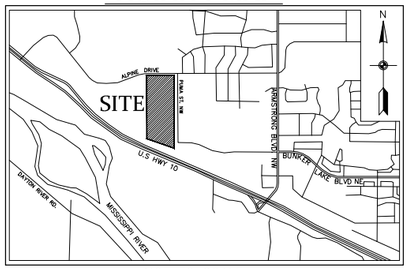
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Print Date: March 10, 2017

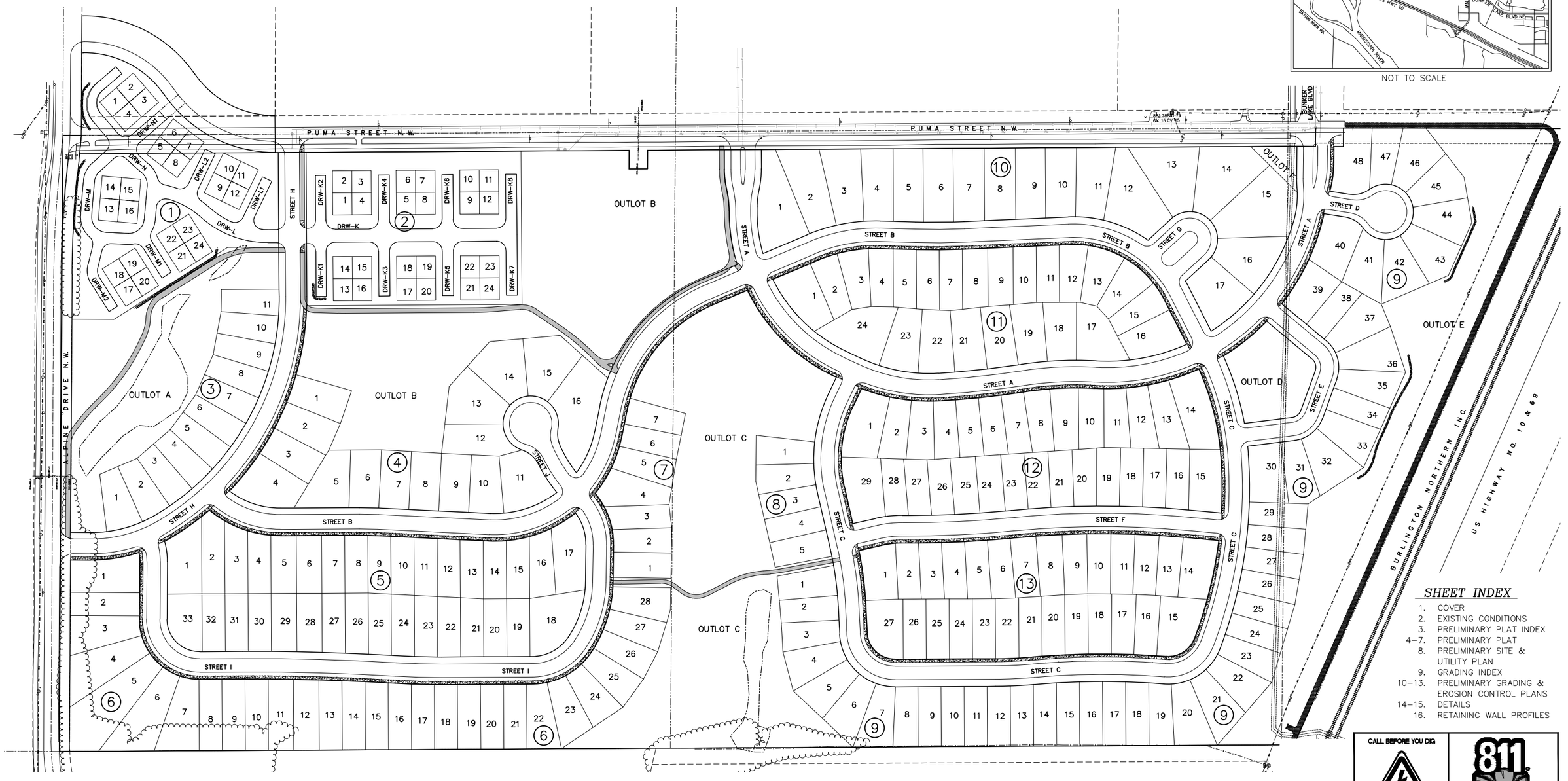
RIVERSTONE

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE



SHEET INDEX

1. COVER
2. EXISTING CONDITIONS
3. PRELIMINARY PLAT INDEX
4–7. PRELIMINARY PLAT
8. PRELIMINARY SITE & UTILITY PLAN
9. GRADING INDEX
10–13. PRELIMINARY GRADING & EROSION CONTROL PLANS
14–15. DETAILS
16. RETAINING WALL PROFILES

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200
(IN FEET)

CALL BEFORE YOU DIG

811
Know what's **below.**
Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: DRAFT
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

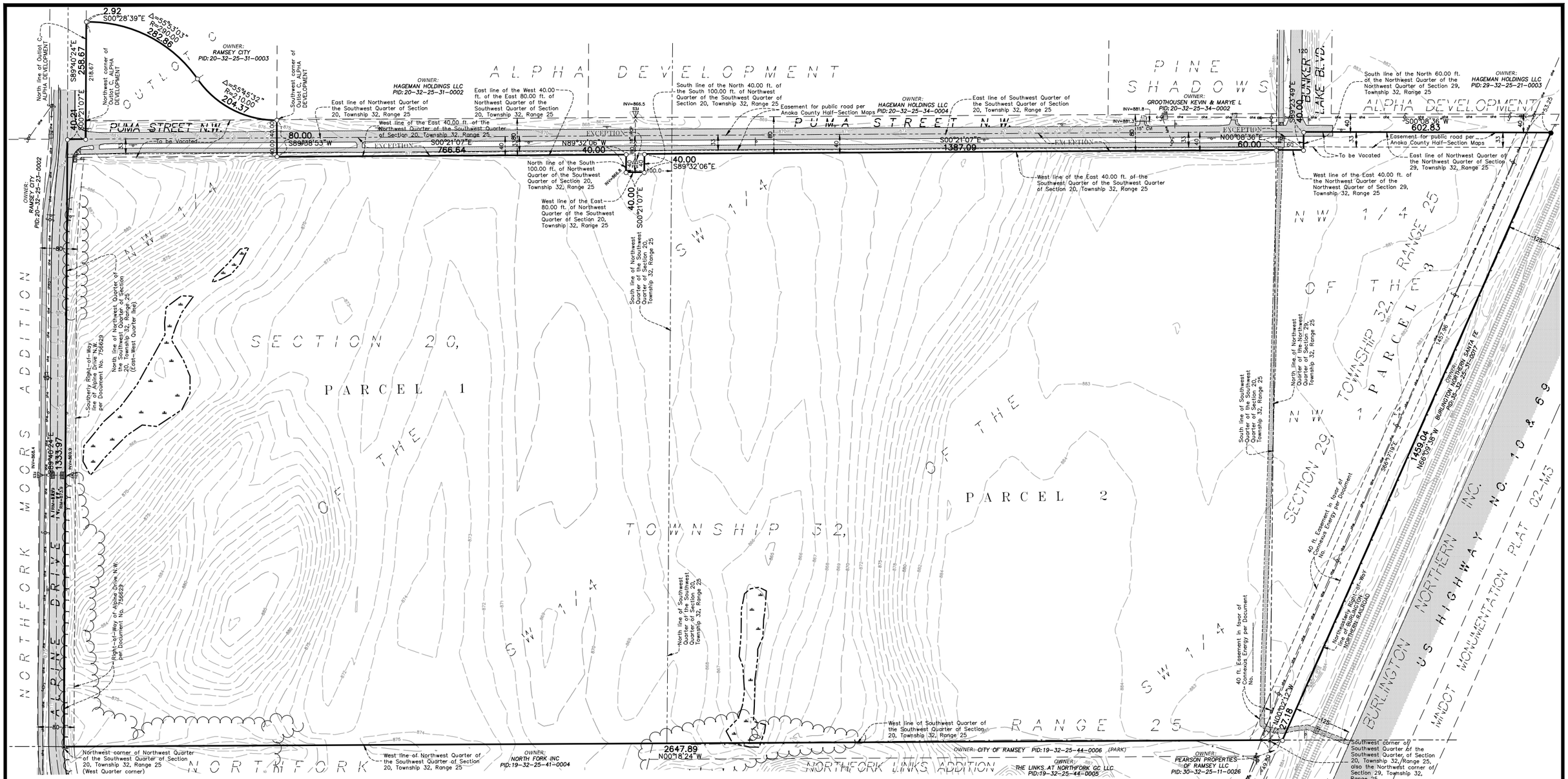
Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER SHEET

Save Date: 03/10/17 I:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_cover.dwg



Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota. EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

(Proposed Legal Description, subject to City approved Right-of-Way Vacation)
That part of Puma Street Northwest, as created and dedicated in the plat of ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, lying southerly of the westerly extension of the north line of Outlot C, said plat, and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

And

That part of the East 40.00 feet of the Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, lying southerly of the southerly right of way line of Alpine Drive NW as described in Doc. No. 756629 and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

LEGEND

- ◉ – Denotes Anoka County Cast Iron Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes Set Iron Pipe, Marked with RLS 40361
- —o— – Denotes Miscellaneous Sign
- – Denotes Electric Box
- – Denotes Catch Basin
- – Denotes Electric Meter
- – Denotes Telephone Box
- – Denotes Utility Pole
- – Denotes Flared End Section
- – Denotes Hand Hole
- – Denotes Overhead Electric
- – Denotes Storm Sewer
- – Denotes Existing Fence as noted
- – Denotes Wetland delineated by Kjolhaug Environmental Services Company in 2016
- – Denotes Gravel Surface
- – Denotes Bituminous Surface
- – Denotes Existing 1 Ft. Contour
- – Denotes Existing 5 Ft. Contour

GENERAL NOTES:

1. The field work for this survey was completed on November 28th, 2016.
2. Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.
3. BENCHMARK: Anoka County Benchmark No. 3076 Elevation= 890.186 (NAVD 88)
4. Surveyed property contains ±3,934,125 sq.ft. (±90.32 acres).
5. Wetlands shown hereon were delineated by Kjolhaug Environmental Services Company in 2016.
6. Above ground utilities have been field located as shown. Underground utilities shown hereon are those which were field marked by utility companies responding to Gopher State One Call, Ticket No. 162941258 and 162941314, dated 10/20/2016 or were taken from utility plans provided by the City of Ramsey. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002).

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature: D R A F T
Date: 3/8/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 3/8/2017
FILE NO: 1308

Revisions:

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, Minnesota

EXISTING CONDITIONS

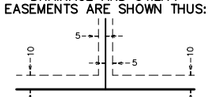
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RIVERSTONE

SITE DATA

TOTAL SITE AREA	**±90.32 AC.**	**TOTAL MULTI-FAMILY AREA**	**±7.38 AC.**
TOTAL ROW AREA	**±16.77 AC.**	NUMBER OF LOTS	48
TOTAL OUTLOT AREA	**±20.67 AC.**	NUMBER OF COMMON AREA LOTS	2
OUTLOT A	±2.73 AC.	MULTI-FAMILY LOT SIZE	±2,016 S.F.
OUTLOT B	±6.20 AC.	**TOTAL SINGLE FAMILY AREA**	**±45.50 AC.**
OUTLOT C	±6.39 AC.	NUMBER OF LOTS	245
OUTLOT D	±0.66 AC.	SMALLEST LOT	±6,056 S.F.
OUTLOT E	±4.58 AC.	LARGEST LOT	±19,592 S.F.
OUTLOT F	±0.11 AC.	AVERAGE LOT	±8,090 S.F.
TOTAL LOT AREA	**±52.88 AC.**	**EXISTING ZONING**	**R-1, R-2, R-3, B-2**
TOTAL NUMBER OF LOTS	**293**	**PROPOSED ZONING**	**PUD**
(SINGLE FAMILY AND MULTI-FAMILY LOTS)		**UTILITIES**	**AVAILABLE**
		GROSS DENSITY	**3.24**
		(SINGLE FAMILY + MULTI-FAMILY LOTS/ TOTAL SITE AREA)	

PROPOSED DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 5 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

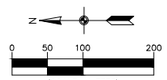
BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.



LEGAL DESCRIPTION

Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota. EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629. AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, which may be subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

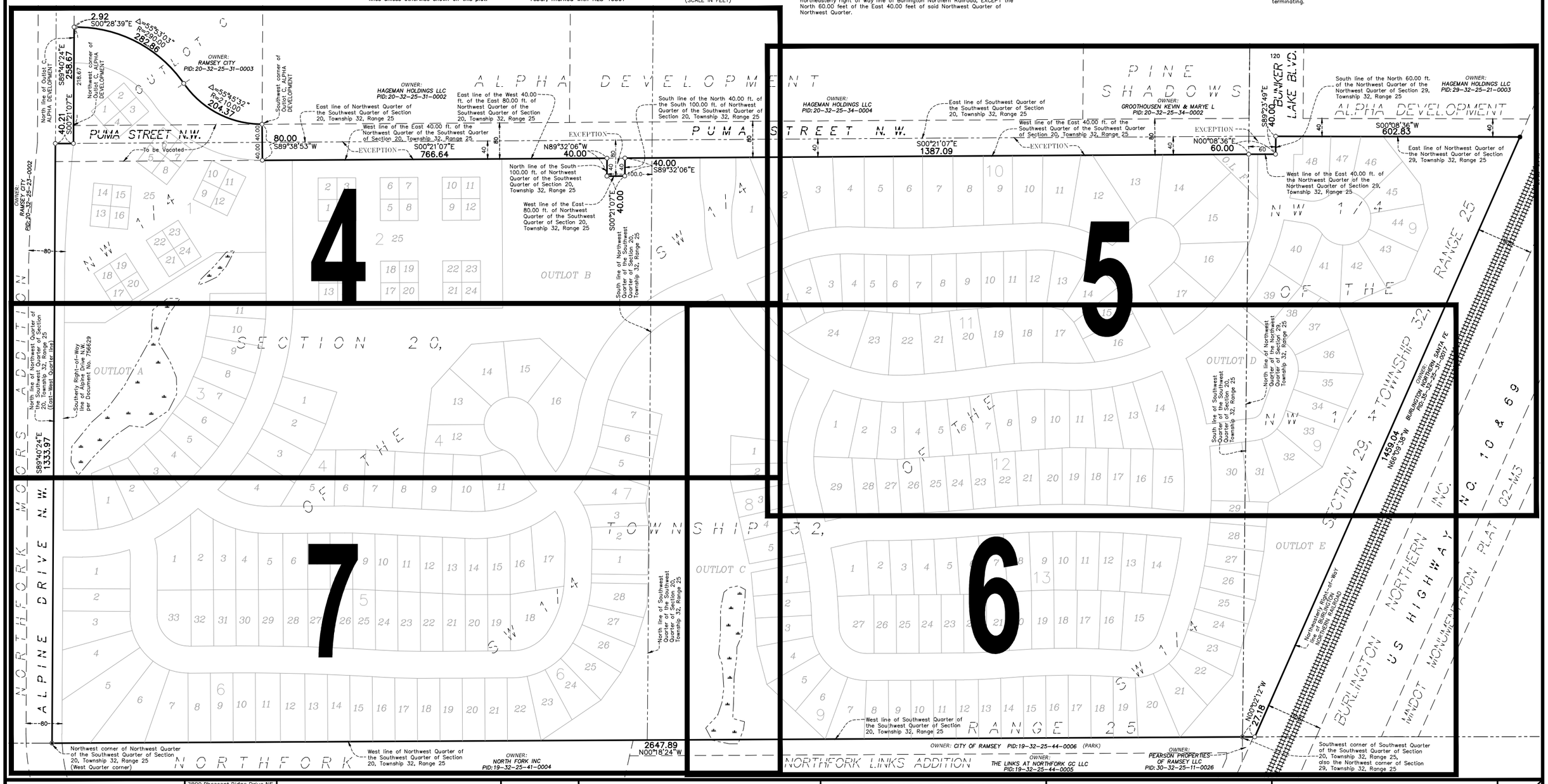
(Proposed Legal Description, which may be subject to City approved parcel subdivision)
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Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

AND

That part of the East 40.00 feet of the Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, lying southerly of the southerly right of way line of Alpine Drive NW as described in Doc. No. 756629 and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.



Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota	Print Name: Thomas R. Balluff, L.S. Signature: D R A F T Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions:

RIVERSTONE DEVELOPMENT, LLC 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT INDEX**	3 of 16

Save Date: 03/10/17 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prpindex.dwg

LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.

0 25 50 100
(SCALE IN FEET)

ALPHA DEVELOPMENT

PUMA STREET N.W.

ALPINE DRIVE N.W.

THORK MOORS ADDITION

SECTION 20, TOWNSHIP 32,

OUTLOT A
±118,973 sq.ft.
Drainage & Utility Easement
(Over all of Outlot A)

OUTLOT B
±269,973 sq.ft.
Drainage & Utility Easement
(Over all of Outlot B)

STREET A

STREET B

STREET H

STREET J

SEE SHEET 5

SEE SHEET 7

Carlson McCain
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• surveying

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Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

4 of 16

Issue Date: 03/10/17 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

LEGEND

- ◉ – Denotes Anoka County Monument
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0 25 50 100 (SCALE IN FEET)

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ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID:20-32-25-34-0004

PINE SHADOWS
OWNER: GROOTHOUSEN KEVIN & MARYE L
PID:20-32-25-34-0002

BUNKER LAKE BL.VD.

ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID:29-32-25-21-0003

PUMA STREET N.W.
S00°21'07"E 1387.09
East line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
West line of the East 40.00 ft. of the Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
EXCEPTION
West line of the East 40.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
EXCEPTION
40.00 S89°23'49"E
South line of the North 60.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
N00°08'36"E 60.00
PUMA STREET N.W.
S00°08'36"W 602.83
East line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
Easement for public road per Anoka County Half-Section Maps (To be Vacated)

STREET B
STREET C
STREET D
STREET E
STREET F
STREET G
STREET A

OUTLOT D
±28,544 sq.ft.
South line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
North line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

OUTLOT E
±199,714 sq.ft.
Drainage & Utility Easement (Over all of Outlot E)

OUTLOT F
±4,941 sq.ft.

1459.04 N66°09'55"W

SECTION 29, TOWNSHIP 32, RANGE 25

BURLINGTON NORTHERN INC.
OWNER: BURLINGTON NORTHERN SANTA FE
PID:35-32-25-31-0017

BURLINGTON NORTHERN INC. & U.S. HIGHWAY 169

MNDOT MONUMENTATION PLAT 02-M3

SEE SHEET 4

SEE SHEET 6

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota	Print Name: Thomas R. Balluff, L.S. Signature: D R A F T Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions:	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN **PRELIMINARY PLAT** 5 of 16

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TOWNSHIP 32,

SEE SHEET 5

SEE SHEET 7

STREET A

STREET B

STREET C

STREET D

STREET E

STREET F

STREET G

STREET C

OUTLOT C
±278,150 sq.ft.
Drainage & Utility Easement
(Over all of Outlot C)

OUTLOT D
±28,544 sq.ft.

OUTLOT E
±199,714 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of Northwest Quarter of the Southwest Quarter of Section 29, Township 32, Range 25

North line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

South line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

Northeasterly Right-of-Way line of BURLINGTON NORTHERN RAILROAD

West line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

Southwest corner of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, also the Northwest corner of Section 29, Township 32, Range 25

2647.89
N00°18'24"W

N00°02'12"W
27.18

OWNER:
CITY OF RAMSEY
PID:19-32-25-44-0006
(PARK)

OWNER:
THE LINKS AT NORTHFORK GC LLC
PID:19-32-25-44-0005

OWNER:
PEARSON PROPERTIES OF RAMSEY, LLC
PID:30-32-25-11-0028

NORTHFORK LINKS ADDITION

LEGEND

◉ – Denotes Anoka County Monument
● – Denotes Found Iron Monument
○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

0 25 50 100
(SCALE IN FEET)

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RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

Save Date: 03/10/17 F:\jobs\6471 + 6440\6435 + ramsey site\cad c3d\survey\6435_prp.dwg

SEE SHEET 4

NORTHFORK MOORS

ALPINE DRIVE N.W.

ALPINE DRIVE N. W. 889.6

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 756629

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East-West Quarter line)

S89°40'24"E 1333.97

461.8

90.9

OUTLOT A
±118,973 sq.ft.
Drainage & Utility Easement (Over all of Outlot A)

STREET H

STREET B

STREET I

STREET J

TOWNSHIP 32,

1	±7,913 sq.ft.	125.0	
2	±7,289 sq.ft.	130.8	
3	±6,875 sq.ft.	125.0	
4	±6,875 sq.ft.	127.7	
5	±6,875 sq.ft.	125.0	
6	±6,875 sq.ft.	127.7	
7	±6,875 sq.ft.	125.0	
8	±6,875 sq.ft.	127.7	
9	±6,875 sq.ft.	125.0	
10	±6,875 sq.ft.	127.7	

1	±8,564 sq.ft.	125.0	
2	±8,606 sq.ft.	124.8	
3	±8,446 sq.ft.	124.3	
4	±11,795 sq.ft.	118.1	
4	±9,479 sq.ft.	124.7	
5	±10,420 sq.ft.	125.1	
6	±8,235 sq.ft.	126.3	
7	±8,188 sq.ft.	125.6	
8	±8,146 sq.ft.	125.0	
9	±8,125 sq.ft.	125.0	
10	±8,505 sq.ft.	124.1	
11	±11,379 sq.ft.	124.9	
12	±9,479 sq.ft.	124.7	
13	±11,744 sq.ft.	126.3	
14	±12,007 sq.ft.	126.3	
15	±12,209 sq.ft.	125.6	
16	±17,841 sq.ft.		

1	±10,563 sq.ft.	167.1	
2	±8,526 sq.ft.	157.8	
3	±7,282 sq.ft.	135.8	
4	±6,496 sq.ft.	125.9	
5	±6,881 sq.ft.	125.0	
6	±6,875 sq.ft.	125.0	
7	±6,250 sq.ft.	125.0	
8	±6,249 sq.ft.	124.8	
9	±6,255 sq.ft.	125.2	
10	±6,261 sq.ft.	125.3	
11	±6,266 sq.ft.	125.4	
12	±6,270 sq.ft.	125.4	
13	±6,274 sq.ft.	125.5	
14	±6,241 sq.ft.	125.4	
15	±6,447 sq.ft.	134.0	
16	±7,223 sq.ft.	143.3	
17	±10,764 sq.ft.		

1	±11,105 sq.ft.	150.0	
2	±7,500 sq.ft.	150.0	
3	±9,870 sq.ft.	161.3	
4	±12,920 sq.ft.	209.5	
5	±19,592 sq.ft.	229.6	
6	±14,418 sq.ft.	171.3	
7	±11,003 sq.ft.	154.3	
8	±7,715 sq.ft.	154.3	
9	±7,715 sq.ft.	154.3	
10	±7,710 sq.ft.	154.0	
11	±8,448 sq.ft.	153.1	
12	±8,382 sq.ft.	151.6	
13	±7,534 sq.ft.	149.7	
14	±7,426 sq.ft.	147.3	
15	±7,293 sq.ft.	144.4	
16	±7,140 sq.ft.	141.5	
17	±7,032 sq.ft.	140.1	
18	±7,001 sq.ft.	140.0	
19	±7,000 sq.ft.	140.0	
20	±7,000 sq.ft.	140.0	
21	±7,000 sq.ft.	140.0	
22	±8,427 sq.ft.	91	
23	±8,266 sq.ft.		
24	±7,602 sq.ft.	129.2	
25	±7,483 sq.ft.		
26	±7,043 sq.ft.	126.1	
27	±7,035 sq.ft.	125.9	
28	±7,985 sq.ft.	125.1	
33	±8,383 sq.ft.	125.0	
32	±6,250 sq.ft.	125.0	
31	±6,250 sq.ft.	125.0	
30	±6,258 sq.ft.	125.4	
29	±6,920 sq.ft.	126.4	
28	±6,990 sq.ft.	127.9	
27	±6,444 sq.ft.	128.9	
26	±6,524 sq.ft.	132.4	
25	±6,621 sq.ft.	132.6	
24	±6,635 sq.ft.	132.6	
23	±6,598 sq.ft.	131.0	
22	±6,483 sq.ft.	126.3	
21	±6,345 sq.ft.	125.5	
20	±6,277 sq.ft.	125.5	
19	±6,277 sq.ft.	125.5	
18	±12,257 sq.ft.	109.2	

1	±6,875 sq.ft.	125.0	
2	±6,516 sq.ft.	125.0	
3	±6,634 sq.ft.	128.4	
4	±9,255 sq.ft.	139.8	
5	±7,337 sq.ft.	137.1	
6	±6,377 sq.ft.	125.8	
7	±6,588 sq.ft.	125.0	

OUTLOT C
±278,150 sq.ft.
Drainage & Utility Easement (Over all of Outlot C)

SEE SHEET 6

Drainage & Utility Easement

Drainage & Utility Easement

Northwest corner of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (West Quarter corner)

West line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

2647.89
N00°18'24"W

OWNER:
NORTH FORK INC
PID:19-32-25-41-0004

NORTHFORK

LEGEND

◉ – Denotes Anoka County Monument
● – Denotes Found Iron Monument
○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

N
0 25 50 100
(SCALE IN FEET)

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.

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ISSUE DATE: 03/08/2017
FILE NO: 1308

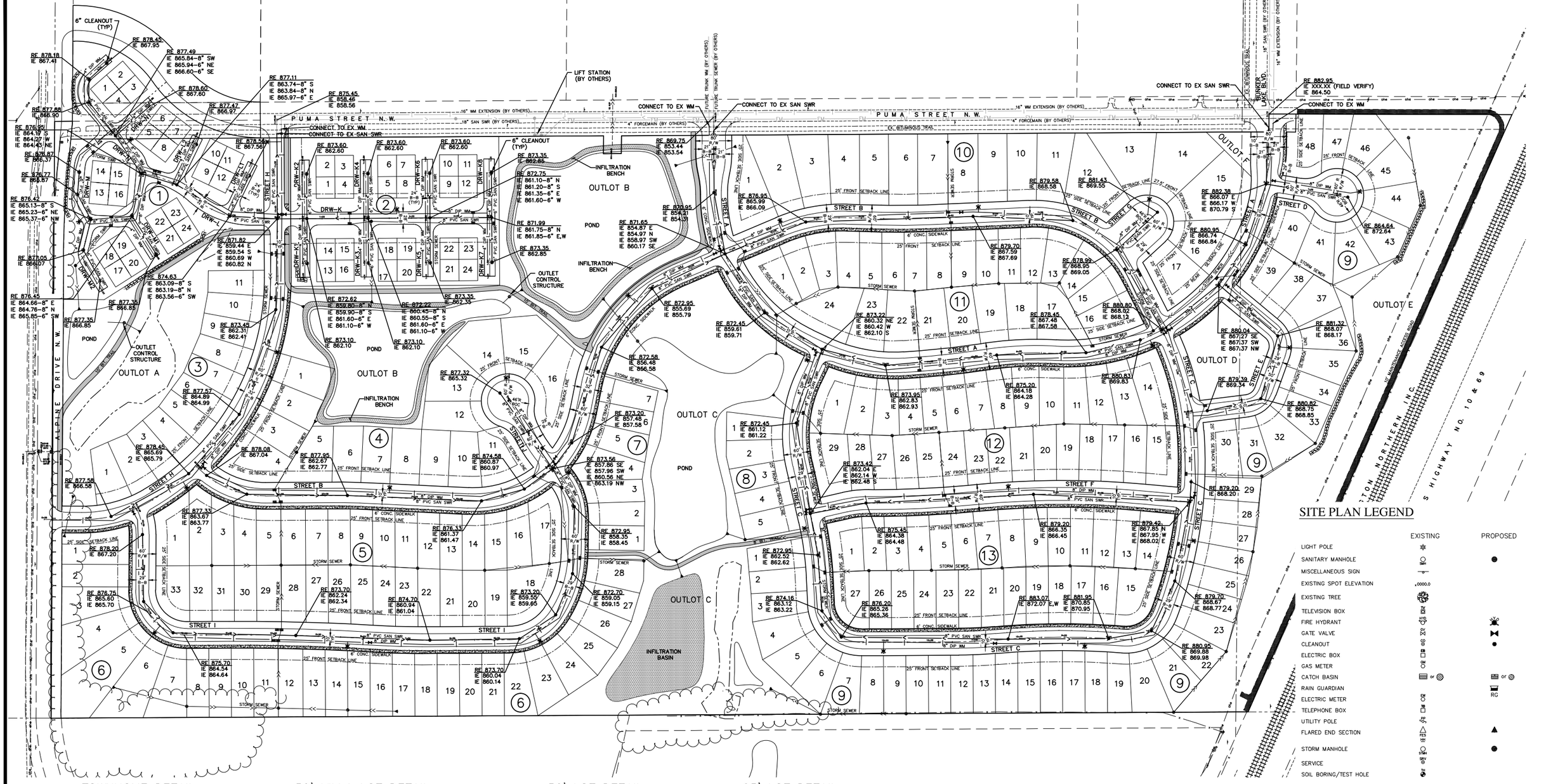
Revisions:

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

Save Date: 03/10/17 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg



SITE PLAN LEGEND

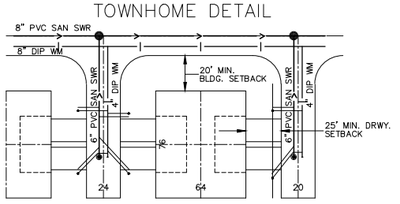
	EXISTING	PROPOSED
LIGHT POLE	✲	
SANITARY MANHOLE	SAN	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT		
GATE VALVE		
CLEANOUT	CO	●
ELECTRIC BOX	ELEC	
GAS METER	GAS	
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	ELEC	
TELEPHONE BOX	TEL	
UTILITY POLE		
FLARED END SECTION		▲
STORM MANHOLE	STORM	●
SERVICE		
SOIL BORING/TEST HOLE		
RETAINING WALL		
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	
UNDERGROUND ELECTRIC	ue	
WATERMAIN		
SANITARY SEWER		
UNDERGROUND GAS	ug	
STORM SEWER		
FENCE	x	
OVERHEAD ELECTRIC	ohe	
EXISTING FENCE AS NOTED	x	
CONCRETE SURFACE		
BITUMINOUS SURFACE		

0 50 100 200

BENCHMARK

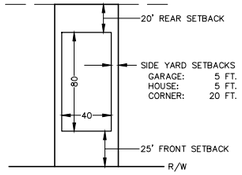
1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

TOWNHOME DETAIL



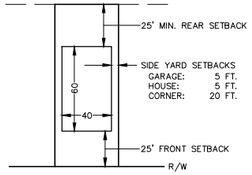
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED 10' BEHIND THE CURB.

50' VILLA LOT DETAIL



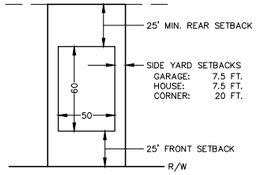
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: DRAFT
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

[Save Date: 03/10/17] I:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_site.dwg

SHEET 13 | SHEET 12 | SHEET 11 | SHEET 10

PUMA STREET N.W.

ALPINE DRIVE N.W.

BUNKER LAKE BLVD.

BURLINGTON NORTHERN INC.

US HIGHWAY NO. 10 & 69

STREET A, STREET B, STREET C, STREET D, STREET E, STREET F, STREET G, STREET H, STREET I, STREET J

OUTLOT A, OUTLOT B, OUTLOT C, OUTLOT D, OUTLOT E

WETLAND 1
100 YR HWL = 867.0

WETLAND FILL
1738 SF

RETAINING WALL #1

RETAINING WALL #2

RETAINING WALL #3

RETAINING WALL #4

RETAINING WALL #5

RETAINING WALL #6

RETAINING WALL #7

RETAINING WALL #8

RETAINING WALL #9

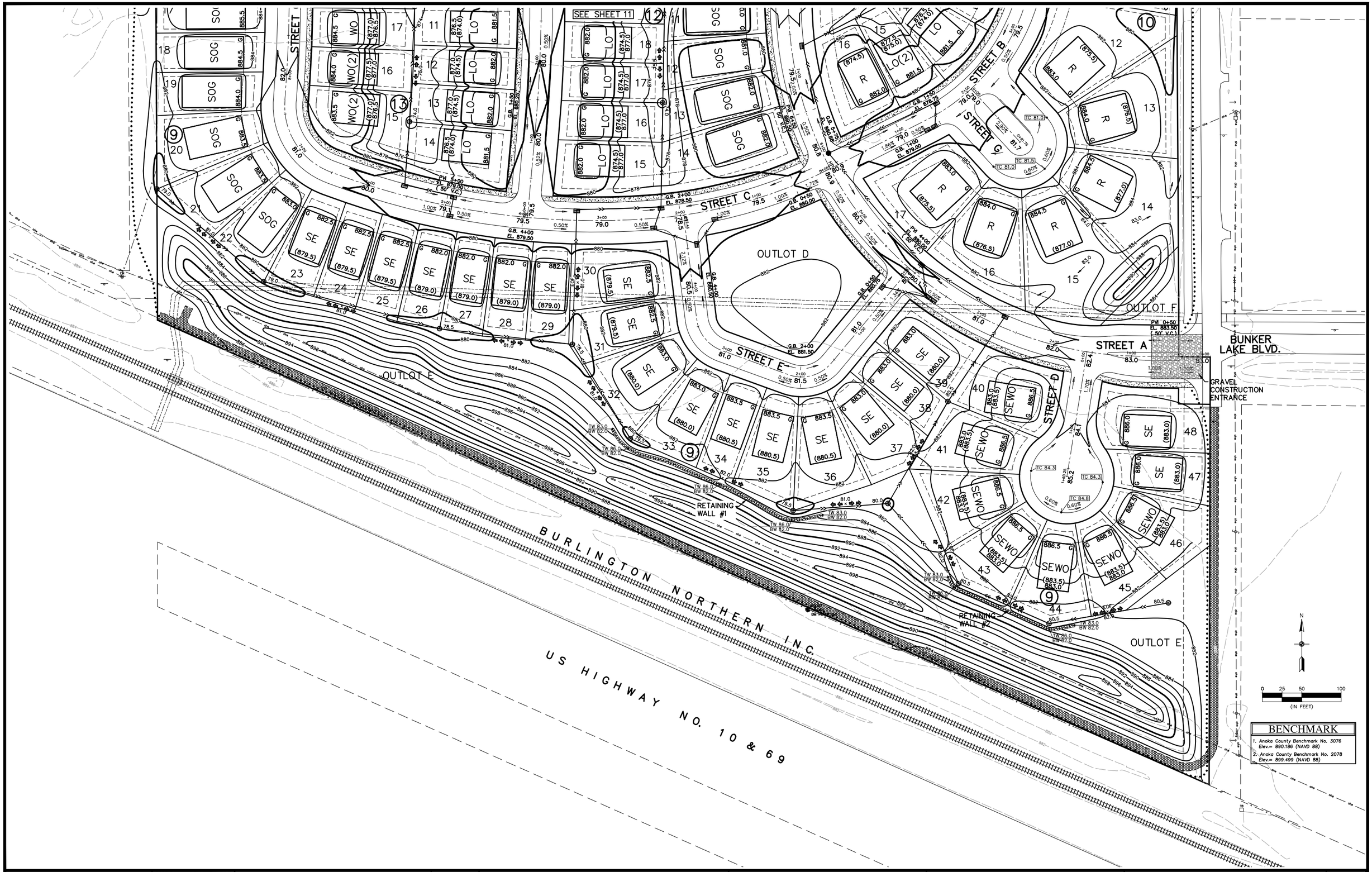
RETAINING WALL #10

RETAINING WALL #11

RETAINING WALL #12

RETAINING WALL #13

RETAINING WALL



BENCHMARK

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RIVERSTONE
Ramsey, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

10 of 16

Save Date: 03/10/17 T:\Jobs\6421 - 6440\6435 - Ramsey site\cad c3d\engineering\preliminary\6435_gr.dwg



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PRELIMINARY GRADING & EROSION CONTROL PLAN

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ALPINE DRIVE N.W.

ALPINE DRIVE N. W.

RETAINING WALL #5

RETAINING WALL #6

10' BITUMINOUS TRAIL

POND 400
NWL = 868.5
100 YR HWL = 869.6

OUTLOT A

WETLAND 1
NWL = 867.5
100 YR HWL = 868.4

RETAINING WALL #4

WETLAND FILL
1738 SF

STREET I

STREET H

STREET B

STREET A

DRW-M2

DRW-M

DRW-N

DRW-N1

DRW-M1

DRW-L2

DRW-L

DRW-L1

RETAINING WALL #3

OUTLOT B

POND 300
NWL = 866.5
OUTLET = 867.0
100 YR HWL = 868.3

INFILTRATION BENCH

DRW-K1

DRW-K2

DRW-K3

DRW-K4

DRW-K

DRW-K5

DRW-K6

DRW-K7

DRW-K8

PUMA STREET N. W.

SEE SHEET 12

N

0 25 50 100
(IN FEET)

BENCHMARK

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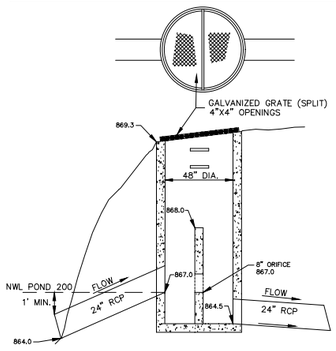
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Ramsey, MN

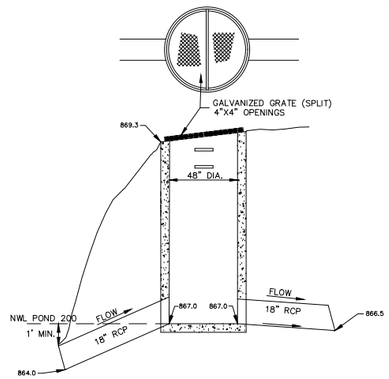
PRELIMINARY GRADING & EROSION CONTROL PLAN

[Save Date: 03/10/17] T:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_gr.dwg

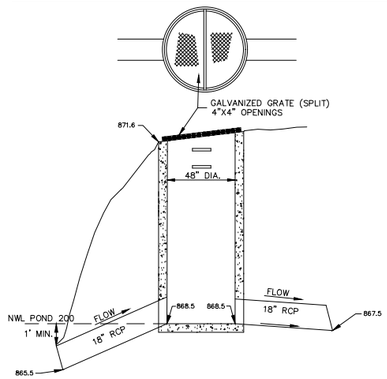
OUTLET CONTROL STRUCTURE POND 200



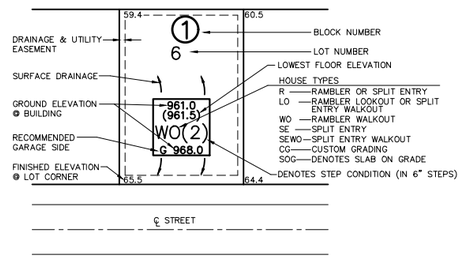
OUTLET CONTROL STRUCTURE POND 300



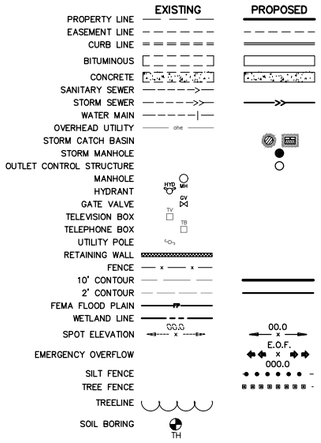
OUTLET CONTROL STRUCTURE POND 400



GRADING PLAN LOT KEY

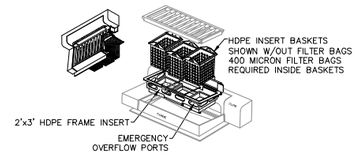


LEGEND



INFRASAFE – 2'x3' DEBRIS COLLECTION DEVICE

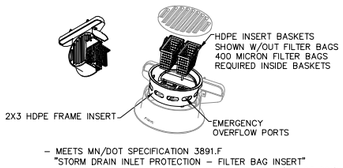
AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS



- MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
- DESIGNED FOR NEENAH R–3067 OR R–3290 SERIES

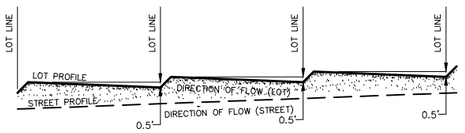
INFRASAFE – 27" DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SERVICES



- MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
- DESIGNED FOR NEENAH R–3250–A OR R–3250–1 (MNDOT 801) FRAME CASTING

LOT BENCHING DETAIL



TURF ESTABLISHMENT

TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (2005) EXCEPT AS MODIFIED BELOW.

TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 14 DAYS.

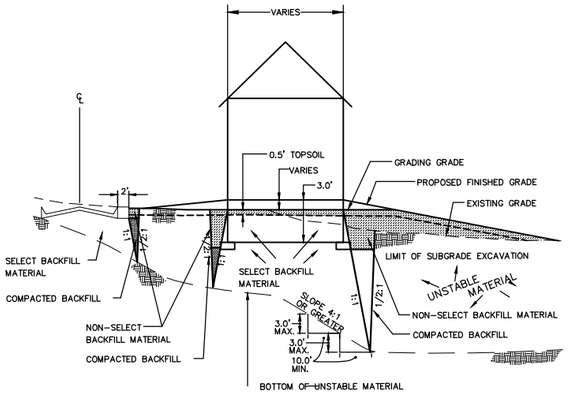
SEED: MnDOT MIXTURE 250 AT 70 POUNDS PER ACRE.

DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.

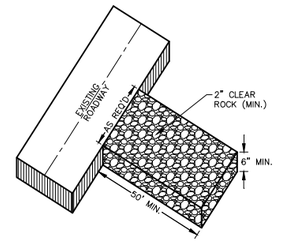
MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).

FERTILIZER: TYPE 24–12–24 AT 300 POUNDS PER ACRE.

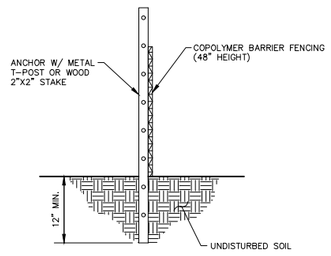
SUBGRADE CORRECTION



ROCK CONSTRUCTION ENTRANCE



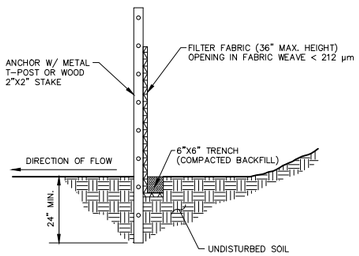
TREE FENCE



NOTES:

1. TREE FENCING SHALL BE PLACED A MINIMUM OF 1 FOOT PER CALIPER INCH OF TREE DIAMETER FROM TREE(S) THAT IS/ARE TO BE SAVED.
2. ANCHOR POST MAY BE SPACED UP TO 10 FEET APART.
3. SECURELY ATTACH TREE FENCE TO ANCHOR POSTS W/ MINIMUM OF TWO ATTACHMENTS PER POST.
4. SEE MNDOT SPECIFICATION 2572.

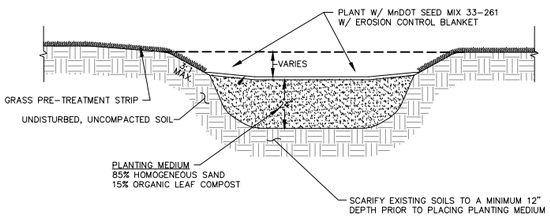
SILT FENCE



NOTES:

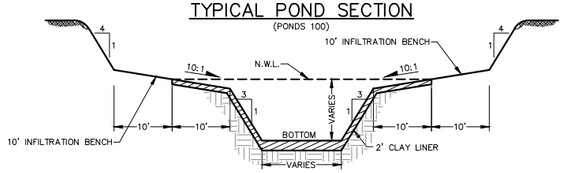
1. DIG A 6"X6" TRENCH ALONG THE INTENDED SILT FENCE LINE.
2. DRIVE ALL ANCHOR POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
3. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART.
4. LAY OUT SILT FENCE ALONG THE UPHILL SIDE OF THE ANCHOR POSTS AND BACK FILL 6"X6" TRENCH.
5. SECURELY ATTACH SILT FENCE TO ANCHOR POSTS W/ MINIMUM OF THREE ATTACHMENTS PER POST.
6. SEE MNDOT SPECIFICATIONS 2573 & 3886.

INFILTRATION BASIN



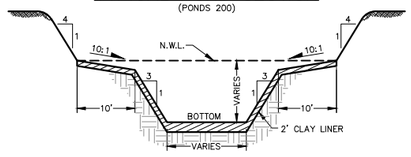
TYPICAL POND SECTION

(PONDS 100)



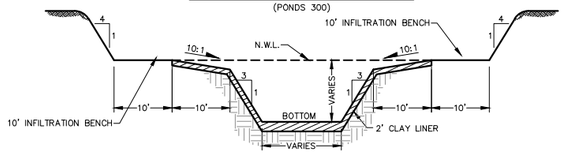
TYPICAL POND SECTION

(PONDS 200)



TYPICAL POND SECTION

(PONDS 300)



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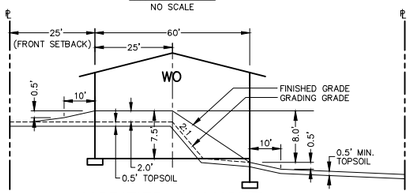
DETAILS

14 of 16

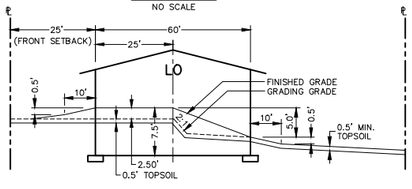
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65' LOTS

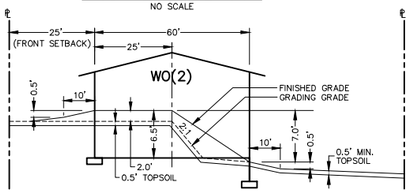
WALKOUT
NO SCALE



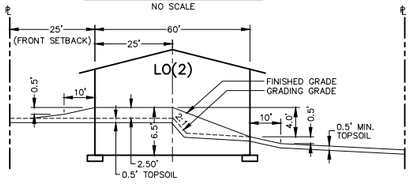
LOOKOUT
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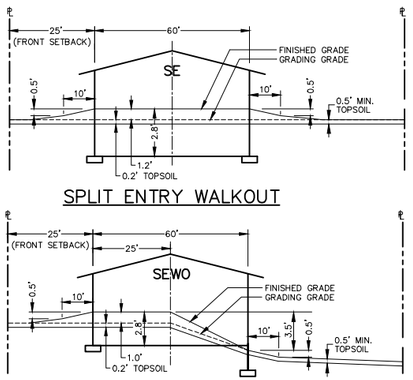
MODIFIED WALKOUT
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MODIFIED LOOKOUT
NO SCALE

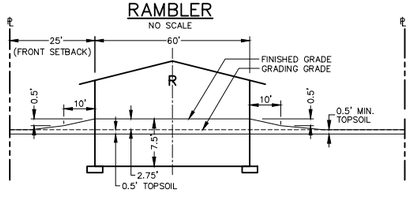


SPLIT ENTRY WALKOUT

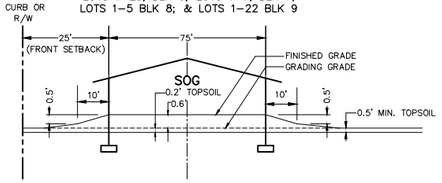


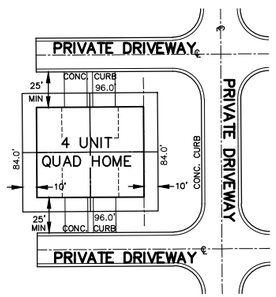
SE
NO SCALE

RAMBLER
NO SCALE

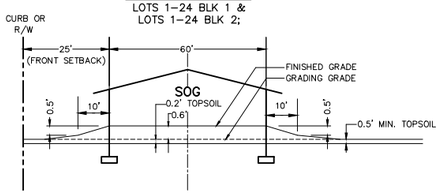


50' VILLAS
SINGLE FAMILY HOLDOWNS
LOTS 1–28, BLK 6; LOTS 1–7, BLK 7;
LOTS 1–5 BLK 8; & LOTS 1–22 BLK 9

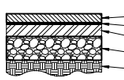




QUAD HOMES
LOTS 1–24 BLK 1 &
LOTS 1–24 BLK 2;



INSERT A:

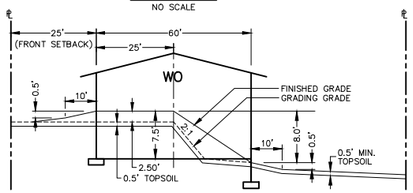


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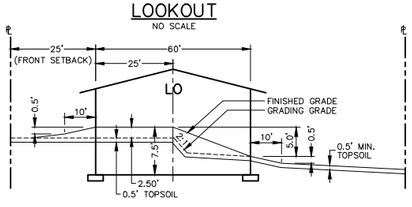
1. GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO–6
2. CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR–26
3. CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.
4. ALL SIDEWALKS SHALL BE 6" THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.
5. CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR–1.

50' LOTS

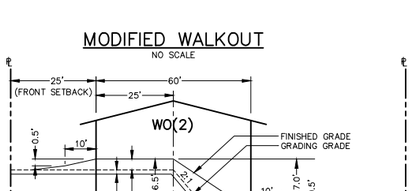
WALKOUT
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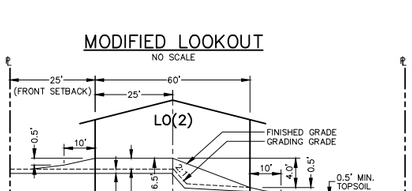
LOOKOUT
NO SCALE



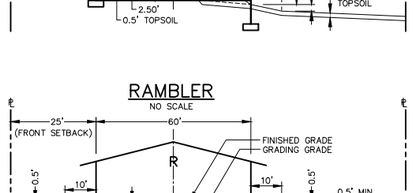
MODIFIED WALKOUT
NO SCALE



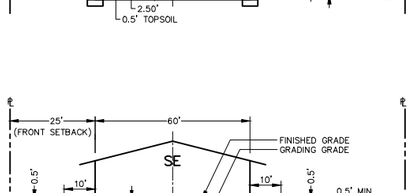
MODIFIED LOOKOUT
NO SCALE



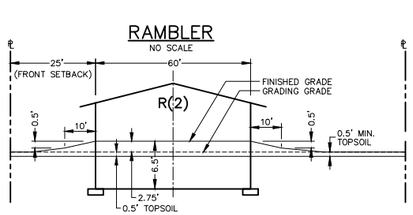
RAMBLER
NO SCALE



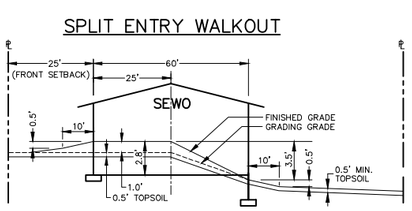
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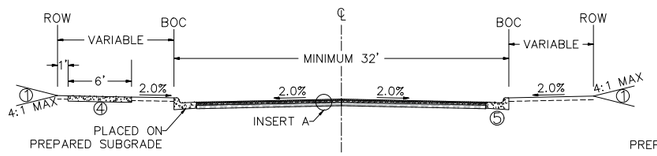
RAMBLER
NO SCALE



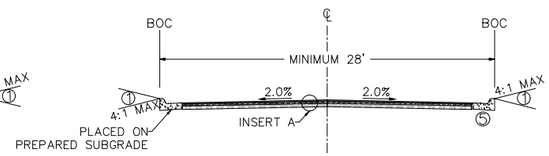
SPLIT ENTRY WALKOUT



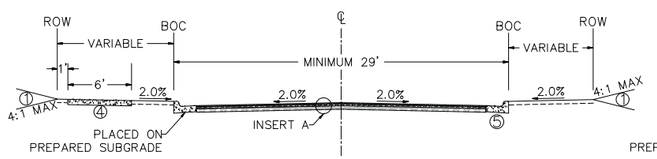
32' – URBAN STREET
NOTE: NOT TO SCALE



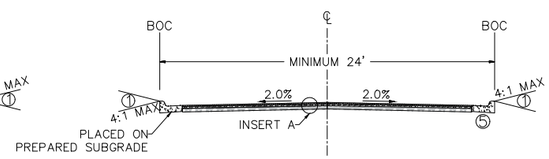
28' – PRIVATE STREET
NOTE: NOT TO SCALE



29' – URBAN STREET
NOTE: NOT TO SCALE



24' – PRIVATE STREET
NOTE: NOT TO SCALE



Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: DRAFT
Date: 3/08/17 License #: 25063

Drawn:
Designed: BJK
Date: 3/08/17

Revisions:
1.

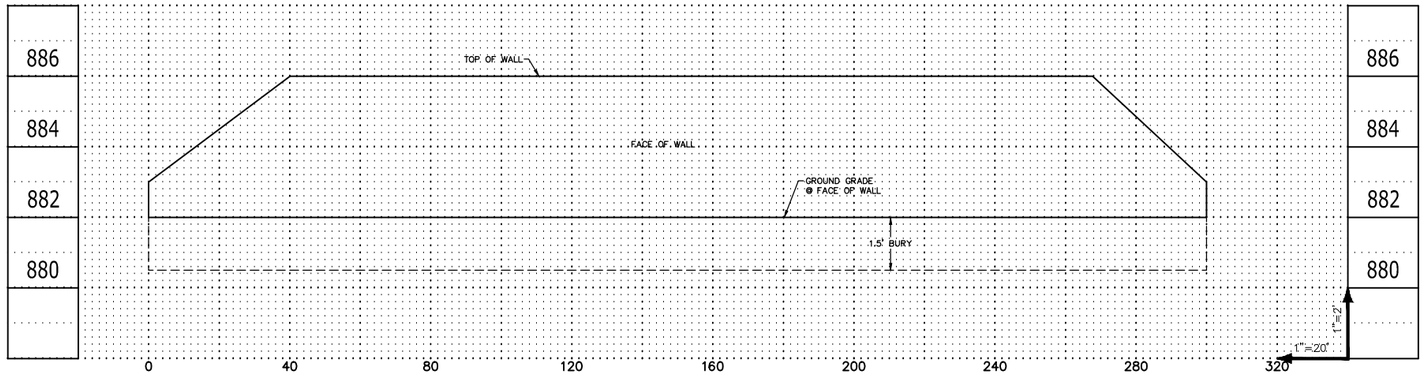
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

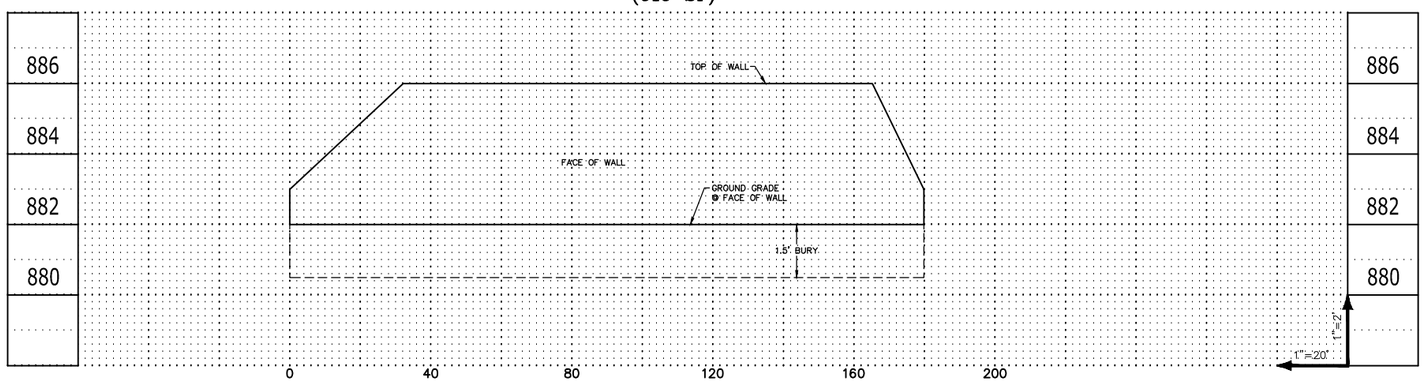
DETAILS

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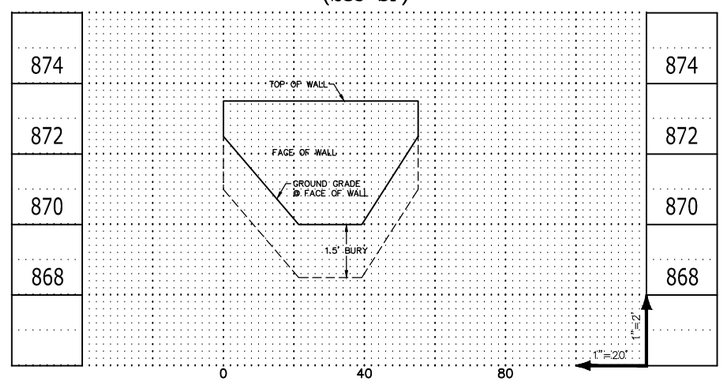
MODULAR RETAINING WALL #1
(1542 SF)



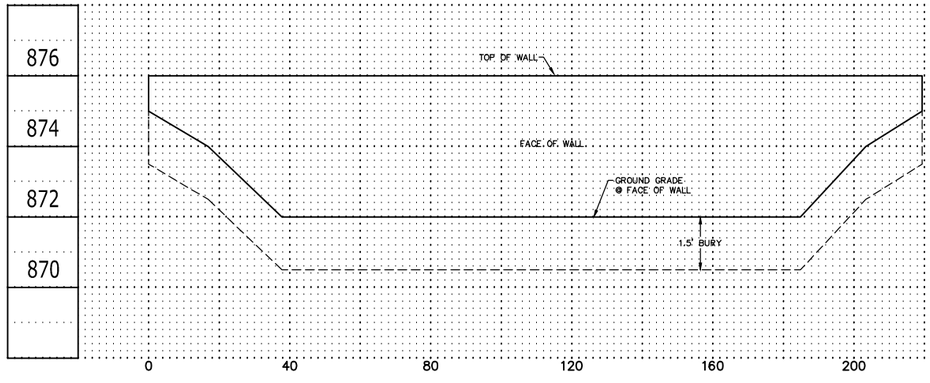
MODULAR RETAINING WALL #2
(919 SF)



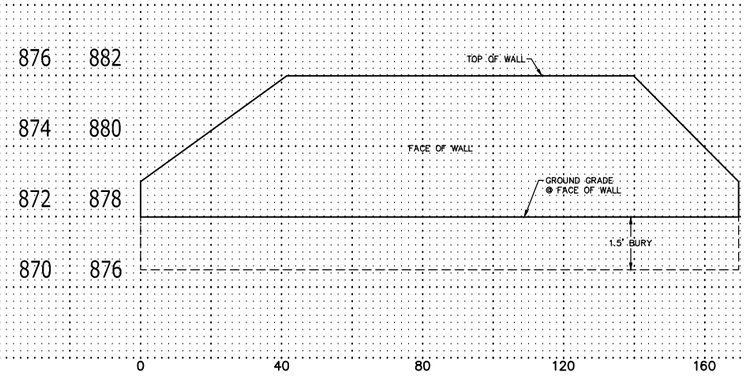
MODULAR RETAINING WALL #3
(235 SF)



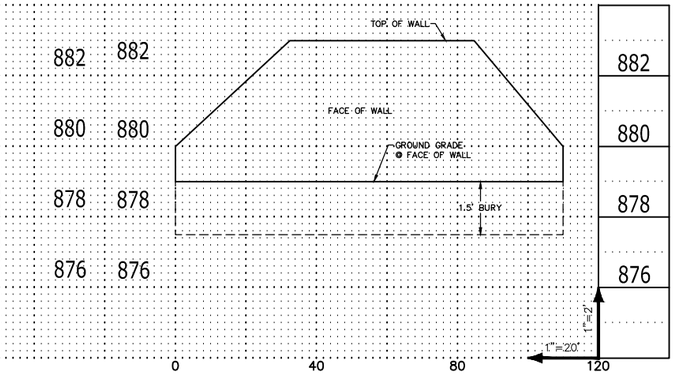
MODULAR RETAINING WALL #4
(1085 SF)



MODULAR RETAINING WALL #5
(830 SF)



MODULAR RETAINING WALL #6
(525 SF)



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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: DRAFT
Date: 3/08/17 License #: 25063

Drawn: BJK
Designed: BJK
Date: 3/08/17

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

RETAINING WALL PROFILES

Save Date: 03/10/17 I:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_details.dwg

April 6, 2017

Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Dear Tim –

Per previous discussions regarding the Riverstone Project at Pearson Farm, we have designed the preliminary plat using 29 foot roads with unrestricted parking on the low traffic roads. This is a common standard in many growing cities throughout the metro area, to have 28 foot or 29 foot roads. This standard has worked for emergency vehicles, school buses, snow plows and other large vehicles. Enclosed are the City specifications from our recent new communities in Blaine, Dayton, Eden Prairie, Lino Lakes and Otsego:

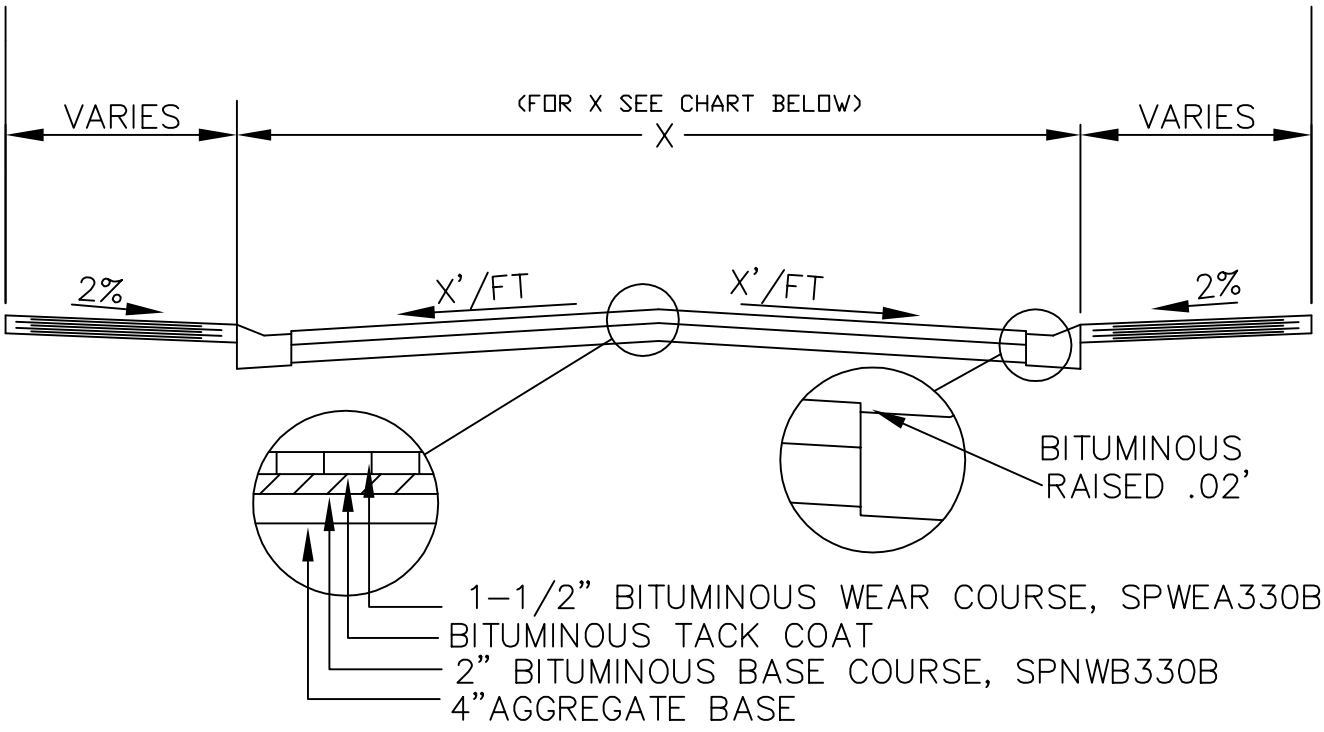
- Eden Prairie 28' BB one side parking
- Otsego 28' BB one side parking
- Lino Lakes 28' BB one side parking
- Dayton 28' BB one side parking
- Blaine 29' BB unrestricted parking

The Riverstone preliminary plat shows 29-foot road widths within the perimeter of the project on low traffic roads. The proposed 29 foot roads will primarily be utilized by residents and guests of the project and will not carry significant traffic. Road A and portions of Road B will remain at the current City standard as these roads will carry more traffic. The 60' right of way standard remains unchanged, and the intersections of the low traffic roads could be widened if necessary, to accommodate the turning radius of larger vehicles.

The reduced width (compared to the Ramsey standard) will create a safer and more desirable neighborhood for the residents, in addition to reducing the impervious surface throughout. Reduction of the pavement footprint will have a calming effect on traffic flow and increase boulevard green space in the community. This creates a safer environment for pedestrians. Cost reduction is not the driving force for the reduced street width. Instead, the overall community safety and improved aesthetic appeal is most important.

We are grateful to the City of Ramsey for its continued partnership with Capstone Homes to bring high quality housing to the residents for Ramsey and we thank you in advance for considering the proposal of Riverstone.

Capstone Homes, Inc.
14015 Sunfish Lake Blvd NW, Suite 400
Ramsey, MN 55303
Office: (763) 427-3090 Fax: (763) 712 -9060

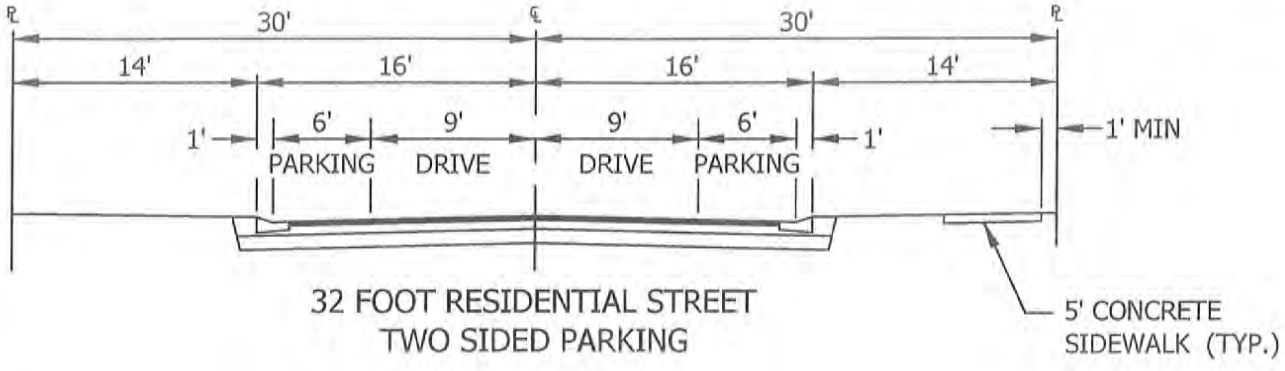


ROAD WIDTH AT 2% SLOPE	31'	29'	24'	22'
WEAR CL=TC	+.17'	+.15'	+.10'	+.08'
BASE CL=TC	+.05'	+.03'	-.03	-.05'
CL-5 CL=TC	-.12'	-.14'	-.20'	-.22'
SUBGRADE CL=TC	-.45'	-.47'	-.53'	-.55'

ROAD WIDTH AT 3% SLOPE	31'	29'	24'	22'
WEAR CL=TC	+.31'	+.28'	+.20'	+.17'
BASE CL=TC	+.19'	+.16'	+.08'	+.05'
CL-5 CL=TC	+.02'	-.01'	-.09'	-.12'
SUBGRADE CL=TC	-.31'	-.34'	-42'	-.45'

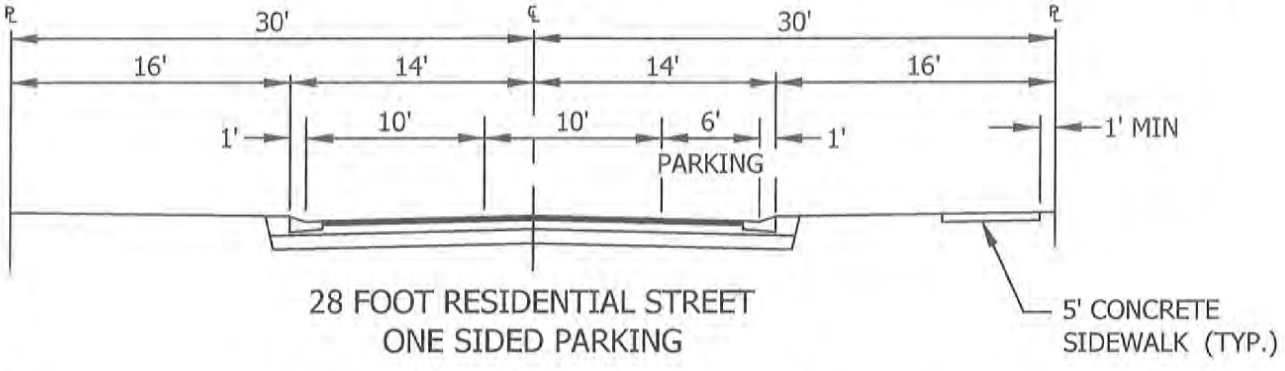
TYPICAL STREET SECTION WITH D312 CURBING

Plate No. ST-9



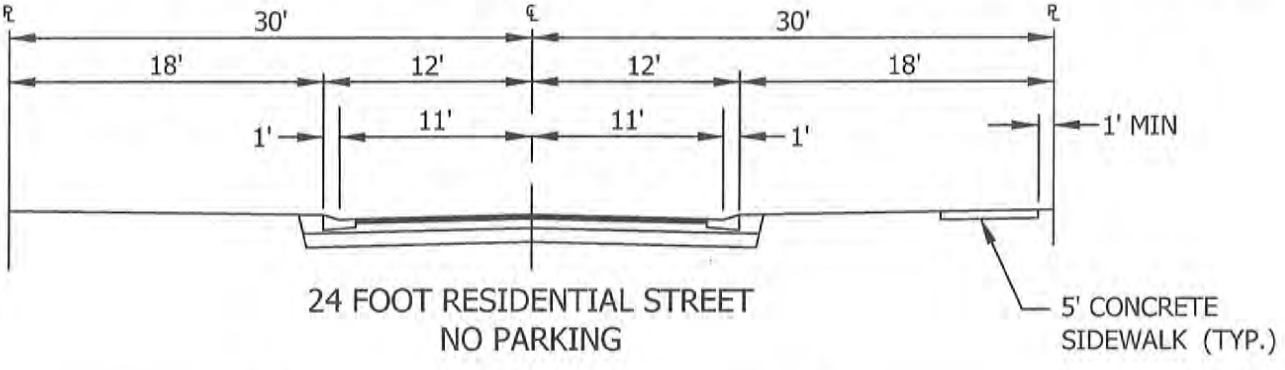
32 FOOT RESIDENTIAL STREET
TWO SIDED PARKING

5' CONCRETE SIDEWALK (TYP.)



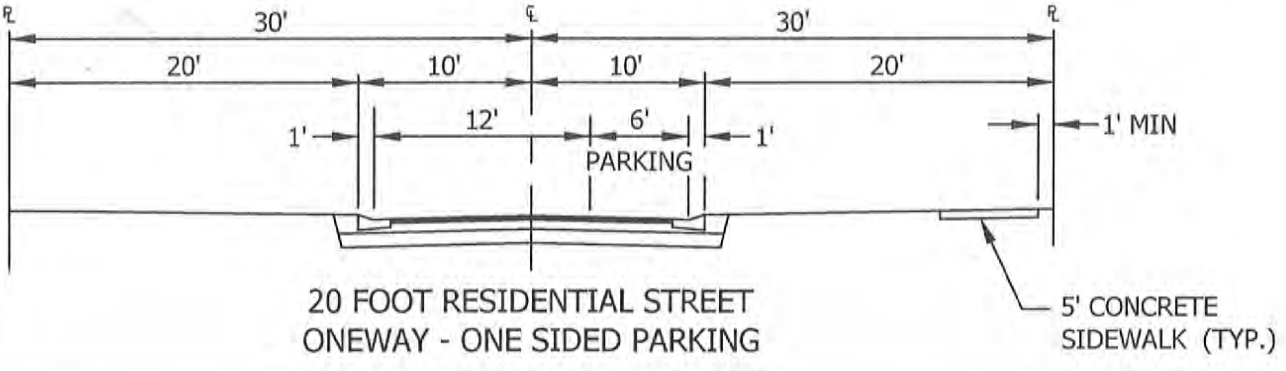
28 FOOT RESIDENTIAL STREET
ONE SIDED PARKING

5' CONCRETE SIDEWALK (TYP.)



24 FOOT RESIDENTIAL STREET
NO PARKING

5' CONCRETE SIDEWALK (TYP.)



20 FOOT RESIDENTIAL STREET
ONEWAY - ONE SIDED PARKING

5' CONCRETE SIDEWALK (TYP.)

CITY OF DAYTON
Two Rivers, One Community

RESIDENTIAL STREET DIMENSIONS

LAST REVISION:
MAR 2017

PLATE NO.
STR-05A

CITY OF EDEN PRAIRIE

ROAD TYPE	RIGHT-OF-WAY (FEET)	ROADWAY WIDTH BACK-BACK (FEET)	TYPICAL MINIMUM ROADWAY SECTION	8 ft. BITUMINOUS TRAIL AND / OR 5 ft. X 5 in. SIDEWALK	ENTRANCE SPACING
RESIDENTIAL [1]	50	28	1.5" SPWEA230B (5) 2" SPNWB240B 8" CLASS 5 AGGREGATE BASE (100% CRUSHED QUARRY ROCK)*	AS REQUIRED	MINIMUM 150 FEET WITHIN INTERSECTIONS
COLLECTOR	60	32	1.5" SPWEA__40B** (5) 2" SPNWB__30B** 10" CLASS 5 AGGREGATE BASE (100% CRUSHED QUARRY ROCK)*	AS REQUIRED	MINIMUM 150 FEET WITHIN INTERSECTIONS
INDUSTRIAL [4]	70-100	37-52	2" SPWEA__40B** (5) 4" SPNWB__30B** 10" CLASS 5 AGGREGATE BASE (100% CRUSHED QUARRY ROCK)*	AS REQUIRED	MINIMUM 150 FEET WITHIN INTERSECTIONS
COMMERCIAL [4]	100 [2]	52	2" SPWEA__40B** (5) 4" SPNWB__30B** 10" CLASS 5 AGGREGATE BASE (100% CRUSHED QUARRY ROCK)*	BOTH SIDES	MINIMUM 600 FEET BETWEEN FULL INTERSECTIONS
MSA TYPICAL	110	2@28 [3]	3" SPWEA__40B* (5) 3" SPNWB__30B** 4" SPNWB__30B** 12" CLASS 5 AGGREGATE BASE (100% CRUSHED QUARRY ROCK)*	BOTH SIDES	MINIMUM 600 FEET BETWEEN FULL INTERSECTIONS

1. CUL-DE-SAC REQUIREMENTS,
   RIGHT-OF-WAY RADIUS 50 FEET,
   ROADWAY RADIUS 39 FEET TO BACK OF CURB
2. AT MAJOR INTERSECTIONS INCREASE TO 120 FEET
3. FOUR LANE DIVIDED WITH 18 FEET MEDIAN
4. FINAL DESIGN DEPENDENT UPON TRAFFIC VOLUME AND SOIL FACTORS
5. AFTER 1 FREEZE - THAW CYCLE OR SECOND YEAR

** TO BE DETERMINED BY PAVEMENT DESIGN FOR ESALS

GENERAL SPECIFICATIONS

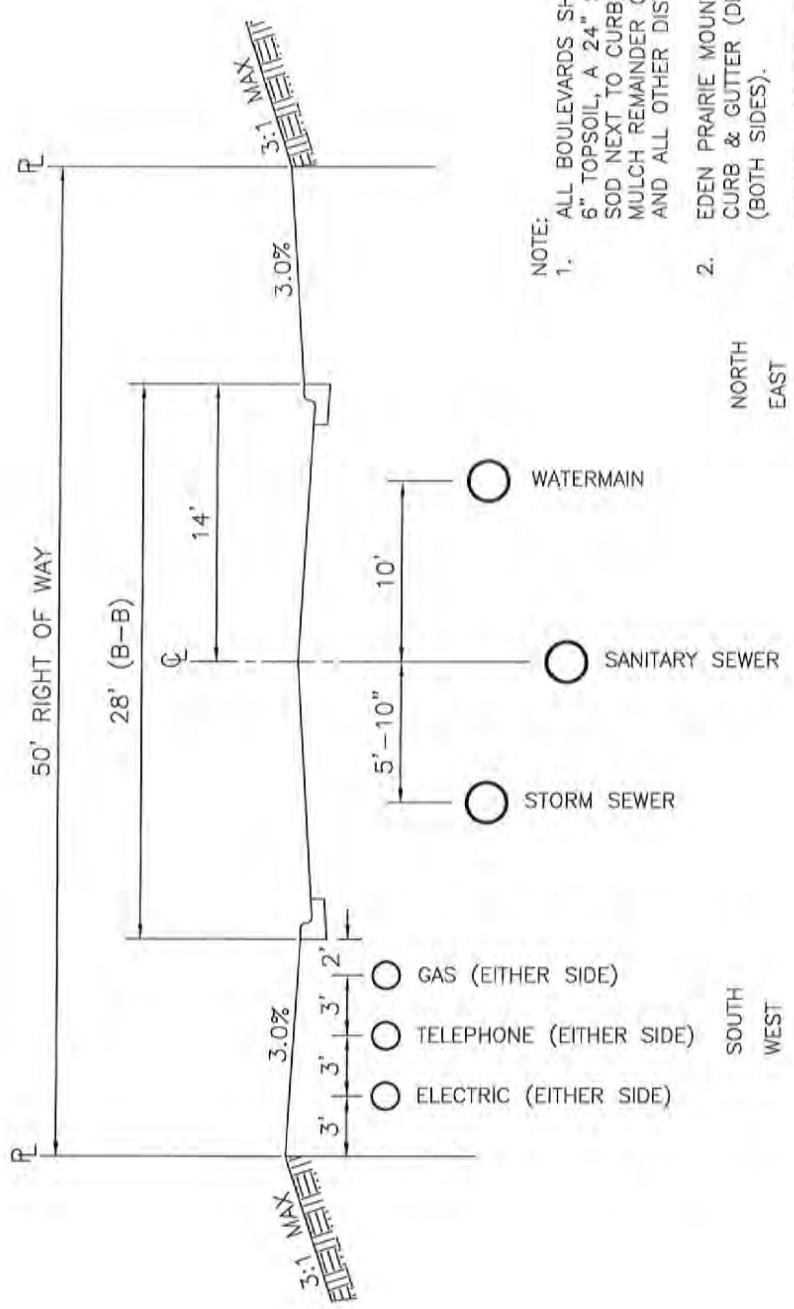
MnDOT 2360 SPECIFICATIONS SHALL APPLY

MAXIMUM GRADE = 8.0%; MINIMUM GRADE = 0.5%

RADIUS ON CURB RETURNS MINIMUM 20'

* RECYCLED CL.5 MAY BE USED WITH THE CITY ENGINEER'S APPROVAL AND IN ACCORDANCE WITH CITY SPECIFICIATIONS

R-1



NOTE:

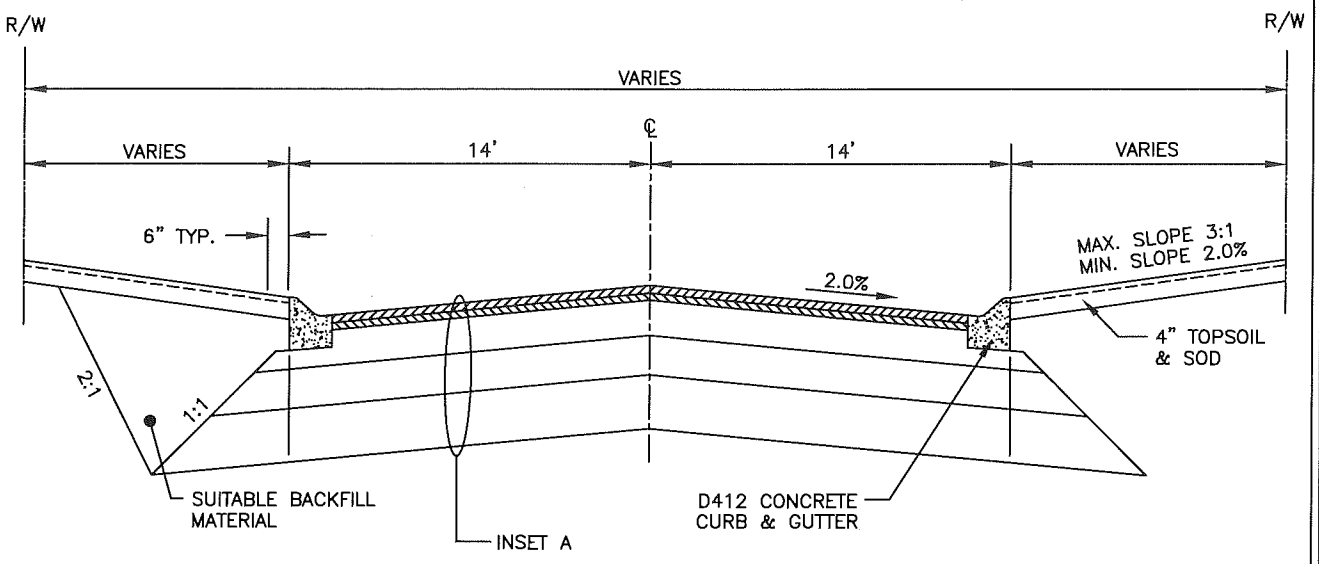
1. ALL BOULEVARDS SHALL HAVE 6" TOPSOIL, A 24" STRIP OF SOD NEXT TO CURB, SEED AND MULCH REMAINDER OF BOULEVARD AND ALL OTHER DISTURBED AREAS.
2. EDEN PRAIRIE MOUNTABLE CONCRETE CURB & GUTTER (DETAIL R-11) (BOTH SIDES).
3. TRENCH LOCATION FOR UTILITIES MAY BE MODIFIED WHEN JOINT TRENCHING IS IMPLEMENTED.
4. CROWN SHALL BE 2" ABOVE TOP OF MOUNTABLE CURB. WHERE 'B' TYPE CURB IS USED, THE CROWN ELEVATION SHALL BE EQUAL TO TOP OF CURB.

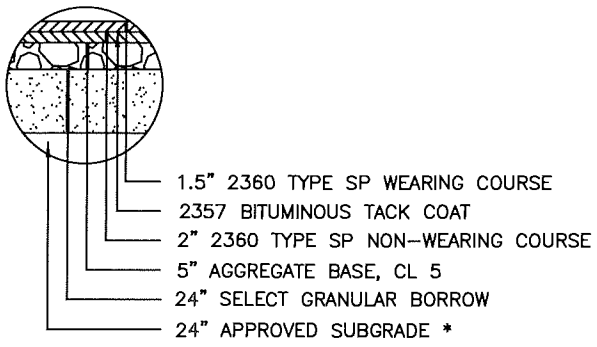
EDEN PRAIRIE
LIVE • WORK • DREAM

CITY OF EDEN PRAIRIE, MINNESOTA

RESIDENTIAL - MINOR SECTION

DEPARTMENT OF ENGINEERING **R-2**





INSET A

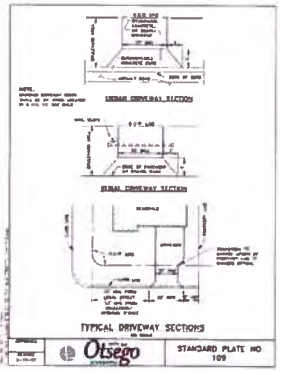
* THIS WORK SHALL INCLUDE OVER TURNING THE SOIL IN WET CONDITIONS TO DRY SUBGRADE MATERIAL (INCIDENTAL).

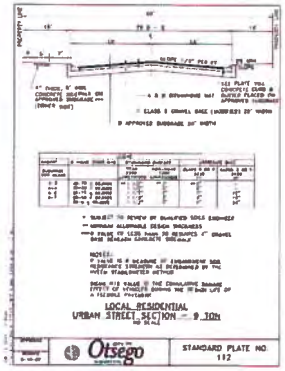
CITY OF LINO LAKES

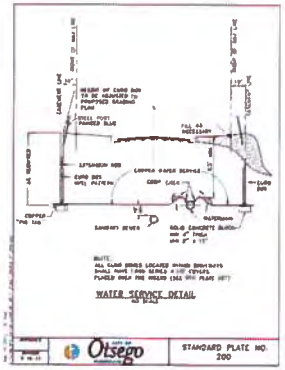
PUD TYPICAL SECTION (URBAN STREET)

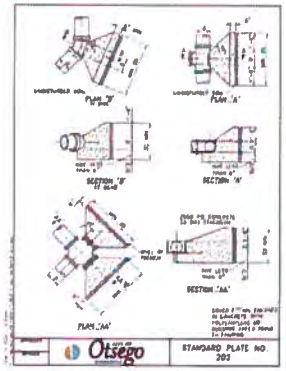
JUNE 2016

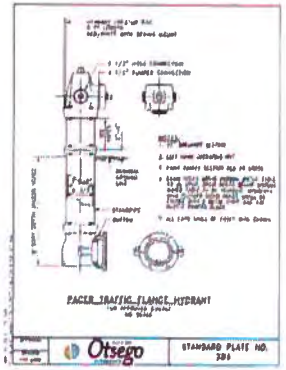
GEN-1 PUD

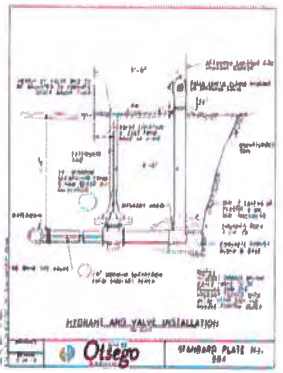


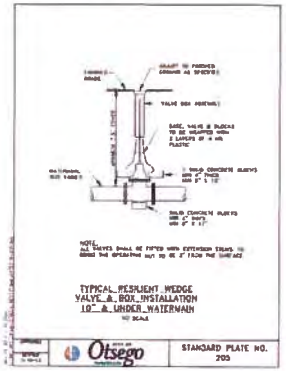


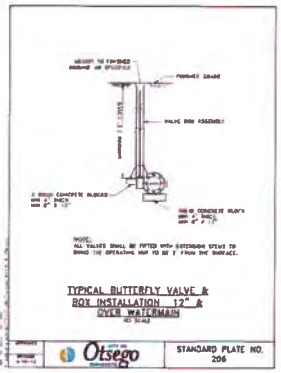


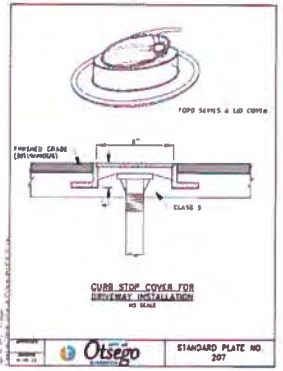


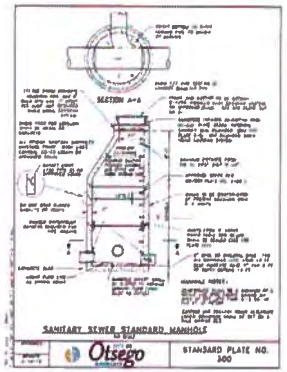


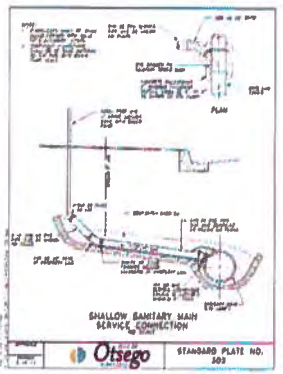


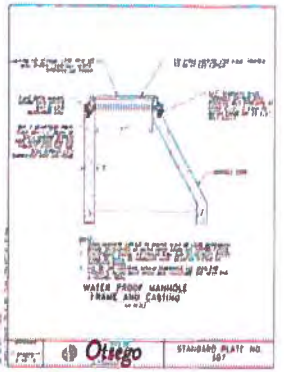


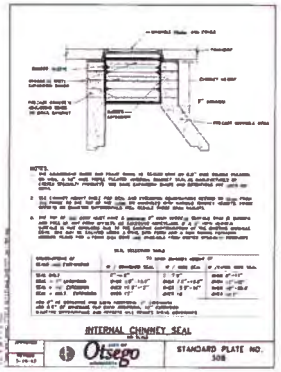


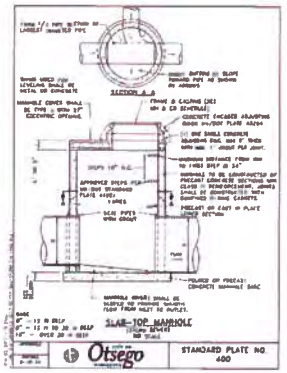


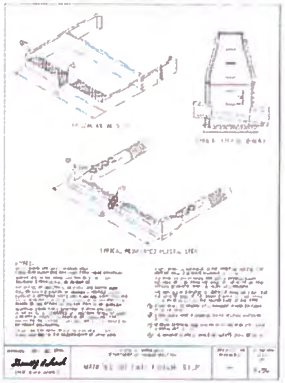


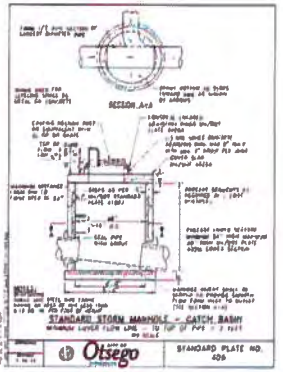


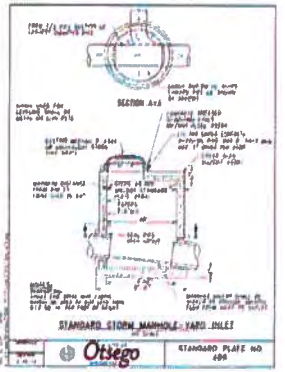


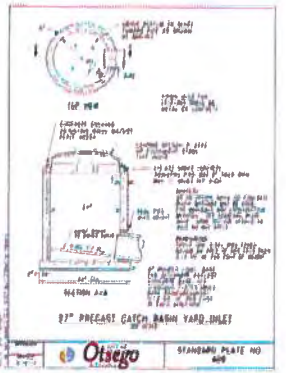












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2422 Enterprise Drive
Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: [illegible]
Reg. No. 19810 Date 01-13-15

Revisions
1 03-09-15 City Comments

Date 01-13-15
Designed RKA/AW
Drawn RAW

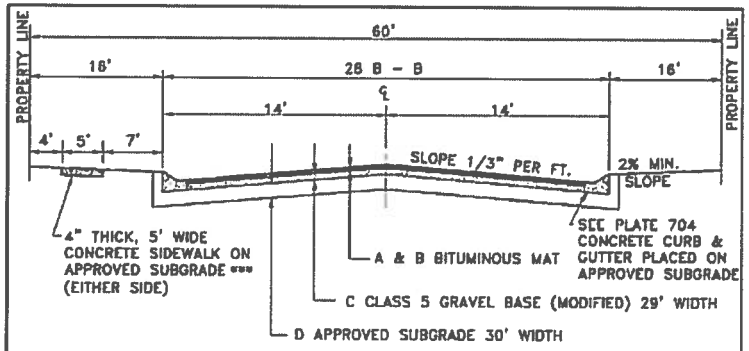
OTSEGO STANDARD PLATES

MERIDIAN LAND COMPANY
3650 AMERICAN BLVD.
BLOOMINGTON, MINNESOTA 55431

WILDFLOWER MEADOW 3rd ADDITION
OTSEGO, MINNESOTA

7 of 8

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LEGEND					
AASHTP	R VALUE SIGMA N18	BITUMINOUS SURFACE		AGGREGATE BASE	
SUBGRADE SOIL CLASS		WEAR 2350 LVWE450309	NON-WEAR 2350 LVNW350308	CLASS 5 OR 6 3138 C*	CLASS 3 OR 4 3138 D*
A-3	(R-70 ≤ 90,000)	** 1 1/2"	** 2"	** 5"	-
A-4	(R-20 ≤ 90,000)	1 1/2"	2"	5"	-
A-6	(R-15 ≤ 90,000)	1 1/2"	2"	5"	12"
A-7	(R-10 ≤ 90,000)	1 1/2"	2"	6"	18"
	(R-5 ≤ 90,000)	1 1/2"	2"	8"	24"

* SUBJECT TO REVIEW BY QUALIFIED SOILS ENGINEER

** MINIMUM ALLOWABLE DESIGN THICKNESS

***R VALUE OF LESS THAN 20 REQUIRES 4" GRAVEL BASE BENEATH CONCRETE SIDEWALK

NOTES:
R VALUE IS A MEASURE OF EMBANKMENT SOIL RESISTANCE STRENGTH AS DETERMINED BY THE HVEEM STABILOMETER METHOD

SIGMA N18 VALUE IS THE CUMULATIVE DAMAGE EFFECT OF VEHICLES DURING THE DESIGN LIFE OF A FLEXIBLE PAVEMENT.

LOCAL RESIDENTIAL URBAN STREET SECTION - 9 TON

NO SCALE

APPROVED

REVISED 5-10-07

CITY OF Otsego MINNESOTA

STANDARD PLATE NO. 112

Mar 18, 2013 - 9:30am
K:\Local_Gov\Otsego\OTSEGO_REV'13\engr\STREETS\Strt-112.dwg

April 27, 2017

Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Pedestrian Crossing Proposal, UPDATED

Dear Tim –

During our planning sessions with the City of Ramsey, Capstone Homes has been asked to take into account pedestrian safety along Alpine Drive. After exploring options to provide increased safety to pedestrians, we would like to propose installation of a solar powered pedestrian crossing where the Lake Itasca Park Trail will cross at Alpine Drive.

The Pedestrian Crossing proposed would include:

- Installation of 2 polls (on both sides of the street) that each have:
  - A pedestrian crossing sign
  - A double-sided flashing beacon
- The flashing beacons on each poll would be solar powered so electricity would not need to be supplied to the device.
- The flashing beacons on each poll would be push-button activated by the pedestrian.
- Painted stripes on the street between the polls.
- Installation of 2 additional polls at determined distance away from crossing that each have:
  - Directional flashing beacon
  - Pedestrian crossing sign
  - "Prepare to stop when flashing" sign

We feel that this application along Alpine Drive will provide more than adequate safety for the pedestrians in the neighborhood. We have included in this proposal an example of a pedestrian crossing on a fairly busy road in Maple Grove. The pedestrian crossing in Maple Grove on County Road 47 and Dallas Lane North allows local neighborhood residents to safely access their community park. It is a very similar application to the one we are proposing along Alpine Drive.

As we've mentioned previously, we are grateful to the City of Ramsey for its continued partnership with Capstone Homes to bring high quality housing to the residents for Ramsey and we thank you in advance for considering this pedestrian crossing proposal for Riverstone.

Regards,

Stephen Bona
Vice President of Land Management

Capstone Homes, Inc.
14015 Sunfish Lake Blvd NW, Suite 400
Ramsey, MN 55303
Office: (763) 427-3090 Fax: (763) 712 -9060

April 19, 2017

Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Dear Tim –

Upon review of our initial marketing plan for Riverstone, we would like to propose additional signage to help improve marketing exposure in an effort to draw traffic to the project.

We understand from previous conversations that the City is planning to install signs on Armstrong and Bunker Lake to promote the COR West and that Capstone will be included in that advertising, so we will not request an individual sign at that location.

There are three areas surrounding the property where we would like to have signs. We have attached a map with sign locations identified. The locations are labeled A-D as indicated below for identification purposes.

- Berm Signage along Highway 10 - Two (2) Flat signs
    - One (1) similar in size to the North Fork sign attached, on the southeast corner (A)
    - One (1) 8'x9' on the southwest corner (B)
- One 8'x9' sign at the entrance to Riverstone on Puma at Bunker Lake Boulevard (C)
- One double-sided 8'x9' directional sign on Alpine at Puma (D)

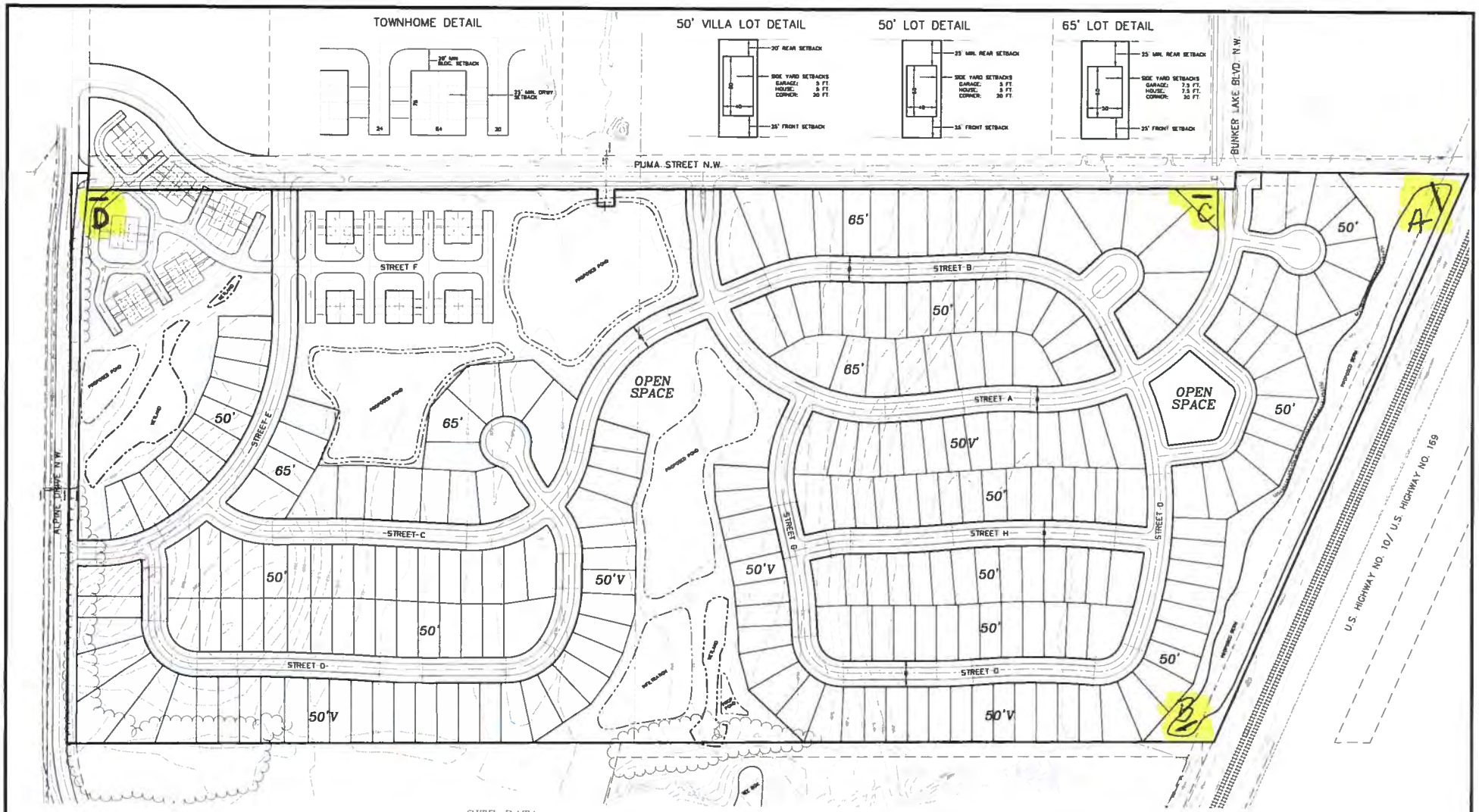
Signs in each of these locations will improve our exposure and allow potential residents to find us effectively. The daily traffic along Highway 10 will identify Riverstone to passersby. However, because they are travelling at posted speeds, multiple V signs along the berm are necessary to reach drivers from both directions. The berm signs will each have unique information. A sign on the north side of the property on Alpine at Puma will give directional information to our entrance. A sign at Bunker Lake Boulevard and Puma will let buyers know they have reached their destination.

Capstone Homes is grateful to have the opportunity to work with the City of Ramsey to bring high quality housing to the residents of Ramsey and we thank you in advance for considering this sign proposal for Riverstone.

Regards,

Stephen Bona
Vice President of Land Management

Capstone Homes, Inc.
14015 Sunfish Lake Blvd NW, Suite 400
Ramsey, MN 55303
Office: (763) 427-3090 Fax: (763) 712 -9060



SITE DATA

TOTAL AREA	±88.44 AC	SETBACK DATA	
TOTAL NUMBER OF LOTS	293	50' S.F. – SIDE	5 FT.
50' S.F.	128	65' S.F. – SIDE	7.5 FT.
65' S.F.	41	50' VILLAS – SIDE	5 FT
50' VILLAS	76	FRONT (ALL)	25 FT.
TOWNHOMES	48	REAR	20 FT MIN

SOUTH HALF DATA

TOTAL NUMBER OF LOTS	150	SETBACK DATA:	
50' S.F.	84	50' S.F. – SIDE	5 FT
65' S.F.	25	65' S.F. – SIDE	7.5 FT
50' VILLAS	41	50' VILLAS – SIDE	5 FT
		FRONT (ALL)	25 FT
		REAR	20 FT MIN

0 50 100 200
(IN FEET)

Carlson McCain
+ environmental
+ engineering
+ surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

Drawn By: CE
Issue Date: 02/09/17
File No: 333

Revisions:
1. Layout: 02/09/17
2. Layout: 02/21/17
3. Layout: 02/22/17

CAPSTONE HOMES
14015 Sunfish Lake Blvd. - Suite 400
Ramsey, MN 55303

PEARSON FARM
Ramsey, Minnesota

CONCEPT PLAN

1 of 1


STOP
C


Puma St
D


NORTHFORK
BANQUET FACILITIES
Available Seating to 275
The Links at Northfork
18 Hole Public Golf Course • Range
GolfTheLinks.com
1 MI. • TU N RIGHT ON ALPINE DRIVE

Sample Billboard



Sample
8x9

Riverstone

HOME PACKAGES
FROM THE $250s

EXIT AT
ARMSTRONG

CAPSTONE
HOMES
LIC. NO. BC137318

763-458-2498 | capstonehomes-mn.com













Pearson Farm Residential Development

Environmental Assessment Worksheet



Draft, March 10, 2017

Responsible Governmental Unit (RGU)

City of Ramsey
Community Development
7550 Sunwood Drive NW
Ramsey, Minnesota 55303
http://www.cityoframsey.com/

City of Ramsey
Community Development
7550 Sunwood Drive NW
Ramsey, Minnesota 55303
http://www.cityoframsey.com/

Memo

To: Minnesota Environmental Quality Board
Environmental Review Distribution List

From: Tim Gladhill, Community Development Director

Date: March X, 2017

Subject: Pearson Farm Residential Development EAW

As the Responsible Governmental Unit (RGU), the City of Lake Ramsey is issuing this Environmental Assessment Worksheet (EAW) for the Pearson Farm Residential Development. The public comment period on this EAW begins when the public notice is published in the Minnesota Environmental Quality Board (EQB) Monitor on March X, 2017. A press release or public notice has been submitted for publication in the Anoka County Union Herald. Public comments on this EAW will be accepted by the City of Ramsey until 4:30pm on _____, 2017.

Environmental Assessment Worksheet (EAW)

Pearson Farm Residential Development

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Environmental Assessment Worksheet (EAW)

Pearson Farm Residential Development

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's website at: http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item, or can be addresses collectively under EAW Item 19.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. Project Title: **Pearson Farm Residential Development**

2. Proposer:	Eagle Cove Land Company	**RGU:**	City of Ramsey
Contact person:	Stephen Bona	Contact person:	Tim Gladhill
Title:	Development Manager	Title:	Community Development Dir.
Address:	14015 Sunfish Lake Blvd.	Address:	7550 Sunwood Drive NW
	Ramsey, MN 55303		Ramsey, MN 55303
Phone:	(763) 427-3090	Phone:	(763) 433-9826
Fax:	(763) 712-9060	Fax:	(763) 433-9848
Email	stephen@capstonehomes-mn.com	Email	tgladhill@cityoframsey.com

4. Reason for EAW Preparation

Required:
- ☐ EIS Scoping
- ☑ Mandatory EAW

Discretionary:
- ☐ Citizen petition
- ☐ RGU discretion
- ☐ Proposer initiated

If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s):
Minnesota Rules Part 4410.4300, Subp. 19.c (Residential development)

5. Project Location

County: Anoka County, Minnesota
City/Township: City of Ramsey
PLS Location (¼, ¼, Section, Township, Range): part of SW ¼ of Section 20 and part of NW ¼ of NW ¼ of Section 29, T32N, R25W
Watershed (81 major watershed scale): Mississippi River Twin Cities (20)
GPS Coordinates: 45.244662, -93.488471
Tax Parcel Number(s): 20-32-25-32-0001, 20-32-25-33-0001, 29-32-25-22-0004, 20-32-25-31-0003

At a minimum attach each of the following to the EAW:

- *County map showing the general location of the project;*
- *U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); and*
- *Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan.*

6. Project Description

a. Provide the brief project summary to be published in the EQB Monitor, (approximately 50 words).

The Pearson Farm Residential Development is proposed on 89.44 acres of land in southwestern Anoka County. The project will include up to 246 detached single-family homes and 98 attached townhome units. Site development will include installation of municipal sewer and water, mass grading, and stormwater features.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes, 2) modifications to existing equipment or industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities.

The Pearson Farm Residential Development is proposed on 89.44 acres of land in the southwestern part of the City of Ramsey, Anoka County, Minnesota (**Figure 1**). The project area is dominated by cropland and has a history of agricultural use. The project is located in Sections 20 and 29, T32N, R25W (**Figure 2**). The project area is bordered on the north by Alpine Drive NW; on the east by Puma Street NW; on the south by the Burlington Northern Railroad and U.S. Highway 10/169, and the west by the Links at Northfork Golf Course.

The project will include up to 246 single-family homes and 98 townhome units, installation of municipal sewer and water, mass grading, and stormwater features. The project will convert approximately 85.48 acres of annually-tilled cropland and small areas of trees to streets, homes, lawns, landscaping, and stormwater features (**Figures 3 and 4**). The project will include about 20.60 acres of open space and stormwater features. The project area includes 1.02 acres of wetland distributed among three small basins. The two largest wetlands will be preserved and protected by buffers. The smallest wetland, which covers only 0.04 acre (1,738 square feet), will be eliminated by site grading necessary to create an emergency overflow for the largest wetland on the site.

The site includes sandy soils, 18 feet of topographic relief, and mostly gradual slopes. Graded ditch slopes along the south side of Alpine Drive NW range up to 20% (5:1), but the steepest natural slopes on the site are 12% and they cover only about a third acre. The site will be mass graded to install utilities, streets, residential building pads, and stormwater features. The southern edge of the site will include a raised berm to buffer the townhomes from the Burlington Northern railroad.

Approximately 4.4 acres in the northwest part of the site is located within 1,000 feet of Lake Itasca, which is Minnesota DNR (MN DNR) pubic water 2-110P.

Single-family lots will generally range from 50- to 65-feet wide and from 120 to 230 feet deep. Public streets are expected to be 28 feet wide and located within 60-foot rights-of-ways, except in two locations, where the right-of-way is proposed to narrow to 50 to allow for more open space. Trails will connect to neighborhood open spaces and Puma Street NW. Sidewalks will be constructed on one side of municipal streets. The development will operate under a homeowners' association.

Development of the project area will involve installation of public and private infrastructure, including streets, trails, municipal water and sanitary sewer, stormwater systems, electrical lines, and telephone lines. The project area will be served by City of Ramsey fire and police services and by the Anoka-Hennepin School District.

It is anticipated that construction of the development will start in summer 2017 and be phased over 5 to 10 years, depending on market conditions. Construction will generally be phased from the southeast to the northwest based on the extension of municipal water and sewer, which will be extended from the intersection of Puma Street NW and Bunker Lake Blvd NW, at the southeastern edge of the site. The number of phases will be determined by market demand and absorption. Infrastructure will be installed at the initiation of each construction phase. In most cases, streets, water main, and sanitary sewer will only be installed to serve the upcoming phase of construction. It may be necessary to initiate stormwater system construction at the start of each construction phase to properly treat stormwater and minimize potential effects of stormwater runoff.

c. *Project magnitude:*

Table 1. Project Magnitude

Characteristic	Number of Units
Total Project Acreage	89.44
Linear project length	NA
Number and type of residential units	246 (single-family detached)
Number and type of residential units	98 (multi-family attached)
Commercial building area (square feet)	0
Industrial building area (square feet)	0
Institutional building area (square feet)	0
Other uses – specify (acres)	NA
Structure height(s) (feet)	20-35

d. *Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.*

The purpose of the Pearson Farm Residential Development is to provide a residential development with a variety of housing types in proximity to transportation corridors and open spaces. The project will be carried out by a private entity.

e. Are future stages of this development including development on any other property planned or likely to happen? ☐ Yes ☑ No
If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

Future stages are not planned or likely.

f. Is this project a subsequent stage of an earlier project? ☐ Yes ☑ No
If yes, briefly describe the past development, timeline and any past environmental review.

The project is not a subsequent stage of an earlier project.

7. Cover Types

Estimate the acreage of the site with each of the following cover types before and after development:

Table 2. Cover Types

Land Cover	Before (acres)[1]	After (acres)[2]
Cropland	85.48	0.00
Tree rows	1.82	0.96
Grassland	0.81	0.94
Wetlands	1.02	0.98
Lawn and landscaping	0.00	62.52
Impervious surface (developed)	0.31	14.54
Stormwater features	0.00	9.50
Totals	89.44	89.44

[1] Existing impervious surface includes part of Puma Street NW.

[2] After development wetland acreage assumes about 0.04 acre (1,738 square feet) of onsite wetlands will be impacted and will not require replacement.

Existing cover types are shown on **Figure 5**. Delineated wetlands are shown on **Figure 6**.

8. Permits and Approvals Required

List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.

Table 3. Permits and Approvals Required

Unit of Government	Type of Application	Status
City of Ramsey	EAW Decision	To be applied for
City of Ramsey	Comprehensive Plan Amendment	To be applied for
City of Ramsey	Rezoning	To be applied for
City of Ramsey	Concept Plan Approval	Submitted
City of Ramsey	Plat Approval	To be applied for
City of Ramsey	PUD Approval	To be applied for
City of Ramsey	Grading Permit	To be applied for
City of Ramsey	Building Permit	To be applied for
City of Ramsey	Stormwater Management and Erosion Control Approval	To be applied for
City of Ramsey	Municipal Water Connection Permit	To be applied for
City of Ramsey	Sanitary Sewer Connection Permit	To be applied for
Lower Rum River WMO	WCA Wetland Boundary/Type Determination	Approved
Lower Rum River WMO	WCA De minimis Exemption	To be applied for
Lower Rum River WMO	Watershed Permit	To be applied for
Metropolitan Council	Comprehensive Plan Amendment	Submitted
Minnesota Department of Health	Water Main Extension Approval	To be applied for
Minnesota Department of Natural Resources	Water Appropriation Permit	To be applied for
Minnesota Pollution Control Agency	NPDES/SDS General Permit	To be applied for
Minnesota Pollution Control Agency	Sanitary Sewer Extension Approval	To be applied for
U. S. Army Corps of Engineers	Wetland Delineation Concurrence / Jurisdictional Determination	Submitted
U. S. Army Corps of Engineers	Confirmation of RGP-003-MN Coverage	To be applied for

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 9-18, or the RGU can address all cumulative potential effects in response to EAW Item No. 19. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 19

9. Land Use

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, prime or unique farmlands.

The project area has been in agricultural use since at least the 1930s. Crops grown on the site during 2016 include corn, soybeans, wheat and sorghum. Itasca Park, which is owned by the City of Ramsey, is located north of the project area, covers about 61 acres, and adjoins the southeast shore of Lake Itasca. Other surrounding land uses include residential to the northeast, agricultural cropland and one isolated residence to the east; the Burlington Northern Railroad, U.S. Highway 10/169, cropland, and commercial development to the south; and the Links at Northfork golf course and open grassland to the west (**Figure 7**).

Farmland ratings for soils mapped in the project area are listed in **Table 4** under **Item 10b** of this EAW. Of the five soil map units present in the project area, none are considered prime farmland, prime farmland if drained, or farmland of statewide importance.

ii. Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.

The City of Ramsey 2030 Comprehensive Plan shows the planned land use of the site as Low Density Residential (LDR, average of 4 lots/net acre), Medium Density Residential (MDR, average of 7 units/acre), High Density Residential (HDR, average of 15 units/acre), and Commercial. The City of Ramsey Master Park and Trail Plan shows 2030 Park System Plan shows proposed trails running east-west through northern and southern parts of the site. Mapping prepared by the Minnesota DNR shows Metro Conservation Corridors and Regionally Significant Ecological Areas (RSEA) in the vicinity of the project. These general planning areas for conservation and ecological management area centered on Itasca Lake and the Mississippi River.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

<u>Zoning Overview</u>

The City of Ramsey Zoning Map mirrors the City of Ramsey 2030 Comprehensive Plan for the project area. It shows the project area zoned for R-1 (Low-Density Residential [MUSA]), R-2 (Medium-Density Residential), R-3 (High-Density Residential), and B-2 (Business District). The Mississippi River Corridor Critical Area, which is overseen by the Minnesota DNR, and the Mississippi National River & Recreation Area, which is overseen by the National Park Service, is located southwest of the project area, across U.S. Highway 10/169. The project area does not fall in or near a wild and scenic river or an agricultural preserve. Shoreland overlay districts and floodplains are discussed below.

Shorelands

The shoreland overlay district of Lake Itasca (DNR public water 2-110P) extends over approximately 193,605 square feet (4.4 acres) in the northwestern part of the site (**Figure 8**). Lake Itasca has a Natural Environment shoreland classification and is located 600 to 1,000 feet north of the site. Lake Itasca is a shallow lake that covers about 130 acres. It has an Ordinary High Water (OHW) level of 871.4 feet (NGVD 29 Datum).

Development in shorelands is regulated under the City of Ramsey Shoreland Management Overlay District Ordinance (Section 117-221 to 117-229) and Minnesota Rules Part 6120. The Minnesota state legislature has delegated authority for regulation of development in shorelands of public waters to local government units as a means to preserve and enhance the quality of surface waters, conserve the economic and natural environmental values of shorelands, and provide for the wise use of waters and related land resources.

Shoreland is defined as land located within 1,000 feet from the OHW of a lake. However, the definition in the City of Ramsey City code and at MN Rules 6120.2500, Subp. 15 states that the "limits of shorelands may be reduced whenever the waters involved are bounded by topographic divides which extend landward from the waters for lesser distances and when approved by the [DNR] commissioner."

The shoreland on the project area is eligible to be reduced because Alpine Drive NW functions as a drainage divide. The project area will not drain north or affect Lake Itasca. The project area drains east through a culvert under Puma Street NW. Although a culvert exists under Alpine Drive NW at the north end of the site, the control elevation in the culvert is 870.4 feet. This control elevation is higher than the elevation of nearby delineated wetland boundaries and 0.7 feet higher than the wetland's 1% frequency flood elevation, which is 869.7 feet. Given these elevations, the proposed development is not predicted to affect Lake Itasca.

Floodplains

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Map Number 27003C0280E, dated December 16, 2015, shows an unnumbered Zone A 1% frequency floodplain of Lake Itasca located north of site and north of Alpine Drive NW (**Figure 8**). Flood Zone A includes special flood hazard areas subject to inundation by the 1% annual chance of flood. The Lake Itasca floodplain is outside the project area. The floodplain of the Mississippi River is located about 1,350 feet southwest of the project area, and at an elevation about 15 feet lower than the project area.

An analysis of Lake Itasca water levels under existing and future land uses was conducted for a previous development. That analysis showed that Lake Itasca does not outlet during 100-year snowmelt and rainfall events, but modeled water levels came close to reaching the outlet on the south side of the lake, so the City of Ramsey proposed to install an outlet for the lake. The City assumed that any outlet elevation would be above the OHW of 871.4 feet and the approximate 100-year flood elevation of 871.0 feet.

The proposed project will not affect the floodplain of Lake Itasca or the floodplain of the Mississippi River. The project will avoid floodplain impacts and comply with Lower Rum River Watershed Management Organization (LRRWMO) Stormwater Standards that require lowest floor elevations to be at least 3 feet above the highest anticipated groundwater table and 2 feet above the 100-year flood elevation, or 1 foot above the emergency overflow, whichever is greater.

b. *Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.*

The project is compatible with surrounding land uses, which include parkland, grassland, golf course, cropland, and residential. The City of Ramsey 2030 Comprehensive Plan guides the project area for Low Density Residential (LDR, average of 4 lots/net acre), Medium Density Residential (MDR, average of 7 units/acre), High Density Residential (HDR, average of 15 units/acre), and Commercial. The project area is currently zoned R-1 (Low-Density Residential [MUSA]), R-2 (Medium-Density Residential), R-3 (High-Density Residential), and B-2 (Business District). Although the proposed residential development is only partially compatible with the existing Comprehensive Plan and zoning, the project is designed to be compatible with nearby land uses, as discussed under **Item 9c** below.

c. *Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.*

The project will require a Comprehensive Plan Amendment to guide the site for LDR-Low Density Residential, which is intended for an average density of 4 units/acre. The proposed project has a gross density of 3.27 to 3.85 units/acre and a net density of 3.31 to 3.89 units/acre. The project area will be rezoned from a mix of uses to PUD-Planned Unit Development. The proposed project is compatible with the proposed land use, zoning, and surrounding land uses. Land use conflicts are not anticipated.

10. Geology, Soils and Topography / Land Forms

a. *Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.*

The Geologic Atlas of Anoka County, Minnesota (University of Minnesota Geological Survey 2011 and Minnesota DNR 2016) indicates the surficial geology of the area is characterized by terrace sand and gravelly sand that is located above the floodplain. The bedrock geology of the site falls in the Tunnel City Group and is dominantly quartz sandstone.

The estimated depth to bedrock in the project area, based on the Geologic Atlas, generally ranges between 100 and 250 feet. As indicated under **Item 11.a.ii**, the depth to bedrock in three nearby domestic wells ranged between 107 and 116 feet, and the depth to static groundwater in five nearby wells ranged between 28 to 41 feet.

Sinkholes and karst lands are not known to occur in western Anoka County where the project is located. Minnesota Karst Lands and Sinkhole Mapping prepared by Calvin Alexander and others (2006) does not shows karst lands or sinkholes in or near the project area.

b. Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

The Web Soil Survey indicates the project area includes five soil mapping units that consist of mostly loamy sands (**Table 4, Figure 9**).

Table 4. Soil Classifications

Symbol	Soil Name	% of Area	% Hydric	Hydric Category	Farmland Category
D20A	Isan-Isan, frequently ponded, complex, 0-2% slopes	8.1	95	Predominantly hydric	Not prime farmland
D67A	Hubbard loamy sand, Mississippi River Valley, 0-2% slopes	55.1	1	Predominantly non-hydric	Not prime farmland
D67B	Hubbard loamy sand, Mississippi River Valley, 2-6% slopes	5.7	3	Predominantly non-hydric	Not prime farmland
D67C	Hubbard loamy sand, Mississippi River Valley, 6-12% slopes	13.4	0	Non-hydric	Not prime farmland
Dp	Duelm loamy sand, 0-2% slopes	17.7	7	Predominantly non-hydric	Not prime farmland

These soils have varying levels of limitations for dwelling units and local streets due to factors such as depth to saturated zone, frost action, ponding, and slope. Depth to saturation limitations are often associated with wetlands, which are addressed under **Item 11.a.i** below. Soils in the project area are generally considered slightly to moderately susceptible to the sheet and rill erosion by water, as indicated by slopes and K factors that range between 0.0 and 0.50.

Grading operations for residential development construction are expected to affect about 87 acres and involve movement of about 475,000 cubic yards of soil to construct streets, residential building pads, and stormwater features. Grading is expected to avoid disturbance of wetlands and trees that will be preserved, which cover about two acres within the project area.

Elevations in the project area range from 887 feet above mean sea level at the highest point in the northeast part of the project to 868 feet at the lowest onsite wetland. Review of two-foot contour mapping indicates the site has less than an acre of slopes that equal or exceed 12% and the site does not include any bluffs. Soils mapping does not classify any parts of site as having slopes of 12% or more (**Table 4, Figure 9**).

Development of the project area will disturb more than one acre of land and therefore will require application for coverage under the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) General Permit administered by the Minnesota Pollution Control Agency (MPCA) prior to initiation of earthwork. In compliance with the General NPDES Permit for construction activities, the project proponent and construction contractor will need to implement Best Management Practices (BMPs) to reduce erosion and sedimentation and stabilize exposed soils after construction. Erosion and sedimentation control BMPs related to stormwater runoff are discussed in greater detail within **Item 11.b.ii**.

NOTE: For silica sand projects, the EAW must include a hydrogeologic investigation assessing the potential groundwater and surface water effects and geologic conditions that could create an increased risk of potentially significant effects on groundwater and surface water. Descriptions of water resources and potential effects from the project in EAW Item 11 must be consistent with the geology, soils *and topography/land forms and potential effects described in EAW Item 10.*

11. Water Resources

a. Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.

i. Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.

The project area includes three wetlands that were delineated by Kjolhaug Environmental Services on October 6, 2016 (**Figure 6, Table 5)**. Of the three wetlands, only Wetland 1 corresponds to a wetland location shown on National Wetlands Inventory (NWI) mapping (**Figure 10**). All three wetlands correspond to locations of predominantly hydric Isan soils (**Figure 9, Table 4**). There are no listed or mapped trout streams/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes, or outstanding resource value waters in or near the project area.

Delineated wetland boundaries have been approved by the Lower Rum River Watershed Management Organization (LRRWMO) and wetland boundary approval from the U.S. Army Corps of Engineers (USACE) is pending. The LRRWMO is the local government unit administering the Minnesota Wetland Conservation Action (WCA). **Appendix A** includes the LRRWMO notice of decision approving the wetland boundary and type determinations. The site does not include any MN DNR public waters, public waters wetlands, or public watercourses.

Table 5. Wetlands on the Pearson Farm Residential Development site

Map ID	Acres Onsite	Classification			Dominant Vegetation
		Circ. 39	Cowardin	Eggers and Reed	
1	0.34	1	PEMAf	Seasonally flooded basin	Soybeans, reed canary grass
2	0.64	1	PEMAf	Seasonally flooded basin	Stunted corn, green bulrush
3	0.04	1	PEMAf	Seasonally flooded basin	Stunted corn
Total	1.02				

Impaired waters listed by the Minnesota Pollution Control Agency (MPCA) and located within 1 mile of the site include the Mississippi River (07010206-567), which is impaired for mercury and PCBs in fish tissue between the Crow River and the northwestern limits of the City of Anoka.

ii. Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

Depth to groundwater varies across the project area. Depth to surficial groundwater may be as little as one foot in the wetlands on the site during the spring. Depth to static groundwater levels based on domestic water wells located near the project area ranges from 28 to 41 feet (**Table 6, Appendix B**). Geotechnical borings completed by Northern Technologies on December 30, 2016, indicate the depth to groundwater ranged from about 4.5 to 18.5 feet below existing grade. This correlates to an approximate elevation range of 858.5 to 874.5 feet. Groundwater was at elevations of 858.5 to 860.5 feet in most of the borings where groundwater was encountered. The project area does not fall within a MDH wellhead protection area. Although a number of groundwater wells are located near the site, review of the Minnesota County Well Index did not identify any wells located onsite.

Table 6. Domestic Water Wells located near the Pearson Farm site

Well No.	Surface Elevation (feet)	Depth (feet)	Cased Depth (feet)	Depth to		Location (Direction from Site)	Aquifer
				Static Water Level (feet)	Bedrock (feet)		
541778	883	66	63	28	--	Southwest	Tunnel City-Wonewoc
227345	883	75	71	30	--	Southwest	Tunnel City-Wonewoc
430232	883	338	294	30	116	East	Tunnel City-Wonewoc
783804	885	155	113	28	107	Northeast	Tunnel City-Wonewoc
227037	886	156	141	41	110	Northeast	Tunnel City-Wonewoc

The project will be served by the City of Ramsey municipal water supply. The City has eight water supply wells that are all located at least one mile east of the project area.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

The project is expected to produce normal domestic wastewater that is typical of residential developments. The project will not include industrial wastewater production or onsite wastewater treatment.

Sanitary wastewater production for the project was estimated using methods described in the Sewer Availability Charge (SAC) Procedure Manual (Metropolitan Council 2017). Metropolitan Council has established 274 gallons per day (GPD) as the average daily wastewater production from a typical residential unit. Based on this residential equivalent, the project is expected to generate a maximum of 94,256 gallons of wastewater per day. An 18-inch sanitary sewer line will be extended from Bunker Lake Boulevard and Puma Street to serve the development area. The project will require installation of a sanitary sewer lift station along Puma Street to serve roughly the northern two-thirds of the site. The southern third of the site will be served by a gravity sanitary sewer main that will drain to Puma Street.

Domestic wastewater from the project will be routed through the City of Ramsey sanitary sewer system and ultimately to the Metropolitan Wastewater Treatment Plant (MWWTP) located on the Mississippi River near Pig's Eye Lake in St. Paul. With the capacity to treat 251 million gallons of wastewater per day (MGD), this is the largest wastewater treatment facility in Minnesota. The MWWTP is owned and operated by Metropolitan Council. The Metropolitan Council's 2040 Water Resources Policy Plan includes a specific plan to serve the region's projected growth through 2040 and a general plan to serve the region's growth far beyond 2040. The City of Ramsey and Metropolitan Council have planned for increased capacity to convey and treat sanitary wastewater. The proposed project is not expected to require expansion of wastewater treatment infrastructure or raise wastewater treatment capacity concerns.

2) *If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.*

Wastewater will not be discharged to subsurface sewage treatment systems.

3) *If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges.*

Wastewater will be treated in the MWWTP described above and then discharged to the Mississippi River. The MWWTP is an advanced secondary wastewater treatment plant located on the east bank of the Mississippi River, approximately three miles south of downtown St. Paul. The plant began treating wastewater and incinerating sewage sludges in 1938. Treatment capability is maintained during times of flood by a levee and floodwall that protect the plant treatment area.

The plant uses an activated sludge process to remove phosphorus and ammonia nitrogen from wastewater prior to discharge to the Mississippi River. Sludge is processed by thickening, centrifugal dewatering, and fluidbed incineration with energy recovery (steam and electricity). These processing facilities were completed in 2004 as part of a major rehabilitation and upgrade program at the plant. At that time, six outdated multiple hearth incinerators were replaced with three fluid bed sludge incinerators, state-of-the-art air pollution control systems and an alkaline stabilization system that produces biosolids for agricultural utilization. Ash from incineration is disposed of in a landfill.

ii. *Stormwater - Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major*

downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control or stabilization measures to address soil limitations during and after project construction.

Pre-Construction Site Runoff

Soils in the project area are quite sandy and most precipitation likely infiltrates into the soils, resulting in little surface runoff. Surface runoff from the project area under existing conditions likely contains some sediment pesticides, fertilizers, and other nutrients. Existing runoff drains overland from the project area to local wetlands. Nearly the entire project area drains east through a culvert under Puma Street NW. From the culvert, runoff drains through an intermittent drainageway and wetlands to a point about 1.4 miles downstream from the project area, where the drainageway ends. Runoff appears to infiltrate into the ground at that location. Although the region contains highly permeable soils, some surface runoff may reach the Mississippi River during extreme runoff events.

Post-Construction Site Runoff

Compliance with LRRWMO, City of Ramsey, and NPDES requirements will minimize and mitigate potential adverse effects on receiving waters. Project development will change the land use from agricultural to residential use. This land use change is expected to have mixed effects on runoff water volume and quality. Residential development may reduce concentrations of agricultural chemicals, but may increase the loading of suspended solids during construction. Other typical components of impervious surface runoff, such as hydrocarbons and heavy metals, may also increase. Post-development runoff water quality will be typical of suburban developments, and will likely be slightly degraded by pollutants carried in runoff from streets, roofs, and driveways.

Residential project construction will add about 14.5 acres of impervious surface, consisting of streets, homes, and driveways. The increased impervious surface area is expected to increase in urban runoff pollutants and the volume of runoff during significant storm events. However, it is anticipated that stormwater rate and volume controls that comply with City of Ramsey and LRRWMO requirements will limit increases in runoff volume and associated pollutant transport to large storm events that occur infrequently. The creation of stormwater ponds and infiltration basins is expected to mitigate potential adverse effects from the increase in impervious surface.

The project will include approximately 6.5 acres of stormwater ponds and infiltration areas in compliance City of Ramsey and LRRWMO requirements (**Figures 3, 4 and 8**). The proposed design also includes excavation of a deep 3-acre pond. The deep pond will connect to the storm sewer system and discharge to the east under Puma Street NW, but it will not be designed as a stormwater pond and is not required to meet stormwater treatment requirements. However, the deep pond will serve some infiltration functions.

Section 117-392 of the of Ramsey City Code requires permanent stormwater pollution controls, including: (1) infiltrating or retaining the first inch of precipitation over the impervious surface of the site; (2) retaining the post-construction runoff volume onsite for the 95th percentile storm; and (3) no increase in the post-construction rate, volume, and duration of runoff over existing conditions for the

one- and two-year storms. Section 117-394 of the City Code protects natural wetlands from the discharge of stormwater without appropriate treatment for water quality and runoff quantity control. The minimum treatment required for discharge to wetlands is to meet NURP Guidelines, which include a dead storage treatment pond volume at least equal to the runoff from a 2.5 inch storm over the entire contributing area assuming full development, an average pool depth of more than 3, and a maximum depth of 10 feet. LRRWMO Stormwater Standards require stormwater basins designed to store the volume of the 100-year storm; stormwater treatment to NURP standards prior to discharge to a lake, stream, wetland, or offsite; and infiltration of a runoff volume equal to 1 inch from all impervious surfaces onsite.

Potential adverse effects of runoff volume and quality will be mitigated by the construction of stormwater basins designed to manage peak runoff rates, runoff volume, and water quality. Impervious surface runoff from storm events will be retained in four stormwater ponds and one or two infiltration basins until it is discharged at or below existing peak runoff rates. Wetlands on the site provide potential for additional runoff storage and infiltration. Treated stormwater runoff from the site will be routed east under Puma Street NW into an existing intermittent drainageway, and eventually into the City's storm sewer system that ultimately reaches the Mississippi River. Proposed discharge flow rates will be equal to or less than the existing flow rates.

Stormwater ponds designed to NURP criteria are considered effective in removing sediment, pollutants, and nutrients, as discussed in Protecting Water Quality in Urban Areas: Best Management Practices for Dealing with Storm Water Runoff from Urban, Suburban and Developing Areas of Minnesota (MPCA 2000). The NURP research projects conducted by the U.S. EPA concluded that 90% removal of total suspended solids was an attainable goal, and that significant removal of other pollutants, such as phosphorus, was also achievable. Although nutrient removal efficiency varies with site conditions, well-designed wet ponds and constructed wetland treatment systems are effective in removing sediment and associated pollutants, such as trace metals, nutrients and hydrocarbons. Stormwater basins also remove or treat oxygen-demanding substances, bacteria and dissolved nutrients.

Other BMPs such as vegetative buffer strips are expected to filter sediment and nutrients from runoff before it reaches wetlands and surface waters, mitigating potential effects on water quality. LRRWMO Wetland Protection Standards require establishment of native vegetation within a 16.5-foot-wide buffer strip around wetland boundaries. Temporary sediment basins will be necessary to comply with the MPCA General Stormwater Permit for Construction Activity and to manage stormwater discharge during construction.

Stormwater and Erosion Control BMPs

Because project construction will involve disturbance of more than one acre of land, the project proponent will be required to apply to the MPCA for coverage under the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) General Permit prior to initiating earthwork on the site. BMPs will be employed during construction to reduce erosion and sediment loading of stormwater runoff. Inspection of BMPs will be required after each rainfall exceeding 0.5 inches in 24 hours, and on a routine basis every 7 days. The NPDES permit will also

require perimeter sediment control maintenance and sediment removal. BMPs to be implemented during construction include:

1. Construction of temporary sediment basins in the locations proposed for stormwater ponding, and development of these basins for permanent use following construction.
2. Installation of silt fence and other perimeter erosion controls prior to initiation of earthwork and maintenance of these controls until viable turf or ground cover is established on exposed areas.
3. Periodic street cleaning and installation of a rock construction entrance to reduce tracking of dirt onto public streets.
4. Stabilization of exposed soils within the time limits specified in the General NPDES permit.
5. Energy dissipation, such as riprap, installed at storm sewer outfalls.
6. Use of cover crops, native seed mixes, sod, and landscaping to stabilize exposed surface soils after final grading.

Erosion control plans will be reviewed and accepted by the City of Ramsey and the LRRWMO prior to project construction. Potential adverse effects from construction-related sediment and erosion on water quality will be minimized by implementation of the above BMPs during and after construction.

iii. Water Appropriation. Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.

Surface/Groundwater Appropriations and Dewatering

Project construction is expected to require dewatering and groundwater appropriation to facilitate installation of sanitary sewer and excavation of a deep 3-acre pond, but the project will not involve installation of new water wells. Project development will require a MN DNR water appropriation permit if dewatering required for installation of utilities exceeds 10,000 gallons/day or 1 million gallons/year. If construction dewatering does not exceed 50 million gallons in total and a duration of one year from the start of pumping, the project proponent will be eligible for coverage under the amended MN DNR General Permit 1997-0005 for temporary water appropriations. Although the extent and duration of construction dewatering that may be necessary is currently unknown, construction dewatering is expected to be unnecessary or temporary. Groundwater appropriated for construction dewatering will be discharged to temporary sediment basins within the project area. It is not anticipated that construction dewatering will be extensive or continue long enough to affect nearby domestic water wells.

Well Abandonment

The project area does not include any existing wells, as indicated from review of the site, the project survey, and the Minnesota County Well Index. The project is not expected to involve well abandonment.

Connection to a Public Water Supply

The project will be connected to the City of Ramsey municipal water supply. The City of Ramsey draws its public water supply from the Tunnel City-Wonewoc aquifer. The City currently maintains eight municipal wells that are all located at least one mile east of the project area (**Table 7**). These existing wells have a combined permitted capacity to pump 6,800 million gallons of water per year (MGY).

Table 7. City of Ramsey Municipal Water Appropriation Permits

Permit No.	Well No.	Permitted Volume (MGY)	Max Use 2010-2015 (MGY)
1985-6005	161441	850	141.611
1985-6005	416183	850	5.462
1985-6005	580303	850	164.864
1985-6005	580313	850	194.032
1985-6005	593672	850	79.897
1985-6005	706840	850	138.082
1985-6005	743832	850	118.526
1985-6005	743833	850	117.421
Total		6,800	959.895

During 2010-2015, these wells used a maximum of 960 million gallons per year. Based on past use and permitted capacity, the existing municipal wells have sufficient surplus capacity to serve the proposed project. A 16-inch trunk water main will be extended from Bunker Lake Boulevard and Puma Street to serve the development area. Water flow, pressure, and storage will be adequate to serve the development area. As indicated under **Item 11.a.ii**, the project is not located in or near a wellhead protection area.

iv. Surface Waters

a) Wetlands. Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.

Background

Wetlands in and near the project area are generally regulated by the Lower Rum River Watershed Management Organization (LRRWMO), which administers the Minnesota Wetland Conservation Act (WCA) in the project area; the U.S. Army Corps of Engineers (USACE), which administers Section 404 of the Federal Clean Water Act (CWA). The project area includes three delineated wetlands that are identified on **Figure 6**.

Physical Effects and Alterations

Construction of an emergency overflow from Wetland 2 is expected to result in physical effects that will eliminate the existing wetland hydrology of Wetland 3. Wetland 3 is a 1,738-square-foot Type 1 seasonally-flooded, farmed wetland that was dominated by stunted corn at the time of the wetland delineation. The proposed 1,738 square feet of wetland impact falls below the 2,500-square-foot de minimis exemption threshold, which applies to wetlands in a 50 to 80 percent area (e.g., Anoka County) under the Minnesota Wetland Conservation Act "except for type 3, 4, 5, or 8 wetland or white cedar and tamarack wetland, outside of the shoreland wetland protection zone and inside the 11-county metropolitan area." (MN Rules 8420.0420, Subp. 8(2)(b). The proposed wetland impact also falls below the 5,000-square-foot wetland sequencing/compensatory mitigation threshold administered by the U.S. Army Corps of Engineers under RGP-003-MN, General Condition 1.

The other wetlands on the site will be avoided. LRRWMO Wetland Protection Standards will require establishment of native vegetation within a 16.5-foot-wide buffer strip around these wetlands.

b) Other Surface Waters. Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

The proposed project is not expected to affect other surface water features such as lakes, streams, ponds, intermittent channels, or county/judicial ditches. The Mississippi River is located approximately 1,400 feet southwest of the project and will not be affected by the project. The site does not include other surface waters and the proposed project will not affect any MN DNR pubic waters. Although the National Hydrography Dataset shows a flowline running southeast through Wetlands 2 and 3, across the northeastern part of the site, this flowline was not observed in the field during the wetland delineation. Field investigation of this area found that it was dominated by corn with areas of green bulrush and intermittent inundation. The area did not include a drainage channel.

12. Contamination / Hazardous Materials / Wastes

a. Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed

landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.

The project area has been used as cropland since at least the 1930s. The site is not known to include environmental hazards and the agricultural land use history suggests a low potential for environmental contamination. The project area is not known to include previous building sites, disposal areas, storage tanks, pipelines, or utility corridors. Carlson McCain completed a Phase I Environmental Site Assessment for the property in November, 2016, and did not identify recognized environmental conditions their assessment.

A review of the MPCA's "What's in My Neighborhood" (WIMN) database identified one Leak Site in close proximity to the proposed project. Leak Site 6487 is located about 400 feet southwest of the project, across the Burlington Northern Railroad and Highway 10/169. The leak involved the release of an unknown quantity of diesel fuel on the David Nathe Farm. The leak was discovered on June 28, 1993, reported to the MPCA on June 30, 1993. The leak site closed by the MPCA on April 24, 1996. Available information suggests the site was properly investigated and that the site does not affect the project area.

b. *Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.*

Project construction activities will generate wastes typical of residential development operations. Most solid waste is expected to include organics, paper, other waste, and plastic (**Table 8**).

Table 8. Estimated Solid Waste Composition

Waste Type	Estimated %
Organic	31.0
Paper	24.5
Other	18.3
Plastic	17.9
Hazardous	0.4
Metal	4.5
Glass	2.2
Electronics	1.2
Total	100.0

Source: 2013 Statewide Waste Characterization (Burns & McDonnell for MPCA 2013).

Neither the construction process nor the proposed residential development is expected to generate substantial solid or hazardous wastes, solid animal manure, sludge, or ash. The construction

contractor will be required to dispose of wastes generated at the site during construction using approved methods and facilities. The contractor will minimize and mitigate adverse effects from solid waste generation and storage by recycling construction waste to the degree practicable. Brush and tree waste generated by construction will likely be chipped or otherwise recycled rather than burned on site.

Residents and in the new development will contract individually with waste haulers for solid waste collection and recycling services under the City's open trash and recycling collection system, which uses eight licensed waste haulers. Curbside recycling, including paper, plastics, glass, and metals is available to City of Ramsey residents through their solid waste collector. Participation in the recycling program by future residents of the project area is expected to reduce the volume of solid waste generated by the project.

Solid waste generated in the City of Ramsey that is not recycled or hazardous is delivered to the Elk River Resource Recovery Station. The Elk River Energy Recovery Station convert refuse derived fuel (RDF) from mixed municipal waste into energy. Using waste to generate electricity provides an efficient disposal method for garbage and prevents garbage from going to landfills.

c. *Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.*

Development of the project area is not expected to generate or require storage of substantial amounts of hazardous wastes or materials. Future residential development is expected to result in the storage or generation of small amounts of typical household cleaners, paints, lubricants, and small engine fuels over time. Petroleum storage tanks and commercial petroleum-based businesses are not proposed in the project area.

d. *Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling.*

Normal construction and household hazardous wastes are anticipated. Toxic or hazardous materials such as fuel for construction equipment and materials used in the construction of homes (paint, adhesives, stains, contaminated rags, acids, bases, herbicides, and pesticides) will likely be used during site preparation and home construction. Spills of these materials is not likely to occur, but a substantial spill could notification of the Minnesota Duty Officer. Contractors and builders will be responsible for proper management and disposal of wastes generated during construction. Homeowners will be responsible for management and disposal of hazardous waste thereafter. Homeowners will be able to dispose of household hazardous waste at the Anoka County Household Hazardous Waste Facility.

13. Fish, Wildlife, Plant Communities and Sensitive Ecological Resources (Rare Features)

a. Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.

Fish and wildlife resources on and near the site are related to the composition, quality, size, and connectivity of plant communities such as cultivated cropland, wetlands, woodlands, and grasslands. Vegetative cover types on the project area were mapped based on aerial photography, the wetland delineation, and field reviews (**Figure 5**). The project area is roughly 96% cropland, 2% tree rows, 1% wetland, and 1% grassland. Habitats in the project area are likely used by wildlife adapted to agricultural and suburban environments, such as white-tailed deer, songbirds, small mammals, and amphibians.

The project area falls in the Anoka Sandplain Ecological Subsection of the MN DNR Ecological Classification System and the Anoka Sand Plain and Mississippi Valley Outwash of the Level IV Ecoregion of the U.S. EPA. This area consists of a flat, sandy lake plain and terraces along the Mississippi River. The area includes row crops, small grains, suburban development, wetlands, woodlands.

Most of the project area has limited wildlife habitat value because it is occupied by annually tilled agricultural crops. Cropland consisted of corn, soybeans, and wheat during 2016. Wetlands in the project area were dominated by stunted crops, reed canary grass, and green bulrush (**see Table 5**). Tree rows included elm, aspen, boxelder, pines, and red cedar. Grassy field edges were dominated by smooth brome, and Kentucky bluegrass.

*b. Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (**LA-732**) and/or correspondence number (**ERDB 2017____**) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.*

The MN DNR queried the Natural Heritage Inventory System (NHIS) to assess whether known locations of rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the project area (**Appendix C**). Kjolhaug Environmental Services also queried a licensed copy of the NHIS database. The NHIS review identified six records of rare species and sensitive natural communities.

Observations of Blanding's turtles (*Emydoidea blandingii*), a state threatened reptile, were recorded in 1989 and 1995 at locations north and east of the project area. One observation occurred on or near the Itasca Park and the other occurred in an area that currently includes a mix of cropland, suburban development, and wetland.

Blanding's turtles prefer calm shallow water, rich aquatic vegetation, and select open grassy uplands with sandy soils for nesting. The project area includes potential Blanding's turtle habitat consisting of wetlands and sandy soils, but does not include much grassland. The best Blanding's turtle habitat

includes wetland complexes larger than 10 acres that are surrounded by open sandy uplands. Blanding's turtles do not typically lay eggs under forest cover.

Other rare feature records included three observations of the black sandshell mussel (*Ligumia recta*), and one record of a silver maple floodplain forest. These features were found along the Mississippi River. The black sandshell is a state-listed special concern species. None of the NHIS records represent federally threatened and endangered species.

Online information on rare species information maintained by the U.S. Fish and Wildlife Service (USFWS) was also reviewed for the project area. The project area falls within the occupied range of the federally threatened northern long-eared bat (*Myotis septentrionalis*). The northern long-eared bat (NLEB) roosts and forages in forests during spring and summer and hibernates in caves and mines during winter., sometimes swarming in wooded areas near caves in autumn. The USFWS listed the NLEB as threatened under the Federal Endangered Species Act (ESA) on April 2, 2015. Although the project area includes about 1.8 acres of woodland and is located in the white-nose syndrome zone defined under the Final 4(d) Rule, there are no known incidental, breeding, or hibernacula records of NLEBs occurring within one mile of the project area.

c. *Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.*

Project development is expected to convert about 85.5 acres of cropland and 0.9 acres of trees to residential land uses, including roads, homes, lawns, landscaping, and stormwater ponding. The project may affect the number and type of wildlife species in the area, but changes in wildlife abundance are not expected to be regionally significant. The existing croplands provide wildlife food, but have limited value as wildlife cover. Wildlife species that depend on agricultural cropland will be displaced by the project. The project will likely have short-term negative effects and long-term positive effects on species adapted to suburban habitats. Non-migratory species with small home ranges such as small mammals may experience more adverse effects, including mortality during project construction.

Development of the project area is not expected to have substantial effects on rare species and sensitive natural communities. Four of the six rare occurrences identified during the MN DNR NHIS review were associated with the Mississippi River, which is south of the project area and will not be physically affected by the project. These include three occurrences of black sandshell and one record of a silver maple floodplain forest.

The project may have effects on Blanding's turtles that may occur in the area. To minimize potential adverse effects on turtles and their mobility, the project will avoid most wetlands, implement stringent sediment and erosion controls, consider the use of surmountable curbs on roadways, and consider using erosion control materials constructed of organic fibers rather than plastic.

The project is not considered likely to affect the northern long-eared bat (NLEB) because the project area includes mostly cropland, few trees, which is not considered characteristically suitable NLEB

habitat. The white nose syndrome buffer zone map and the Minnesota NLEB bat occurrence maps available from the USFWS and the MN DNR indicate there are no NLEB maternity roost colonies or hibernacula known to occur within 1 mile of the project area.

Although project construction could be expected to slightly increase the potential for the spread of invasive and weedy species, the project area has been disturbed by agricultural use for decades. BMPs may include the cleaning of construction equipment before transport, which might reduce the potential spread of invasive species.

d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.

Measures to minimize and mitigate adverse effects on wildlife include the preservation of about 1 acre of wetlands, about 1 acre of trees, establishment of native grassland buffers along wetland edges, and creation of approximately 9.5 acres of stormwater features.

14. Historic Properties

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

A search of the historical property information database was requested from the Minnesota State Historic Preservation Office (SHPO) for the project area to assess whether known historic structures or archaeological sites exist in the project vicinity. The SHPO queried the Minnesota Archaeological Inventory and Historic Structures Inventory, and did not identify any archaeological sites or historic structures known to exist in the project vicinity. Correspondence from the SHPO is included in **Appendix D**.

The project site has relatively flat topography and a history of agricultural tillage, which suggests the site has relatively low potential for undiscovered intact archaeological material. Although the potential for project effects on historic and archaeological resources has not been investigated in detail, the initial cultural resource screening did not identify potential for effects on known historic resources.

15. Visual

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

There are no scenic views or vistas located on or adjacent to the project area. Substantial effects on visual resources are not anticipated in conjunction with project development. Project development is expected to result in routine effects on visual resources. The project will not involve installation of intense lights that would cause glare, nor will it include industries that would emit vapor plumes.

16. Air

a. Stationary source emissions. Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.

The proposed project does not include heavy industrial facilities or stationary source air emissions.

b. Vehicle emissions. Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

The proposed project will generate increased traffic, which will generate a relatively small corresponding increase in carbon monoxide, carbon dioxide and other vehicle-related air emissions. Project development is expected to have a negligible effect on air quality. The project does not include air quality monitoring, modeling, or measures to mitigate effects on air quality.

c. Dust and odors - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.

The project is not expected to generate dust or odors at levels considered unusual for suburban development construction practices. Odors, noise, or dust produced during construction is expected to be consistent with applicable regulations of the MPCA and local governments. Dust, odors, and noise levels are expected to be slightly higher during project construction than project operations.

The construction process is expected to generate some fugitive dust, but dust is not expected to be generated in objectionable quantities. The dust receptors nearest to the project area include the residential areas northeast and east of the site. Odors routinely generated during construction will be typical of those associated with construction activity, such as exhaust from diesel and gasoline powered construction equipment.

Consideration will be given to suppression of airborne dust by application of water if fugitive dust generation during site grading exceeds levels typically expected during normal construction practices.

17. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise

levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

It is anticipated that local noise levels will temporarily increase during project construction, but noise levels are expected to be at or near existing levels after construction is complete. Noise levels on and adjacent to the project area will vary considerably during construction, depending on the amount of construction that occurs simultaneously, the time of operation, and the distance between construction equipment and receptors. The noise receptors nearest to the project area include the residential areas northeast and east of the site. Noise generated by construction equipment and residential building construction will be limited primarily to daylight hours when noise levels are commonly higher than at night.

18. Transportation

a. *Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.*

Spack Consulting completed a Traffic Impact Study to estimate the trips generated by the proposed residential development and evaluate the potential need for transportation or roadway improvements. The complete Traffic Impact Analysis is included in **Appendix E**.

Existing and Proposed Parking Spaces

The project area does not include any parking stalls under existing conditions. The proposed 246 single-family lots and 98 multi-family homes will include off-street parking and garages to accommodate parking for the residential units.

Estimated Traffic Generation

Trip generation was estimated using the methodology outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). Future trip generation estimates were based on traffic generated by 246 single-family and 98 multi-family residential units. The residential development is expected to generate a total of 2,912 average daily trips, including 1,456 vehicles entering the site and 1,456 vehicles exiting the site (**Table 9**).

Table 9. Project Trip Generation Estimates

Land Use	ITE Code	No. of Units	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Single-family detached housing	210	246	2,342	46	138	184	155	91	246
Multi-family attached housing	230	98	570	7	36	43	34	17	51
Total		344	2,912	53	174	227	189	108	297

Spack Consulting has completed trip generation studies in the Twin Cities Metropolitan Area and found local trip generation rates for residential uses to be lower than the comparable ITE rates. For the purposes of this study, ITE trip generation rates were used to provide a conservatively high estimate.

The peak hour traffic in the study area occurs between 4:45 and 5:45PM. Based on recent traffic counts, it is expected that traffic from the project will also peak during this time. Within this peak hour, the residential project is expected to generate 297 trips, consisting of 189 entering vehicles and 108 exiting vehicles. The Traffic Impact Study included in **Appendix E** provides a full description and analysis of the peak hour traffic and traffic recommendations.

Availability of Transit and Alternative Transportation

The Ramsey Metro Transit Station is located about 1.5 miles southeast of the project area along the railroad and Highway 10/169. The station includes a park and ride lot and access to the Northstar Commuter Rail Line. The Northstar Line offers service between Big Lake and downtown Minneapolis, stopping at stations in Elk River, Ramsey, Anoka, Coon Rapids and Fridley.

b. *Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: http://www.dot.state.mn.us/accessmanagement/resources.html) or a similar local guidance.*

Effects on Traffic and Roadways

The Traffic Impact Study concluded that the proposed project will have minimal effects on adjacent public roads and that nearby intersections will continue to operate at an overall Level of Service (LOS) A (**Appendix E**). The principle findings of the Traffic Impact Study are:

1. All Study intersections are all well within their capacity range and the proposed development traffic is not predicted to cause significant delays or congestion on the local roadway system.
2. Study area intersections, as described in the Traffic Impact Study, are expected to continue to operate at an overall LOS A during the AM and PM peak hours.
3. The proposed site access points are sufficient to service the expected site generated traffic.

The Traffic Impact Study analyzed the extended traffic forecast to the year 2040. The extended forecast included traffic generated by the proposed project and background traffic growth. Under this forecast, all intersections continue to operate at an acceptable LOS during peak hours of operation causing minimal effects on adjacent public roadways and intersections.

The traffic that will be generated by the proposed project does not raise capacity or safety concerns. Traffic generated by the project will have little effect on the regional transportation system. Intersections surrounding the site will continue to operate at acceptable levels of service with the addition of traffic generated by the proposed project.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

The Traffic Impact Study concluded that the study area intersections and roadways have sufficient capacity to accommodate the expected daily and peak hour trips. The study predicted that the existing road network surrounding the project area will safely and efficiently accommodate the traffic generated by the proposed development without safety or capacity improvements.

The Traffic Impact Study included a review of the MnDOT Access Management Manual and related turn treatment warrants. Due to the speed limits along Puma Street and Alpine Drive being lower than 45 MPH, turn lane treatments are not warranted. If the speed limits along Puma Street or Alpine Drive is increased to 45 MPH or higher the Turn-Lane Warrants should be re-evaluated. The City of Ramsey and the project proponent will coordinate the necessary details to address street improvements at these locations. The full turn lane analysis is provided near the back of **Appendix E.**

The project will include internal sidewalks to help facilitate safe pedestrian, bicycle, and traffic mobility within the residential project and the adjoining sidewalk/trail network. An addition of a sidewalk/trail along the southern side Alpine Drive should be considered stretching from the site access to the Puma Street and Alpine Drive intersection. An additional crosswalk should also be considered, connecting pedestrians north to the existing sidewalk/trail along the northern side of Alpine Drive. The addition of internal sidewalk/trail connections will help improve safety and stimulate use of alternative modes of transportation, lowering the overall number of vehicle trips expected at the site. The detailed Traffic Impact Study includes a full description of the existing and future traffic, with recommendations for the proposed project (**Appendix E**).

19. Cumulative Potential Effects

Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items.

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

It is anticipated that the project area will develop over the next 5 to 10 years, but the actual timing of development could vary depending on the demand for housing and market conditions. Other projects are expected to develop in the City of Ramsey during this time period. These projects and their geographic locations are described under **Item 19.b** below.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The City of Ramsey is reviewing and has recently approved several other development projects that are located 0.15 to 4.4 miles from the Pearson Farm development site (**Table 10**). These projects range from a trailer sales display lot to a 141-lot residential subdivision.

Table 10. Other Projects in the City of Ramsey

Name	Description	Status	Distance/Direction from Pearson Farm
Northfork Alpine Addition	4 rural single-family residential lots	Approved	0.15 mile west/northwest
Pearson Bowers Drive	13 rural single-family residential lots	Under review	0.6 mile south
Brookview Addition	11 rural single-family residential lots	Under review	4.4 miles northeast
Rum River on the Green	2 rural single-family residential lots	Approved	4.1 miles northeast
Sunwood Village	47 unit apartment building	Approved	1.0 mile east-southeast
McDonald's	Restaurant	Approved	0.9 mile east-southeast
COR Three North Commons	13 sewered single-family residential lots	Approved	1 mile east
Woodlands	85 sewered single-family residential lots	Partially approved	1.7 miles northeast
Harvest Estates	44 sewered single-family residential lots	Approved	3.6 miles east
Brookfield Subdivision	141 sewered single-family residential lots	Partially approved	2.9 miles northeast
Vistas North Commons	12 sewered single-family residential lots	Under review	0.9 mile east-southeast
Stonebrook Academy	Early childhood learning	Under review	1.1 mile east-southeast
Aeon Housing	40-60 unit apartment building	Under review	1.4 miles east-southeast
Regency Commons	Self-storage facility	Under review	1.8 miles east
Station	77 townhome units	Approved	1.7 miles east-southeast
Parkview East	121 unit apartment building	Approved	1.7 miles east-southeast
M & G Trailers	Display lot	Approved	1.5 miles east-southeast

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

Reasonably foreseeable future projects may combine with the proposed project to result in cumulative effects on municipal infrastructure and natural resources. The potential for cumulative effects varies with the type of resource affected and the geographic area of impact.

Potential cumulative effects on public infrastructure relate to municipal water supply systems, sanitary sewer conveyance and treatment systems, stormwater management systems, and traffic and transportation systems. The City of Ramsey has planned for continued growth and expanded infrastructure system capacity to address these effects and serve anticipated future projects. The City of Ramsey will consider the timing and staging of other development proposals within the context of

the Comprehensive Plan and related growth management tools at the time that such proposals are brought forward. Over time, much of Ramsey may develop into a combination of residential, commercial, and public uses. Consequently, cumulative effects on public infrastructure are not expected to be significant.

Potential cumulative effects of anticipated future projects on natural resources depend largely on the type, density, and location of future developments. Potential effects on natural resources such as wetlands and wildlife habitat typically vary with project location and the extent of habitat diversity. Effects of the project on wetlands, vegetation communities, and wildlife resources may combine with effects of nearby or nearly concurrent projects in a manner that results in local and subtle cumulative effects. Cumulative effects of suburban development on natural resources can include the loss of agricultural land and the loss and fragmentation of wildlife habitat. Surface water runoff from the project area will infiltrate into the soil and some treated runoff may discharge to the Mississippi River. However, the highly-regulated nature of stormwater runoff and the ubiquitous implementation of BMPs to control erosion and sedimentation is expected to minimize cumulative effects of post-development runoff on downstream waters. The policies and regulations set forth by the City of Ramsey, the Lower Rum River Watershed Management Organization, and other government agencies provide the impetus for certain mitigation measures discussed in this EAW. These mitigation measures will help ensure the minimization of cumulative effects on the environment and the capacity for municipal services.

20. Other Potential Environmental Effects

If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

No other additional environmental effects are anticipated as a result of development of the project area. Potential environmental effects have been addressed in **Items 1** through **19**.

RGU CERTIFICATION.

(The Environmental Quality Board will only accept SIGNED Environmental Assessment Worksheets for public notice in the EQB Monitor.)

I hereby certify that:

- *The information contained in this document is accurate and complete to the best of my knowledge.*
- *The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively.*
- *Copies of this EAW are being sent to the entire EQB distribution list.*

Signature _____ Date _____

Title _____

Figures 1 – 10

Pearson Farm Residential Development EAW

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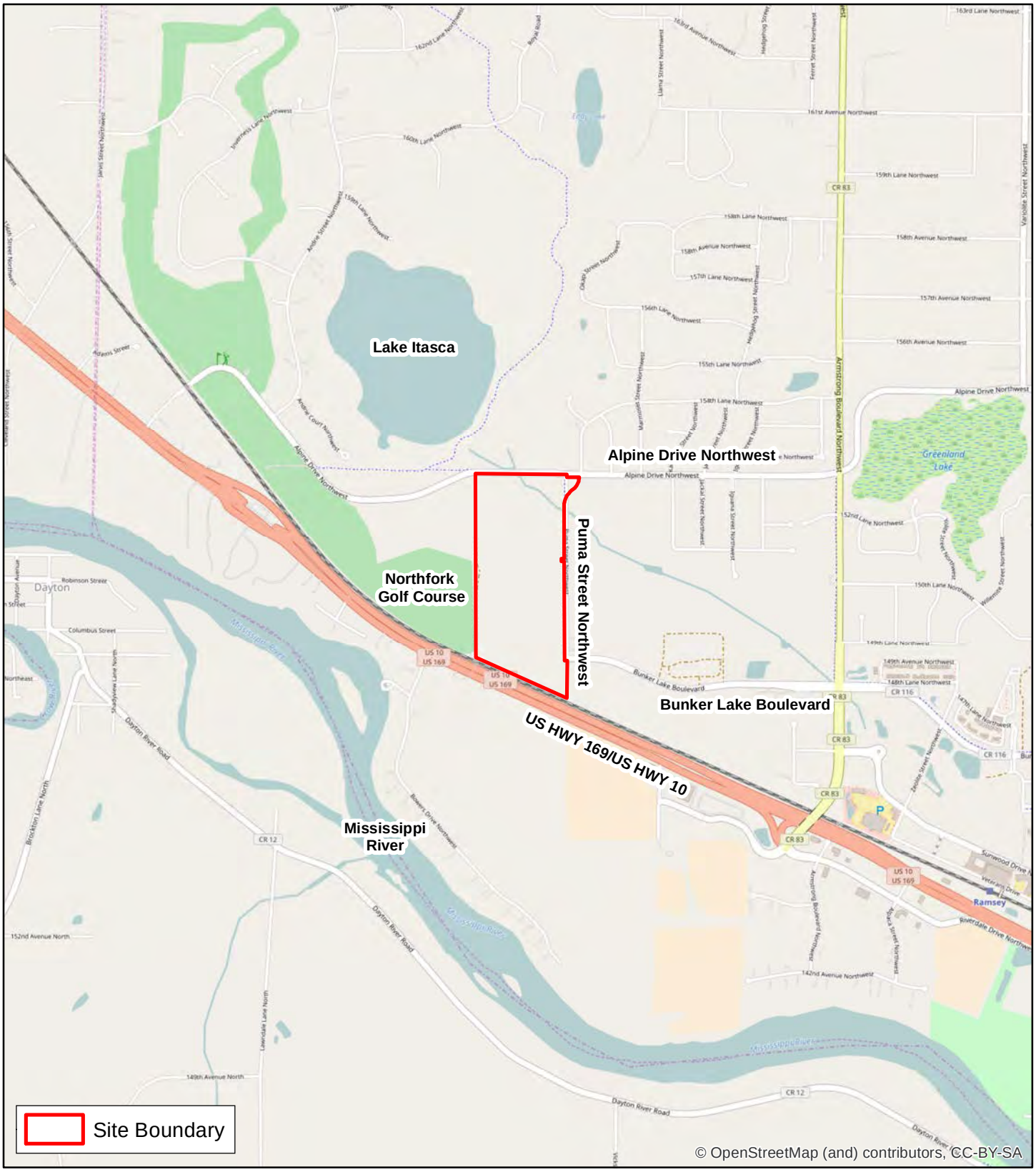


Figure 1 - Site Location

N

0 2,000 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: ESRI Streets Basemap

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

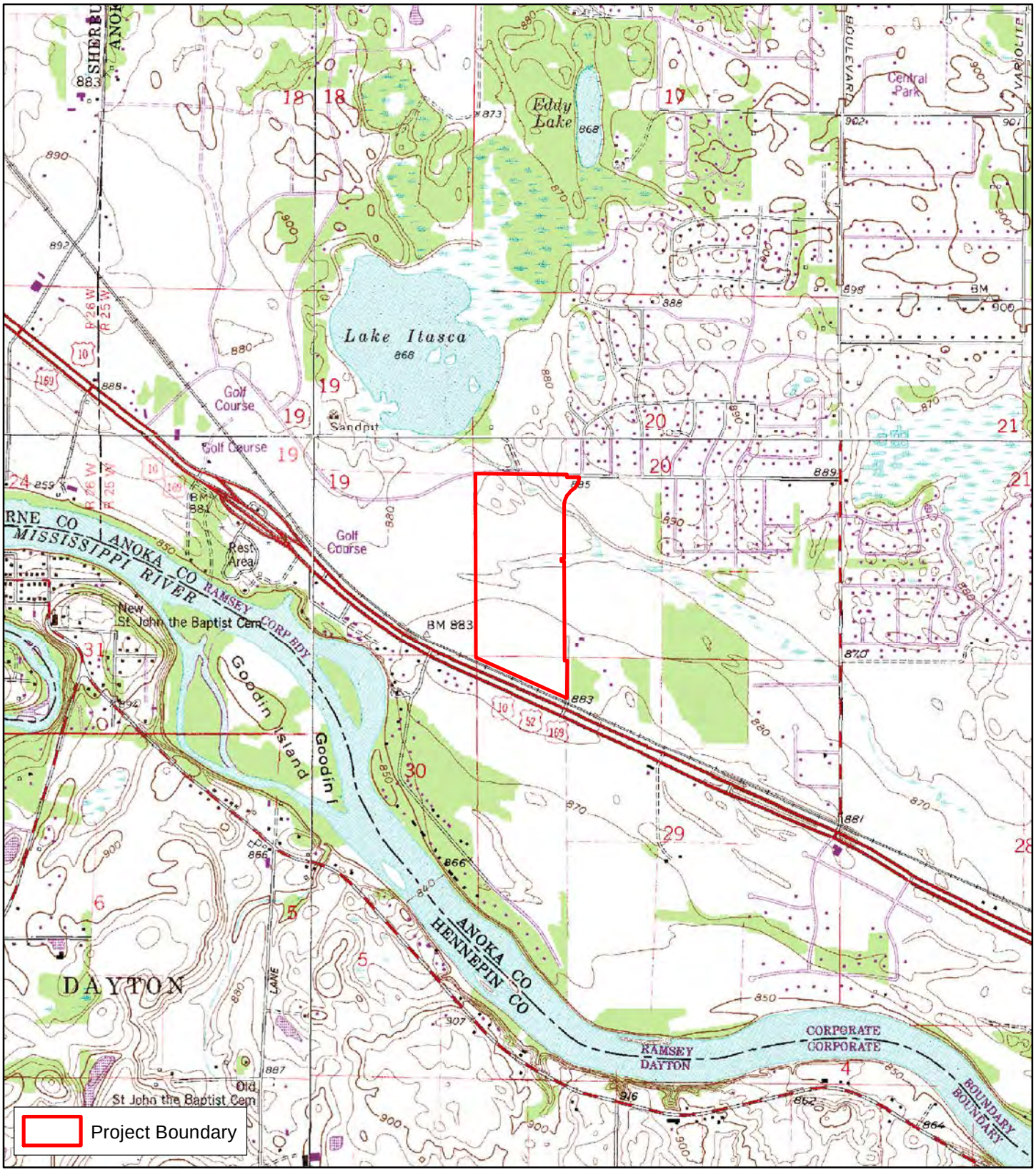


Figure 2 - USGS Topography

N

0 2,000 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

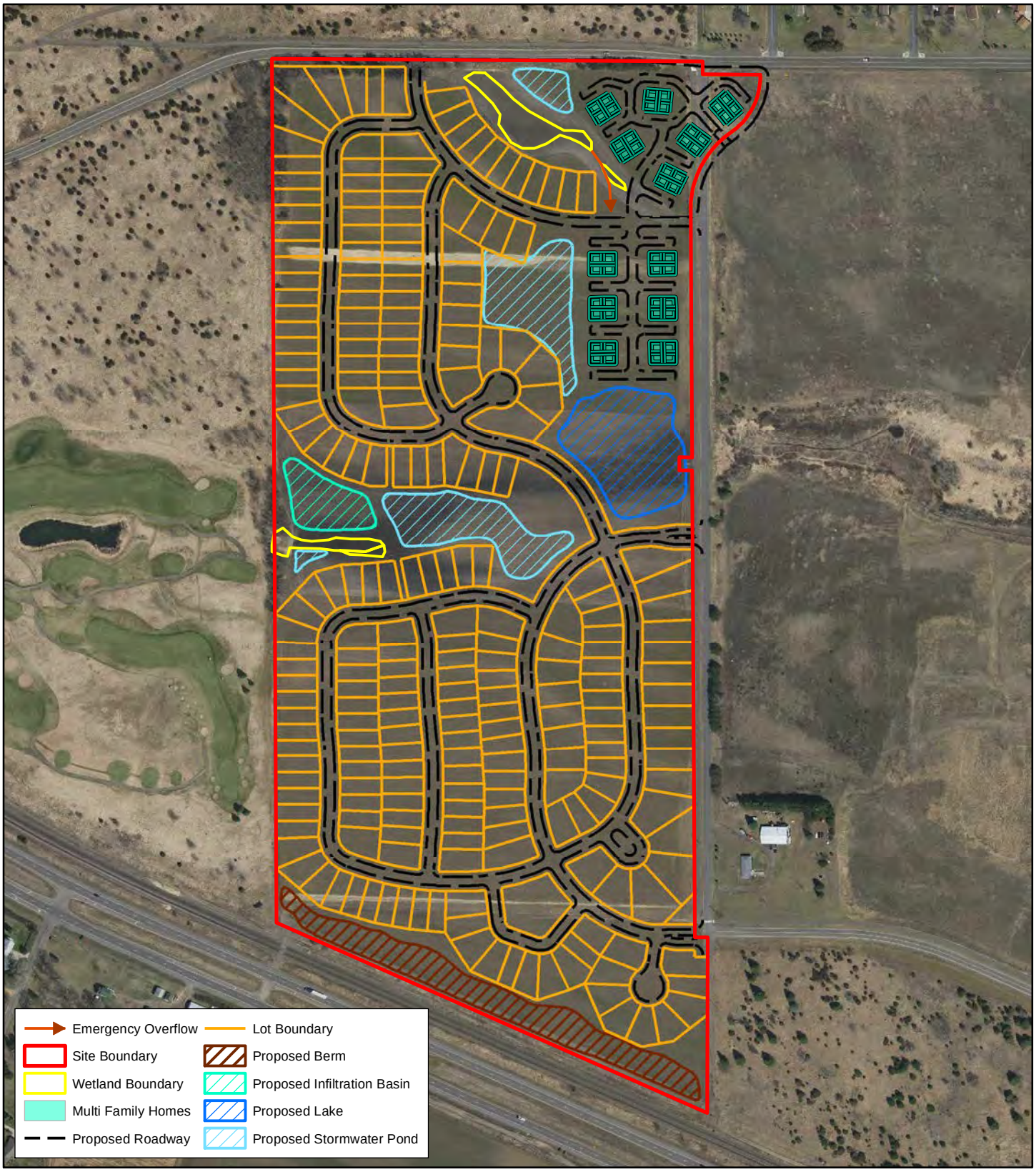


Figure 3 - Proposed Site Plan

N

0 425 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: Minnesota DNR (2013), USFWS

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

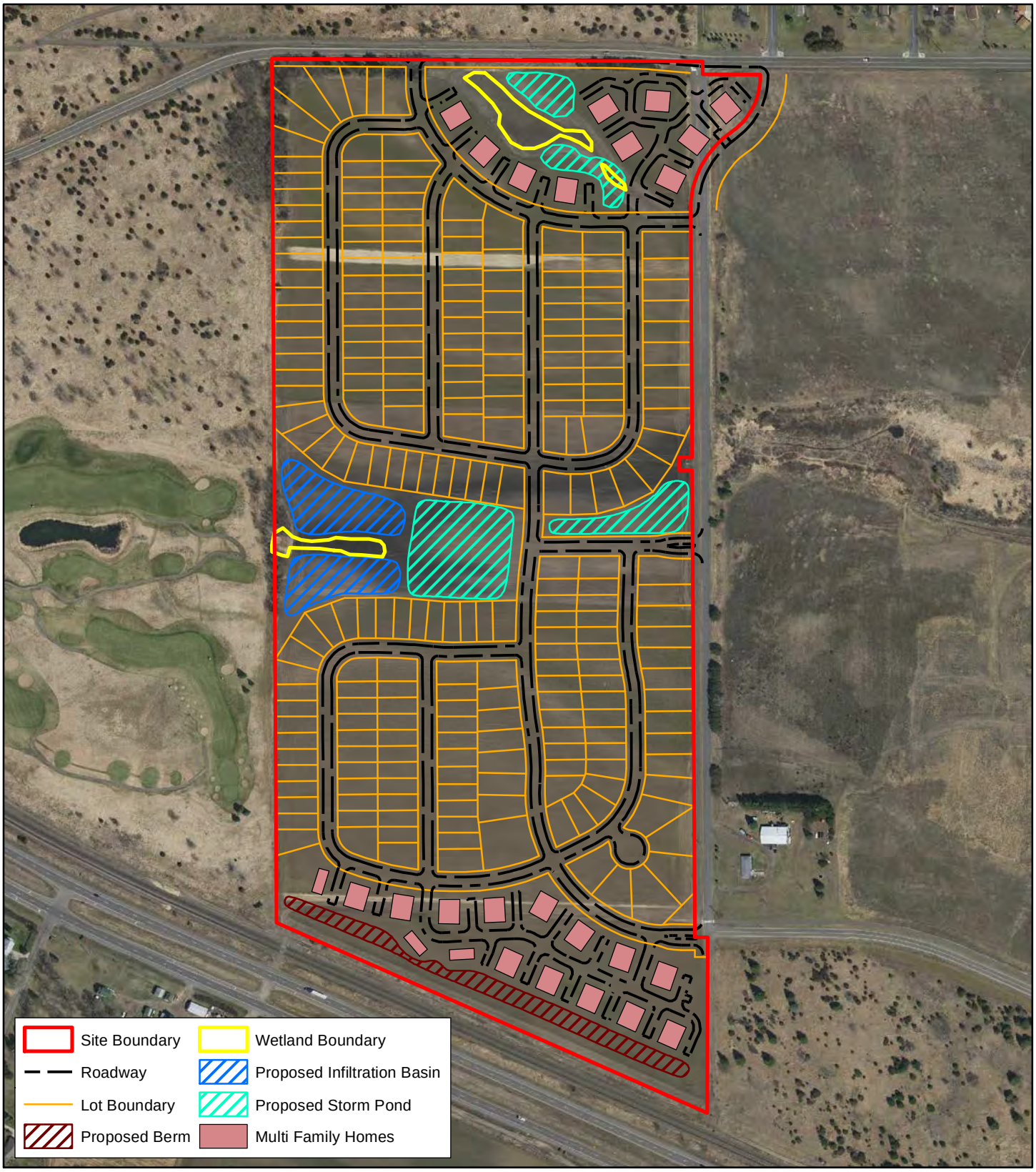


Figure 4 - Maximum Density Site Plan

N

0 425 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: Minnesota DNR (2013), USFWS

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



Figure 5 - Existing Cover Types

N

0 425 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: USDA, NRCS

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



Figure 6 - Delineated Wetlands and Waters

N

0 1,000 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: Minnesota DNR

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



Figure 7 - Existing Land Use

N

0 1,000 Feet

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: USGS

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

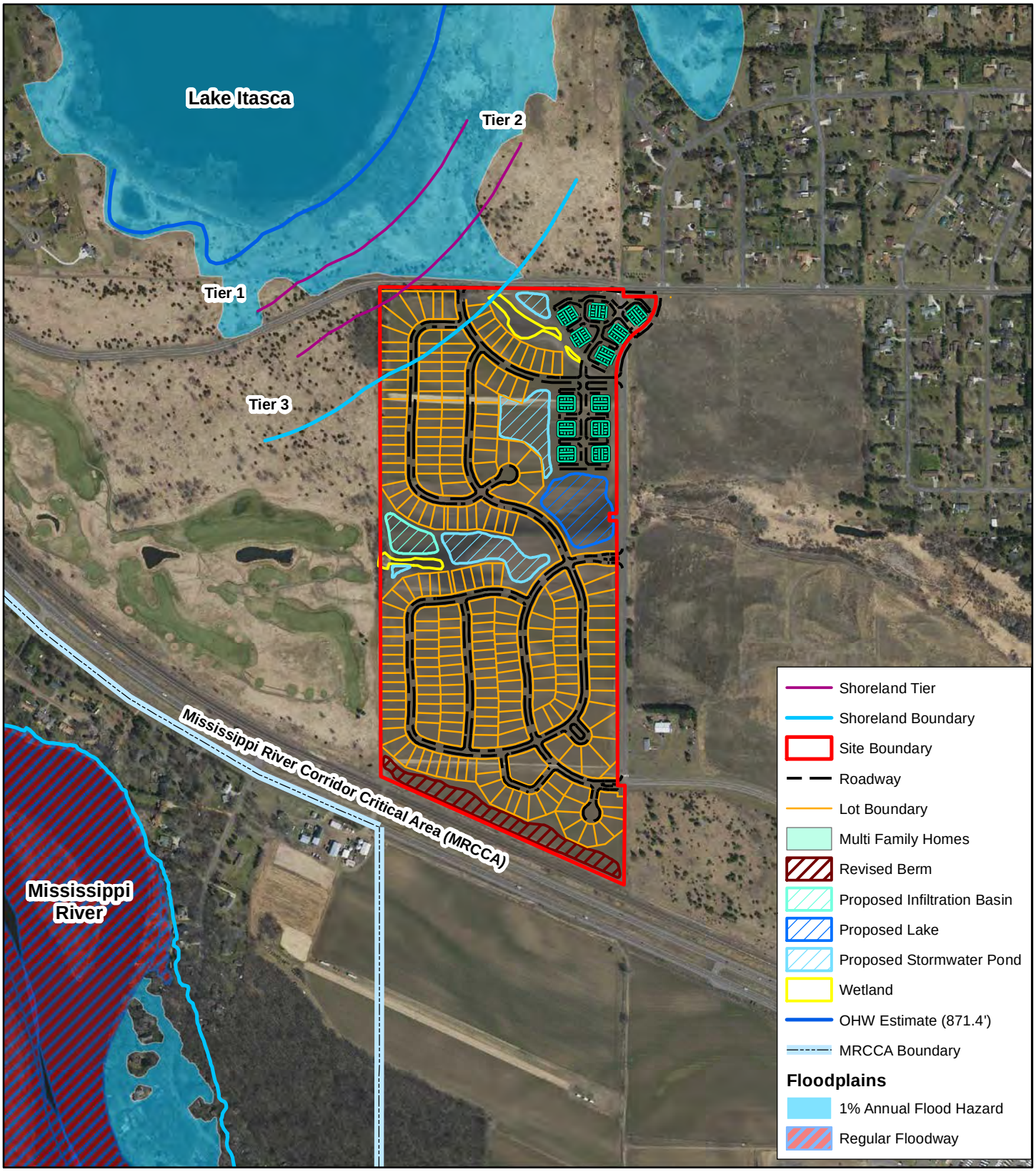


Figure 8 - Shorelands and Floodplains

N

0 750 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

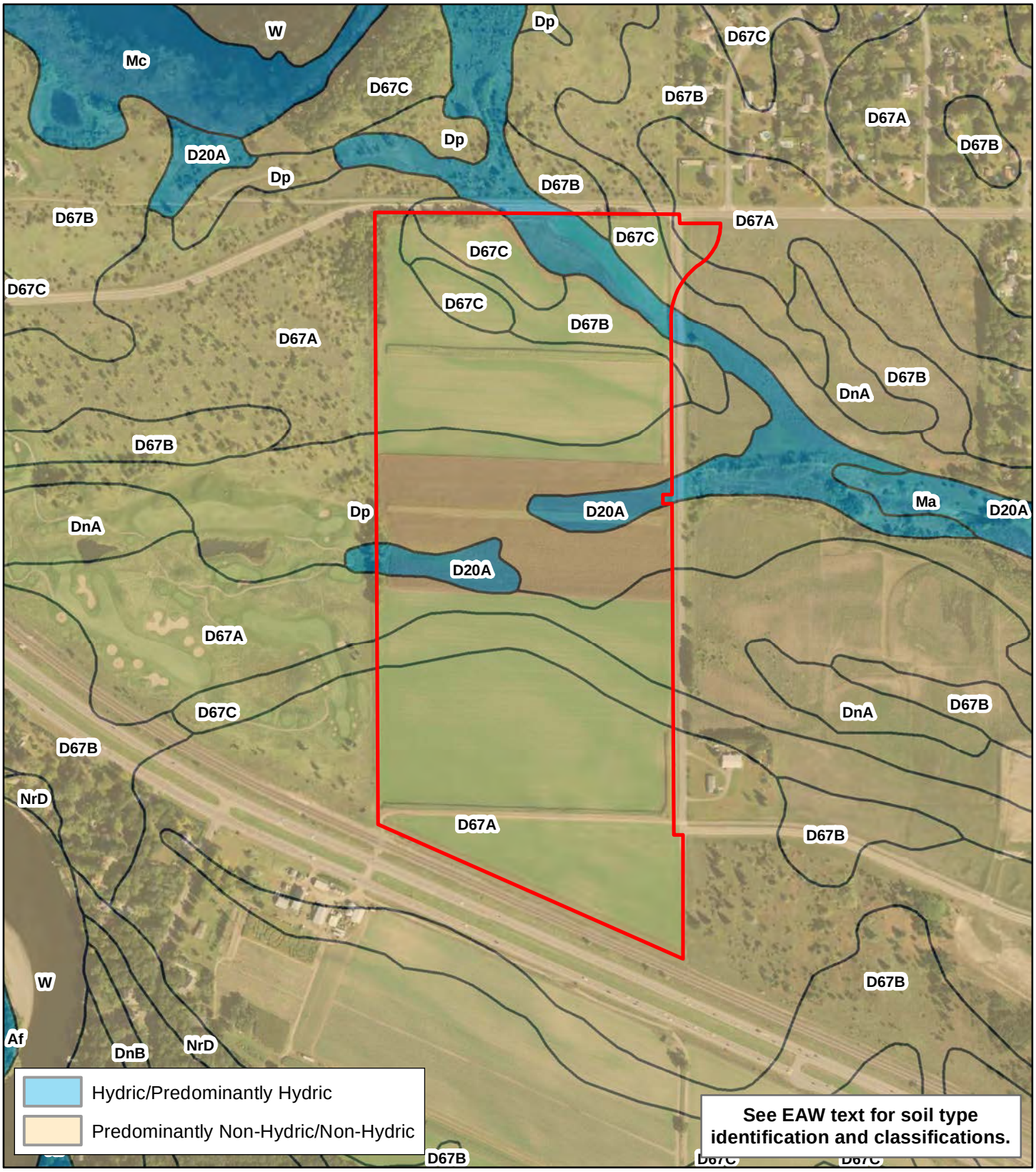


Figure 9 - Soil Types

N

0 600 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

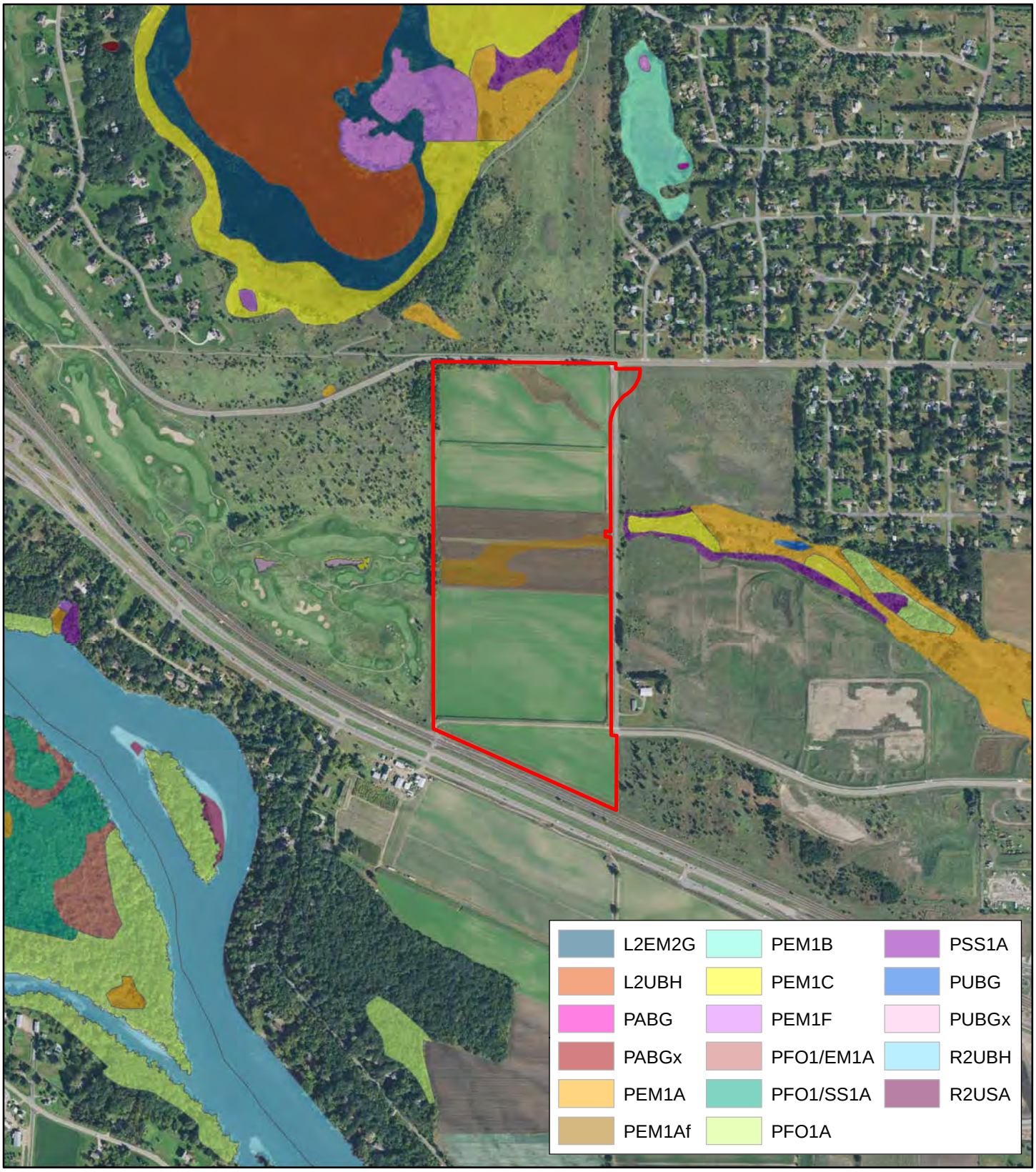


Figure 10 - National Wetlands Inventory

N

0 1,000 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

Pearson Farm Residential Development (KES 2017-004)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

Appendix A
Wetland Delineation Approval

Pearson Farm Residential Development EAW

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LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION
ANDOVER - ANOKA - RAMSEY
2015 First Avenue • Anoka, MN 55303

November 21, 2016

Mr. Stephen Bona
Capstone Homes
14015 Sunfish Lake Blvd. NW
Ramsey, MN 55303

Subject: LRRWMO Permit #2016-19 ~ Pearson Property - **Wetland Boundary & Type** ~ Ramsey

Dear Mr. Bona,

The LRRWMO, at its November 17, 2016 meeting, addressed the permit indicated above.

The Board has taken action to approve the wetland boundary and type as indicated on the attached Notice of Decision.

If you have any questions regarding this process, please contact Ms. Karen Wold of Barr Engineering. Good luck with your project.

Sincerely,

Todd Haas
Chair

Enclosure: Notice of Decision
Approved Permit Application #2016-19

cc: Melissa Barrett, Kjolhaug Env. Serv.
Bruce Westby, City of Ramsey Engineer
Chris Lord, Anoka Conservation District
Karen Wold, Barr Engineering
LRRWMO
TEP Agencies
Becky Wozney, Anoka Conservation District
Becky Horton, MnDNR Div. of Ecological & Water Resources
Kate Drewry, MnDNR Water
Ben Meyer, MN Board of Water & Soil Resources
Andrew Beaudet, U.S. Army Corps of Engineers
Marissa Vine, U.S. Army Corps of Engineers

Minnesota Wetland Conservation Act
Notice of Decision

Local Government Unit (LGU)	Address
Lower Rum River WMO (LRRWMO)	**2015 First Avenue** **Anoka, MN 55303**

1. PROJECT INFORMATION

Applicant Name	Project Name	Date of Application	Application Number
Stephen Bona, Capstone Homes Inc.	**Pearson Property**	**10/17/16**	**2016-19**

☒ Attach site locator map.

Type of Decision:

☒ Wetland Boundary or Type ☐ No-Loss ☐ Exemption ☐ Sequencing
☐ Replacement Plan ☐ Banking Plan

Technical Evaluation Panel (TEP) Findings and Recommendation (if any):

☐ Approve ☐ Approve with conditions ☐ Deny

Summary (or attach): **no TEP Findings Report, see below for TEP communication**

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: **11/17/16**

☒ Approved ☐ Approved with conditions (include below) ☐ Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

On behalf of Capstone Homes, Kjolhaug Environmental submitted a wetland delineation report and a joint application request for wetland boundary and type concurrence for the Pearson property in Section 20 & 29, Township 32N, Range 25W in the City of Ramsey, within Anoka County.

Two wetlands were delineated within the evaluation area both of which were identified as Type 1 (PEMBf/PEMA) farmed seasonally flooded basins.

The wetland delineation report and a Notice of Application were provided to the TEP on 10/26/16 with a 15-business day comment period.

A site review was conducted on 10/21/16 with Ben Carlson (Kjolhaug) and Karen Wold (Barr Engineering for the LRRWMO) and wetland boundaries were revised on both wetlands. A revised wetland delineation figure was submitted on 10/25/16 which was provided to the TEP with the Notice of Application on 10/26/16.

The revised wetland boundaries and types were found to be accurate, based on the requirements of the 1987 USACE Wetland Delineation Manual, the 2010 Midwest Regional Supplement, and the 2015 Guidance for Submittal of Delineation Reports to the USACE and WCA LGU in Minnesota, Version 2.0.

The comment period ended on 11/16/16 and no additional comments were received.

The wetland boundaries and types are approved.

For Replacement Plans using credits from the State Wetland Bank:

Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)

Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

☐ **Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).

☐ **Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.

☐ **Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.

Name **Todd Haas**	Title **Chairman**	
Signature 	Date **11/17/16**	Phone Number and E-mail **763/755-5100** **thaas@andovermn.gov**

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for five years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

☐ Appeal of an LGU staff decision. Send petition and $_____ fee (if applicable) to:	☒ Appeal of LGU governing body decision. Send petition and $500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155

4. LIST OF ADDRESSEES

☒ SWCD TEP member: **Becky Wozney**
☒ BWSR TEP member: **Dennis Rodacker and Ben Meyer**
☒ DNR TEP member: **Becky Horton, Kate Drewry**
☒ WD or WMO (if applicable): **Todd Haas (LRRWMO), Carla Wirth (Timesaver), Bob Obermeyer and Deb Burt (Barr Engineering Co.)**
☒ City Contact for LRRWMO permitting **Bruce Westby (City of Ramsey)**
☒ Applicant and Landowner (if different) **Stephen Bona (Capstone Homes Inc.), Ben Carlson and Melissa Barrett (Kjolhaug Environmental)**
☒ Corps of Engineers Project Manager**Andrew Beaudet and Marissa Vine**
☐ BWSR Wetland Bank Coordinator (wetland bank plan decisions only)

5. MAILING INFORMATION

➢For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf

➢For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf

➢Department of Natural Resources Regional Offices:

NW Region:	NE Region:	Central Region:	Southern Region:
Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073

For a map of DNR Administrative Regions, see: http://files.dnr.state.mn.us/aboutdnr/dnr_regions.pdf

➢For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687 or send to:

US Army Corps of Engineers
St. Paul District, ATTN: OP-R
180 Fifth St. East, Suite 700
St. Paul, MN 55101-1678

➢For Wetland Bank Plan applications, also send a copy of the application to:

Minnesota Board of Water and Soil Resources
Wetland Bank Coordinator
520 Lafayette Road North
St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments:
☒ **wetland delineation map**
☐

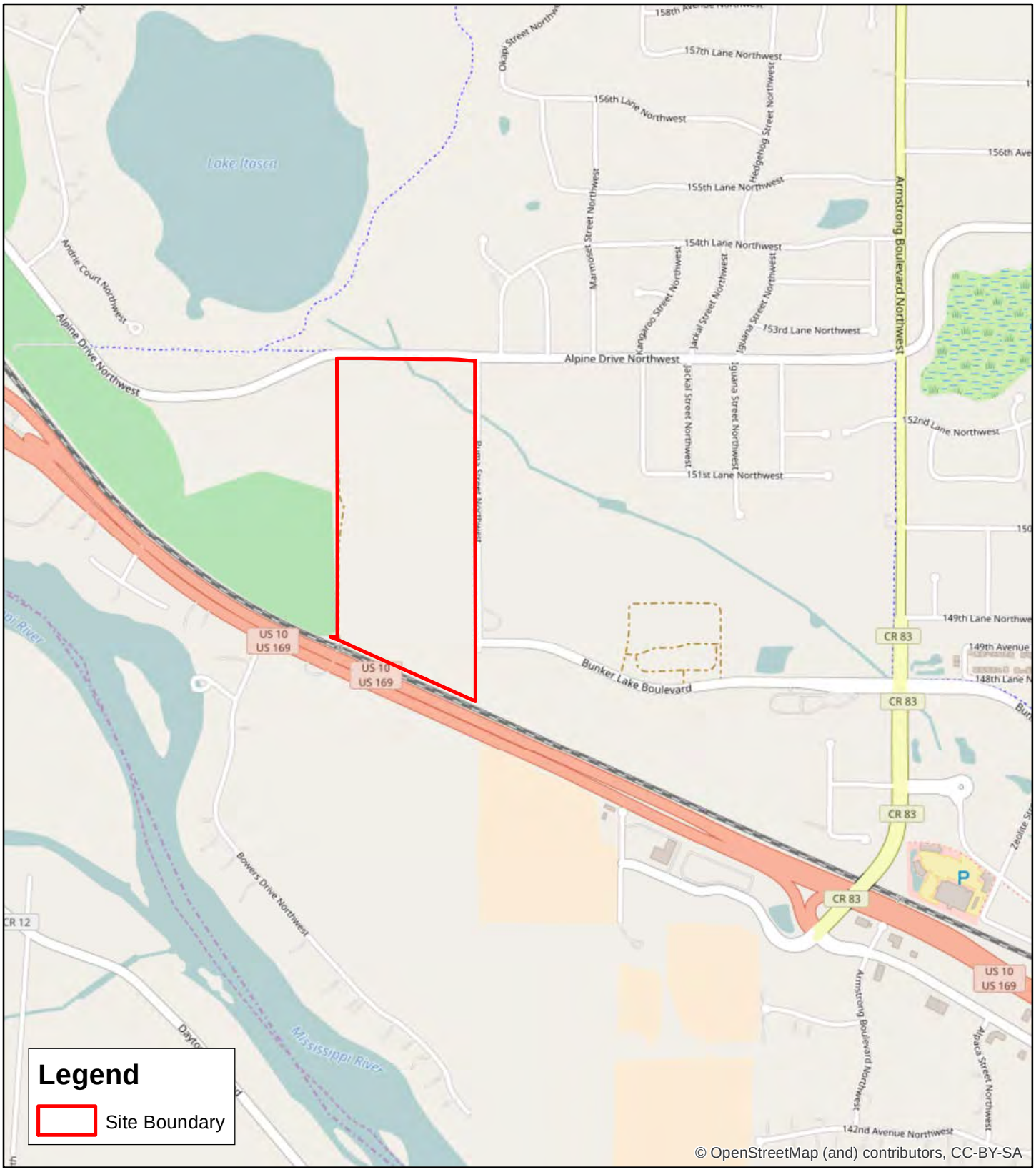


Figure 1 - Site Location

N

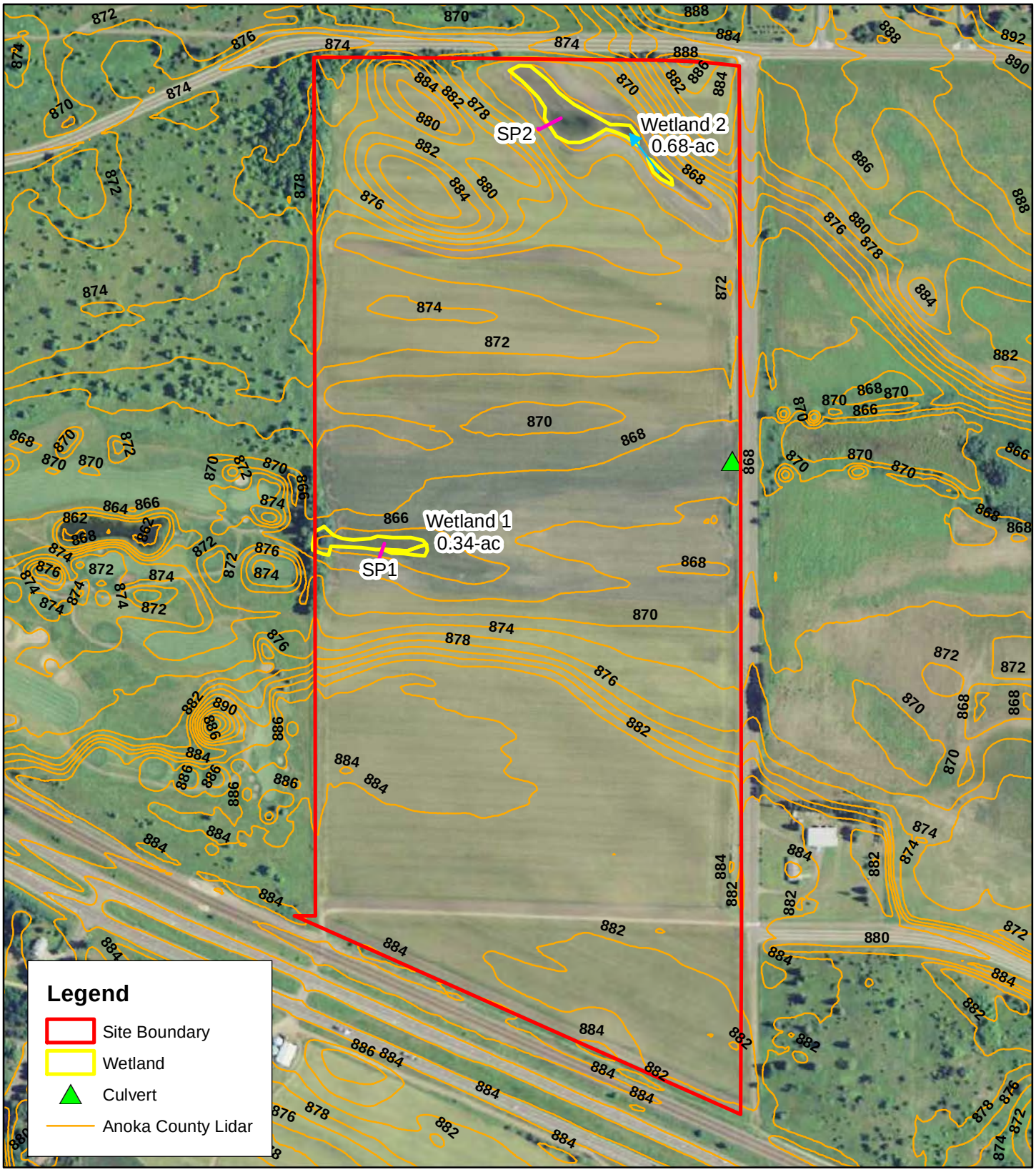
0 2,000 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: ESRI Streets Basemap

Pearson Property (KES 2016-167)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



Revised Figure 2 - Existing Conditions (2013 FSA Photo) per 10/21/2016 TEP Review

N

0 500 Feet

KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: Minnesota DNR (2013), USFWS

Pearson Property (KES 2016-167)
Ramsey, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

City Authorization: Ramsey Date Received: 10-17-16 Permit No: 16-19

Lower Rum River Watershed Management Organization ("LRRWMO")

Andover—Anoka—Coon Rapids—Ramsey

2015 First Avenue • Anoka, MN 55303

PERMIT APPLICATION

The $100.00 application fee and the $700.00 escrow deposit must accompany this permit application. Applications for projects involving wetlands and/or involving a Wetland Replacement Plans must include an additional $75 application fee plus an escrow deposit as determined in accordance with Attachment D.

Permits are to be processed at the same time as the site plan, preliminary plat or other city land use or building application submitted to the city in which the work or project is located.

Project Name: Pearson Property

Address/Location: S9 T32N R25W Ramsey, MN

Project Description/Purpose: Wetland Delineation Review

Stephen Bona	Melissa Barrett — Kjolhaug Env. Serv.
Name of Applicant (Site Owner or Property Owner)	**Applicant's Contact — Organization Name**
14015 Sunfish Lake Blvd NW	26105 Wild Rose Lane
Address	**Address**
Ramsey, MN 55303	Shorewood, MN, 55331
City, State, Zip	**City, State, Zip**
(651) 271-4951	(952) 401-8757
Phone — Fax	**Phone — Fax**
Stephen.bona@gmail.com	Melissa@kjolhaugenv.com
Email	**Email**

Submittal Requirements

Complete applications are to be submitted as per attachments A (Permit Requirements), B (Office Procedure), C (LRRWMO Permit Standards). Projects involving wetlands and/or involving a Wetland Replacement Plan have special notice requirements and require submittal of four copies (4) and an electronic copy of all wetland-related submittal materials.

PROJECT SUBMITTALS (check all that apply):

- ☐ **GRADING PLAN:** Including existing and proposed contours and boundaries of all wetlands and surface waters.
- ☐ **STORM SEWER/ DRAINAGE PLAN:** Including all permanent drainage features and all permanent water quality features.
- ☐ **STORM DRAINAGE CALCULATIONS:** Design computations as required by the LRRWMO (see attachment C).
- ☐ **EROSION CONTROL PLAN:** Including all temporary measures proposed to retain all sediment on site.
- ☑ **MITIGATION PLAN*/WETLAND DETERMINATION:** Quality level of mitigated wetland(s) shall be determined by the LRRWMO.
- ☐ **REQUEST FOR EXEMPTION UNDER THE WETLAND CONSERVATION ACT (WCA)**
- ☐ **OTHER**

****NOTE: Four copies of permit submittals are required for projects involving wetland replacement plans.***

City Authorization: _____ Date Received: _____ Permit No: 16-19

Lower Rum River Watershed Management Organization ("LRRWMO")

Andover—Anoka—Coon Rapids—Ramsey

2015 First Avenue • Anoka, MN 55303

START OF PROJECT: _____	EST. COMPLETION DATE: _____	APPROVAL DATE: 11/17/16

By signing this Permit Application, the undersigned consents and agrees on behalf of the Applicant that:

1. The permit application fee is non-refundable. Escrow deposits will be held by the LRRWMO until the project has been completed and all conditions of issuance of the permit are satisfied. The Applicant is responsible for all expenses incurred by the LRRWMO in the processing, administration and enforcement of the permit application and permit. The escrow deposit will be used to reimburse the LRRWMO for all expenses incurred by the LRRWMO in processing, administering and enforcing the permit application and permit, including engineering, legal and other consultant costs. If such expenses exceed the escrow deposit, the LRRWMO will bill the Applicant or Permittee for such excess amount and payment will be due within twenty (20) days of mailing the invoice. Timely payment of such invoices is a condition of all permits and work may be stopped on the project for failure to make payments when due.

2. The undersigned, its agents, principal, assigns and/or representatives (hereinafter "Permittee") shall abide by all the standard conditions and special terms and conditions of the LRRWMO.

3. Any work that violates the terms of the permit may result in the LRRWMO or the City in which the work is being done immediately causing the work on the project relating to the permit to cease and desist. All work on the project shall cease until the permit conditions are met and approved by the LRRWMO and/or the City in which the work is being done.

4. The Permittee agrees to be bound by the terms of the LRRWMO permit requirements, final permit, standard conditions and special conditions required by the LRRWMO for approval of the permit. The undersigned has the authority to bind the permit holder, the owner of the property and/or any entity performing work on the property pursuant to the terms of LRRWMO permit, and shall be responsible for complying with terms of the LRRWMO permit.

"I certify that I have thoroughly read and understand the above information."

Signature of property owner or designated Agent (no agent without a letter of authority)	Date	Signature of applicant if different from property owner	Date
Alan R Pearson	10/17/16	Stephen A Bova	10/17/16
Print Signer's name: Alan Pearson		Print Signer's name: Stephen A. Bova	

SIGNATURE OF LRRWMO CHAIRMAN: ** _____

NOTE: Subject to conditions recommended by Bob Obermeyer, Barr Engineering (see attached)

PERMIT IS NOT VALID IF PROJECT HAS NOT STARTED WITHIN ONE YEAR FROM DATE OF APPROVAL

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

10/24/2016

REPLY TO
ATTENTION OF
Operations
Regulatory (MVP-2016-03719-MLV)

THIS IS NOT A PERMIT

Melissa Barrett
Kjolhaug Environmental
26105 Wild Rose Lane
Shorewood, MN 55331

Dear Ms. Barrett:

We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal.

File Number: MVP-2016-03719-MLV

Applicant: Capstone Homes - Steve Bona

Project Name: Pearson Property

Received Date: 10/17/2016

Project Manager: Marissa Vine
651-290-5362

Additional information about the St. Paul District Regulatory Program, including the new Clean Water Rule, can be found on our web site at http://www.mvp.usace.army.mil/missions/regulatory.

Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.

Thank you.

U.S. Army Corps of Engineers
St. Paul District
Regulatory Branch

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Appendix B

Well Logs

Pearson Farm Residential Development EAW

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Minnesota Unique Well Number

541778

County Anoka
Quad Anoka
Quad ID 120B

MINNESOTA DEPARTMENT OF HEALTH

WELL AND BORING REPORT

Minnesota Statutes Chapter 1031

Entry Date 08/05/1997
Update Date 02/14/2014
Received Date

Well Name	Township	Range	Dir	Section	Subsection
PEARSON,	32	25	W	30	AABACD

Elevation 883 ft. **Elev. Method** 7.5 minute topographic map (+/- 5 feet)

Address

Well 8846 10 SH W RAMSEY MN 55303

Stratigraphy Information

Geological Material	From	To (ft.)	Color	Hardness
SAND	0	23	BROWN	SOFT
CLAY & ROCKS	23	43	BROWN	SOFT
SAND	43	66	GRAY	SOFT
CLAY FIRM	66	66	GRAY	

Remarks

Well Depth 66 ft. **Depth Completed** 66 ft. **Date Well Completed** 08/24/1994

Drill Method Non-specified Rotary **Drill Fluid** Bentonite

Use domestic **Status** Active

Well Hydrofractured? **Yes** ☐ **No** ☐ **From** **To**

Casing Type Single casing **Joint** Threaded
Drive Shoe? **Yes** ☐ **No** ☒ **Above/Below**

Casing Diameter	Weight	Hole Diameter
4 in. To 63 ft.	10.7 lbs./ft.	8.7 in. To 30 ft.
		6.2 in. To 66 ft.

Open Hole From ft. To ft.

Screen? ☒ **Type** stainless **Make** JOHNSON 304

Diameter	Slot/Gauze	Length	Set	
4.5 in.	18	4 ft.	62 ft.	66 ft.

Static Water Level

28 ft. land surface Measure 08/24/1994

Pumping Level (below land surface)

48 ft. 3 hrs. Pumping at 40 g.p.m.

Wellhead Completion

Pitless adapter manufacturer BAKER Model SNAPPY

☒ Casing Protection ☒ 12 in. above grade
☐ At-grade (Environmental Wells and Borings ONLY)

Grouting Information Well Grouted? ☒ Yes ☐ No ☐ Not Specified

Material	Amount	From	To
bentonite	0.8 Cubic yards	ft.	60 ft.

Nearest Known Source of Contamination

50 feet South Direction Septic tank/drain field Type

Well disinfected upon completion? ☒ Yes ☐ No

Pump ☐ Not Installed Date Installed 01/10/1994

Manufacturer's name RED JACKET

Model Number 100CNS1- HP 1 Volt 230

Length of drop pipe 42 ft Capacity 18 g.p. Typ Submersible

Abandoned

Does property have any not in use and not sealed well(s)? ☐ Yes ☒ No

Variance

Was a variance granted from the MDH for this well? ☐ Yes ☐ No

Miscellaneous

First Bedrock Aquifer Quat. buried
Last Strat clay-gray Depth to Bedrock ft
Located by Minnesota Geological Survey
Locate Method Digitization (Screen) - Map (1:24,000)
System UTM - Mad83, Zone 15, Meters X 461347 Y 5009793
Unique Number Verification Address verification Inpute Date 07/03/2008

Angled Drill Hole

Well Contractor

Renner E.H. Well 71015 SCHAFFER, R.
Licensee Business Lic. or Reg. No. Name of Driller

Minnesota Unique Well Number

227345

County Anoka
Quad Anoka
Quad ID 120B

MINNESOTA DEPARTMENT OF HEALTH

WELL AND BORING REPORT

Minnesota Statutes Chapter 1031

Entry Date 04/15/1991
Update Date 02/14/2014
Received Date

Well Name	Township	Range	Dir	Section	Subsection
PEARSON,	32	25	W	30	AAABCA

Elevation 883 ft. **Elev. Method** 7.5 minute topographic map (+/- 5 feet)

Address

C/W 8846 10 HY NW RAMSEY MN 55303

Stratigraphy Information

Geological Material	From	To (ft.)	Color	Hardness
SAND	0	10	BROWN	
GRAVEL & SAND	10	15	YELLOW	
CLAY & GRAVEL	15	60	BROWN	
GRAVEL	60	75	BROWN	

Remarks

WELL LOCATION: SOUTH SIDE OF HIGHWAY 10 & EAST OF PUMA

Well Depth 75 ft. **Depth Completed** 75 ft. **Date Well Completed** 12/13/1972

Drill Method **Drill Fluid**

Use domestic **Status** Active

Well Hydrofractured? Yes ☐ No ☐ **From** **To**

Casing Type Single casing **Joint** Threaded
Drive Shoe? Yes ☐ No ☐ **Above/Below** 0 ft.

Casing Diameter **Weight**
4 in. To 71 ft. lbs./ft.

Open Hole From ft. To ft.

Screen? ☒ **Type** stainless **Make** JOHNSON

Diameter	Slot/Gauze	Length	Set	
4 in.	20	4 ft.	ft.	ft.

Static Water Level
30 ft. land surface Measure 12/13/1972

Pumping Level (below land surface)
40 ft. hrs. Pumping at 17 g.p.m.

Wellhead Completion
Pitless adapter manufacturer BAKER Model
☐ Casing Protection ☐ 12 in. above grade
☐ At-grade (Environmental Wells and Borings ONLY)

Grouting Information Well Grouted? ☐ Yes ☐ No ☒ Not Specified

Nearest Known Source of Contamination
feet Direction Type
Well disinfected upon completion? ☐ Yes ☐ No

Pump ☐ Not Installed Date Installed 12/00/1972
Manufacturer's name AERMOTOR
Model Number HP 0.75 Volt
Length of drop pipe 50 ft Capacity 12 g.p. Typ Submersible

Abandoned
Does property have any not in use and not sealed well(s)? ☐ Yes ☐ No

Variance
Was a variance granted from the MDH for this well? ☐ Yes ☐ No

Miscellaneous
First Bedrock Aquifer Quat. buried
Last Strat gravel (+larger)-brown Depth to Bedrock ft
Located by Minnesota Geological Survey
Locate Method Digitized - scale 1:24,000 or larger (Digitizing Table)
System UTM - Mad83, Zone 15, Meters X 461304 Y 5009799
Unique Number Verification Address verification Inpute Date 01/01/1990

Angled Drill Hole

Well Contractor

Renner E.H. & Sons	27015	LEDBETTER, B.
Licensee Business	Lic. or Reg. No.	Name of Driller

Minnesota Well Index Report | **227345** | Printed on 02/03/2017 HE-01205-15

Minnesota Unique Well Number

430232

County Anoka
Quad Anoka
Quad ID 120B

MINNESOTA DEPARTMENT OF HEALTH

WELL AND BORING REPORT

Minnesota Statutes Chapter 1031

Entry Date 04/15/1991
Update Date 08/18/2014
Received Date

Well Name	Township	Range	Dir	Section	Subsection
MCINNIS, DAN	32	25	W	20	CDCCCA

Elevation 883 ft. **Elev. Method** 7.5 minute topographic map (+/- 5 feet)

Address

Well 14915 PUMA ST NW RAMSEY MN 55303

Stratigraphy Information

Geological Material	From	To (ft.)	Color	Hardness
SAND	0	27	BROWN	SOFT
CLAY	27	30	BROWN	SOFT
SAND & GRAVEL	30	51	BROWN	SOFT
CLAY & GRAVEL	51	93	BROWN	HARD
CLAY	93	116	GRAY	MEDIUM
SANDROCK & SHALE	116	131	YEL/BRN	HARD
SHALE & SANDROCK	131	140	WHITE	SOFT
SANDROCK & SHALE	140	176	PNK/GRN	SOFT
SANDROCK & SHALE	176	276	GREEN	SOFT
SANDROCK & SHALE	276	338	BRN/GRN	HARD

Remarks

Well Depth	Depth Completed	Date Well Completed
338 ft.	338 ft.	03/17/1988

Drill Method Non-specified Rotary **Drill Fluid** Bentonite

Use domestic **Status** Active

Well Hydrofractured? Yes ☐ No ☐ **From** **To**

Casing Type Single casing **Joint**
Drive Shoe? Yes ☒ No ☐ **Above/Below** 1 ft.

Casing Diameter	Weight	Hole Diameter
4 in. To 294 ft.	11 lbs./ft.	6.2 in. To 294 ft.
		4 in. To 338 ft.

Open Hole From 294 ft. To 338 ft.

Screen? ☐ **Type** **Make**

Static Water Level
30 ft. land surface Measure 03/17/1988

Pumping Level (below land surface)
100 ft. 3 hrs. Pumping at 50 g.p.m.

Wellhead Completion
Pitless adapter manufacturer MONITOR Model 8PL41UCI
☐ Casing Protection ☒ 12 in. above grade
☐ At-grade (Environmental Wells and Borings ONLY)

Grouting Information Well Grouted? ☒ Yes ☐ No ☐ Not Specified

Material	Amount	From	To
cuttings		0 ft.	194 ft.

Nearest Known Source of Contamination
75 feet East Direction Septic tank/drain field Type
Well disinfected upon completion? ☒ Yes ☐ No

Pump ☐ Not Installed Date Installed 03/21/1988
Manufacturer's name MEYERS
Model Number B352BM- HP 0.5 Volt 230
Length of drop pipe 60 ft Capacity 10 g.p. Typ Submersible

Abandoned
Does property have any not in use and not sealed well(s)? ☐ Yes ☒ No

Variance
Was a variance granted from the MDH for this well? ☐ Yes ☐ No

Miscellaneous
First Bedrock St.Lawrence-Tunnel City Aquifer Wonewoc
Last Strat Wonewoc Sandstone Depth to Bedrock 116 ft
Located by Minnesota Geological Survey
Locate Method Digitized - scale 1:24,000 or larger (Digitizing Table)
System UTM - Mad83, Zone 15, Meters X 461892 Y 5009911
Unique Number Verification Address verification Inpute Date 01/01/1990

Angled Drill Hole

Well Contractor
Mork Well Co. 02133 LAWRENCE, R.
Licensee Business Lic. or Reg. No. Name of Driller

Minnesota Unique Well Number

783804

County Anoka
Quad Anoka
Quad ID 120B

MINNESOTA DEPARTMENT OF HEALTH

WELL AND BORING REPORT

Minnesota Statutes Chapter 1031

Entry Date 09/30/2011
Update Date 08/18/2014
Received Date 12/05/2011

Well Name	Township	Range	Dir	Section	Subsection
WIEHLE, SCOTT	32	25	W	20	BDCCAC

Elevation 885 ft. **Elev. Method** 7.5 minute topographic map (+/- 5 feet)

Address

C/W 15310 OKAPI ST NW RAMSEY MN 553037004

Stratigraphy Information

Geological Material	From	To (ft.)	Color	Hardness
SAND	0	54	BROWN	SOFT
CLAY	54	62	BROWN	SOFT
GRAVEL	62	65	BROWN	SOFT
CLAY	65	107	BROWN	SOFT
SHALE	107	155	VARIED	SOFT

Remarks

OLD WELL ON PROPERTY GAMMA LOGGED 9-30-2011. UNIQUE NO. 272037.

NEAREST CONTAMINATION: TYPE= FLOOR DRAIN.

Well Depth 155 ft. **Depth Completed** 155 ft. **Date Well Completed** 08/26/2011

Drill Method Non-specified Rotary **Drill Fluid** Bentonite

Use domestic **Status** Active

Well Hydrofractured? Yes ☐ No ☒ **From** **To**

Casing Type Single casing **Joint** Glued

Drive Shoe? Yes ☐ No ☒ **Above/Below**

Casing Diameter	Weight	Hole Diameter
4 in. To 113 ft.	lbs./ft.	7.7 in. To 113 ft.
		6.5 in. To 155 ft.

Open Hole From 113 ft. To 155 ft.

Screen? ☐ **Type** **Make**

Static Water Level

28 ft. land surface Measure null

Pumping Level (below land surface)

60 ft. 1 hrs. Pumping at 60 g.p.m.

Wellhead Completion

Pitless adapter manufacturer AQUASEAL Model T-SERIES

☐ Casing Protection ☒ 12 in. above grade

☐ At-grade (Environmental Wells and Borings ONLY)

Grouting Information Well Grouted? ☒ Yes ☐ No ☐ Not Specified

Material	Amount	From	To
neat cement	3 Sacks	103 ft.	113 ft.
bentonite	6 Sacks	ft.	103 ft.

Nearest Known Source of Contamination

52 feet East Direction Other Type

Well disinfected upon completion? ☒ Yes ☐ No

Pump ☐ Not Installed Date Installed

Manufacturer's name GOULDS

Model Number 18GS10 HP 1 Volt 230

Length of drop pipe 60 ft Capacity g.p. Typ Submersible

Abandoned

Does property have any not in use and not sealed well(s)? ☐ Yes ☐ No

Variance

Was a variance granted from the MDH for this well? ☐ Yes ☒ No

Miscellaneous

First Bedrock Tunnel City Group Aquifer Tunnel City

Last Strat Tunnel City Group Depth to Bedrock 107 ft

Located by Minnesota Geological Survey

Locate Method Digitization (Screen) - Map (1:12,000)

System UTM - Mad83, Zone 15, Meters X 461928 Y 5010727

Unique Number Verification Information from Inpute Date 09/30/2011

Angled Drill Hole

Well Contractor

Mork Well Co., Inc. 1877 RICKE, G.

Licensee Business Lic. or Reg. No. Name of Driller

Minnesota Unique Well Number

272037

County Anoka
Quad Anoka
Quad ID 120B

MINNESOTA DEPARTMENT OF HEALTH

WELL AND BORING REPORT

Minnesota Statutes Chapter 1031

Entry Date 09/30/2011
Update Date 08/18/2014
Received Date

Well Name	Township	Range	Dir	Section	Subsection
WIEHELE, DEB	32	25	W	20	BDCCAC

Elevation 886 ft. **Elev. Method** 7.5 minute topographic map (+/- 5 feet)

Address

C/W 15310 OKAPI ST NW RAMSEY MN 553037004

Stratigraphy Information

Geological Material	From	To (ft.)	Color	Hardness
SAND	0	60		
GRAVEL & CLAY	60	110		
GRAVEL & CLAY	110	126		
SANDROCK	126	156		

Remarks

GAMMA LOGGED 9-20-2011. LOGGED FOR ANOKA CO. ATLAS AND MDH.

Well Depth 156 ft. **Depth Completed** 156 ft. **Date Well Completed** 07/30/1974

Drill Method **Drill Fluid**

Use domestic **Status** Inactive

Well Hydrofractured? Yes ☐ No ☐ **From** **To**

Casing Type Single casing **Joint**

Drive Shoe? Yes ☐ No ☐ **Above/Below**

Casing Diameter	Weight	Hole Diameter
4 in. To 141 ft.	lbs./ft.	4 in. To 156 ft.

Open Hole From 141 ft. To 156 ft.

Screen? ☐ **Type** **Make**

Static Water Level

41 ft. land surface Measure 09/30/2011

Pumping Level (below land surface)

Wellhead Completion

Pitless adapter manufacturer Model

☐ Casing Protection ☐ 12 in. above grade

☐ At-grade (Environmental Wells and Borings ONLY)

Grouting Information Well Grouted? ☐ Yes ☐ No ☒ Not Specified

Nearest Known Source of Contamination

feet Direction Type

Well disinfected upon completion? ☐ Yes ☐ No

Pump ☐ Not Installed Date Installed

Manufacturer's name

Model Number HP Volt

Length of drop pipe ft Capacity g.p. Typ

Abandoned

Does property have any not in use and not sealed well(s)? ☐ Yes ☐ No

Variance

Was a variance granted from the MDH for this well? ☐ Yes ☐ No

Miscellaneous

First Bedrock Tunnel City Group Aquifer Tunnel City

Last Strat Tunnel City Group Depth to Bedrock 110 ft

Located by Minnesota Geological Survey

Locate Method Digitization (Screen) - Map (1:12,000)

System UTM - Mad83, Zone 15, Meters X 461922 Y 5010728

Unique Number Verification Information from Inpute Date 09/30/2011

Angled Drill Hole

Well Contractor

Licensee Business Lic. or Reg. No. Name of Driller

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Appendix C

Minnesota DNR Natural Heritage Information System Report

Pearson Farm Residential Development EAW

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The DNR NHIS Report is expected to be available by March 17

Appendix D

State Historic Preservation Office Response

Pearson Farm Residential Development EAW

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From: Thomas Cinadr [mailto:thomas.cinadr@mnhs.org]
Sent: Thursday, February 02, 2017 8:46 AM
To: Andrew Krinke <Andrew@kjolhaugenv.com>
Subject: Re: SHPO Request

THIS EMAIL IS NOT A PROJECT CLEARANCE.

This message simply reports the results of the cultural resources database search you requested. The database search produced results for only previously known archaeological sites and historic properties. Please read the note below carefully.

No archaeological sites or historic structures were identified in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory for the search area requested.

The result of this database search provides a listing of recorded archaeological sites and historic architectural properties that are included in the current SHPO databases. Because the majority of archaeological sites in the state and many historic architectural properties have not been recorded, important sites or structures may exist within the search area and may be affected by development projects within that area. Additional research, including field survey, may be necessary to adequately assess the area's potential to contain historic properties.

If you require a comprehensive assessment of a project's potential to impact archaeological sites or historic architectural properties, you may need to hire a qualified archaeologist and/or historian. If you need assistance with a project review, please contact Kelly Gragg-Johnson in Review and Compliance @ 651-259-3455 or by email at kelly.graggjohnson@mnhs.org.

The Minnesota SHPO Survey Manuals and Database Metadata and Contractor Lists can be found at **http://www.mnhs.org/shpo/survey/inventories.htm**

Tom Cinadr
Survey and Information Management Coordinator
Minnesota Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
St. Paul, MN 55102

651-259-3453

On Wed, Feb 1, 2017 at 1:12 PM, Andrew Krinke <Andrew@kjolhaugenv.com> wrote:

Hi Tom,

We are requesting a historical property information/database search for a 88.4-acre site located in the southwest quarter of Section 20, T32N, R25W, Ramsey, Anoka County, Minnesota. The site corresponds to Anoka County PIN 203225320001, 203225330001, and 293225220004 and the Lat/Long coordinates of the site are 45.243891, -93.488493.

We are requesting this search because the Pearson Farm Residential Development is proposed on this property. The Pearson Farm Residential Development project will include 246 single-family lots and 98 townhomes. Site development will include mass grading and the site will be served by municipal sewer and water. . The project area is dominated by annually tilled cropland, but includes three farmed wetlands and some field edges with trees and grassland.

Attached please find a USGS topography site location map and a shapefile to support this request. I would appreciate your prompt attention to this review.

Thank you,

Andrew Krinke
Kjolhaug Environmental Services Company
26105 Wild Rose Lane
Shorewood, MN 55331
Office: 952-401-8757
Cell: 612-704-6743
Andrew@kjolhaugenv.com

Appendix E
Traffic Impact Study

Pearson Farm Residential Development EAW

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Spack CONSULTING
ENGINEERING TRAFFIC FORWARD

Traffic Impact Study

Pearson Farm Residential Development
Ramsey, Minnesota

I hereby certify this report was prepared by me or under my direct supervision, and I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By: _____
Vern Swing, P.E.
License No. 41417

Date: March 10, 2017_____

Executive Summary

Background: The Pearson Farms Development is proposed for construction on the vacant land bounded by Puma Street, Alpine Drive, Trunk Highway (TH) 10, and Links at Northfork Golf Course in Ramsey, Minnesota. This development will include 344 total residential units (98 townhomes and 246 single family homes). The purpose of this study is to determine the traffic impacts associated with the build out of the proposed development on the study intersections.

Results: The principal findings of this traffic study are:

- The proposed expansion is expected to generate approximately 2,912 new trips during an average weekday (1,456 entering and 1,456 exiting), approximately 227 new trips during the a.m. peak hour (53 entering and 174 exiting) and approximately 297 new trips during the p.m. peak hour (189 entering and 108 exiting).
- The existing study intersections operate with acceptable delays and vehicle queues today.
- The study intersections are expected to operate acceptably during the 2040 no-build and build scenarios.
- Left turn lanes are not warranted based on the expected 2040 build year volumes and mainline speeds.
- Right turn lane warrants are not fulfilled due to the mainline speeds remaining below 45 MPH, which is consistent for neighborhood streets, however, the right turn lane volume thresholds were reached by the estimated 2040 Build volumes.

Recommendations: The following items are recommended based on the analyses contained in this study:

- No additional intersection mitigation is required to help improve capacity.
- If the speed limits along Puma Street or Alpine Drive are increased to 45 MPH or higher, re-evaluate the Turn-Lane Warrants.
- Construct a new sidewalk/trail along the southern edge of Alpine Drive connecting the proposed access to the existing Alpine Drive/Puma Street intersection. The addition of a north/south crosswalk should also be considered at this intersection to help promote safe crossing to the existing northern sidewalk/trail.
- Ensure the proposed internal sidewalks connect to the external sidewalk/trail system.
- Work with Metro Transit or their affiliates to improve transit options within the project area as the closest existing transit is located roughly 1.5 miles away at Ramsey Station and Platform.

This study is based upon a concept plan from January 6, 2017. Assuming the general characteristics of the proposed development remain approximately the same as documented, minor changes in the final design are not expected to alter the results or recommendations of this study.

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1. Introduction

a. Proposed Development

The Pearson Farm Development is proposing to construct a new residential development located on the vacant land bounded by Puma Street, Alpine Drive, Trunk Highway (TH) 10, and Links at Northfork Golf Course in Ramsey, Minnesota. The development is currently proposed to include 98 townhomes and 246 single family homes for a total of 344 units.

For the purposes of this study, the development is expected to be fully built and occupied by the 2040 forecast year.

b. Purpose of Study

The purpose of this study is to:

i. Examine the existing operations of the surrounding study intersections.
ii. Forecast the amount of traffic expected to be generated by the proposed development.
iii. Determine the traffic impacts associated with the build out of the proposed development.

The traffic impacts are studied on the roads and intersections where significant impact is anticipated and improvements are recommended where mitigation is needed. For those not familiar with the general concepts and terms associated with traffic engineering, *The Language of Traffic Engineering* guide is included in the Appendix.

c. Study Objectives

The objectives of this study are:

i. Document how the study intersections and roadways currently operate.
ii. Forecast the amount of traffic expected to be generated by the proposed development.
iii. Determine how the study intersections and roadways will operate in the future AM and PM peak hours with the proposed development.
iv. Recommend appropriate mitigation and operation measures to improve operations if deficiencies are identified within the development or on the study intersections.

The study intersections closest to the proposed development were chosen for review as these will experience the greatest impact from traffic associated with the development. The study intersections include:

i. Alpine Drive/Puma Street
ii. Bunker Lake Boulevard/Puma Street
iii. Alpine Drive/Site Access
iv. Puma Street/Site Access

2. Existing Conditions

a. Corridor Characteristics

As mentioned, the proposed site is located to the west of Puma Street, south of Alpine Drive, and north of Trunk Highway (TH) 10 in Ramsey, Minnesota. Table 1 shows the characteristics of the key roadway corridors around this site and within the study area.

Table 1 – Study Corridor Characteristics

Name[1]	Designation	Speed Limit	Lanes	Transit[2]	Peds/ Bicycles
Bunker Lake Boulevard (MSAS 12)	Minor Collector	30 mph	2 undivided	None	Sidewalk on north side
Puma Street (MSAS 109)	Local Street	30 mph	2 undivided	None	Sidewalk on west side
Alpine Drive (MSAS 112)	Minor Collector	40 mph	2 undivided	None	Sidewalk on north side

[1] MSAS = Municipal State Aid Street

[2] Transit routes are available roughly 1.5 miles away at Ramsey Station & Platform

b. Traffic Volumes

48-hour intersection videos were collected at the existing study intersections under normal weekday conditions in February 2017. Using these videos, 24-hour turning movement counts were created by averaging the two days to smooth out any single day anomalies and create a typical day.

Based on these averages, the AM and PM peaks were determined to be 7:00 AM to 8:00AM and 4:45PM to 5:45 PM. The averaged turning movement counts from these two peak hours were used at the study intersections for analysis. The turning movement count data from the counts are contained in fifteen minute intervals in the Appendix.

Based on the Weekday turning movement volumes, the current daily traffic volumes on each study corridor are:

i. 38 vehicles per day on Bunker Lake Boulevard.
ii. 100 vehicles per day on Puma Street.
iii. 1,100 vehicles per day on Alpine Drive.

3. Forecasted Traffic

a. Site Traffic Forecasting

The *Institute of Transportation Engineers (ITE)* provides the *Trip Generation Manual, 9th Edition*, the standard document for determining expected traffic for proposed land uses. Using this ITE information, trip generation forecasts can be made for the development site.

The ITE manual compiles studies from across the country to provide a national average traffic for various land uses. For the proposed residential development, the designation of Single Family Homes and Townhomes were used. Based on information supplied in the site plan, the development is currently proposed to include 98 townhomes and 246 single family homes for a total of 344 units. With this information, the expected trip generation was completed based on the full build out of the development.

The resultant new trips generated by the proposed development are shown in Table 2. A detailed trip generation table showing the exact breakdowns is provided in the Appendix.

Table 2 – New Trip Generation

Land Use Code – Source	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		Total In	Total Out	Total In	Total Out	Total In	Total Out
210	Single Family Home	1,171	1,171	46	138	155	91
230	Townhomes	285	285	7	36	34	17
TOTAL		**1,456**	**1,456**	**53**	**174**	**189**	**108**

A trip distribution pattern was developed for the site generated traffic going to and from the proposed development. This pattern is based on the existing traffic volumes, access locations, location of major roadways leading to and from the site, and prior studies within the project area. The general trip distribution pattern for this study is:

i. 22 percent of the site generated traffic to/from the west on Alpine Drive.
ii. 78 percent of the site generated traffic to/from the east on Alpine Drive and Bunker Lake Boulevard.

Traffic generated by the development of the site was assigned to the area roadways per this distribution pattern.

b. Non-site Traffic Forecasting

To forecast future traffic volumes for the year 2040 in the study area outside of the proposed development's traffic, additional trip generations were considered based on proposed developments within the project area. These trip generations were based on a prior study completed by Bolton & Menk analyzing the Future

Business Park, which included a preliminary look at the Pearson Farm Development. Using this study the total acreage of the new proposed land uses were determined and their corresponding trip generations were completed. The proposed developments and trip generations can be found in the Appendix.

Applying the background growth rate and surrounding development trip generations to the existing traffic volumes established the 2040 No-Build forecasts.

c. Total Traffic

Traffic forecasts were developed for the 2040 Build scenarios by adding the traffic generated by the proposed development to the non-site forecast volumes. Peak hour forecasts are shown in the Appendix.

4. Analyses

a. *Intersection Vehicular Analysis*

The scenarios analyzed in this study for both the a.m. and p.m. peak hours were the existing, 2040 No-Build, and 2040 Build scenarios. Capacity analyses are performed for the study intersections to determine if they need improvements such as turn lanes or an upgrade in traffic control. It should be noted that for the No-Build and Build scenarios it is assumed Puma Street will be realigned on the north end to line up with Okapai Street as shown in the site plan in the Appendix.

The existing and forecasted turning movement volumes along with the existing intersection configurations and traffic control were used to develop the average delay per intersection in each study scenario. The delay calculations were done in accordance with the *Highway Capacity Manual 6th Edition* using the Vistro software package. The full calculations for each study scenario, including Level of Service (LOS) grades and queue lengths, are included in the Appendix. Also, included in the Appendix is a guide explaining the Level of Service grade concept.

Chart 1 (a.m. peak hour) and Chart 2 (p.m. peak hour) show the 95th percentile queue lengths on the busiest stop sign controlled approach at intersections with side street stop sign control. Average delays are not calculated for intersections with side street stop sign control because the vast majority of vehicles going through the intersection are on the main roadway and have zero delay, which leads to low overall average delays. At side street stop sign controlled approaches to busy roadways, the average delay for all the vehicles on the approach often exceeds 60 seconds. This can be the case for a few vehicles waiting at the stop sign where improvements would not be justified for the low traffic volume. In general, vehicle queuing of five cars or more is considered unreasonable and could warrant mitigation.

Chart 1 – A.M. Peak Hour Queues: Side-Street Stop-Controlled Intersections

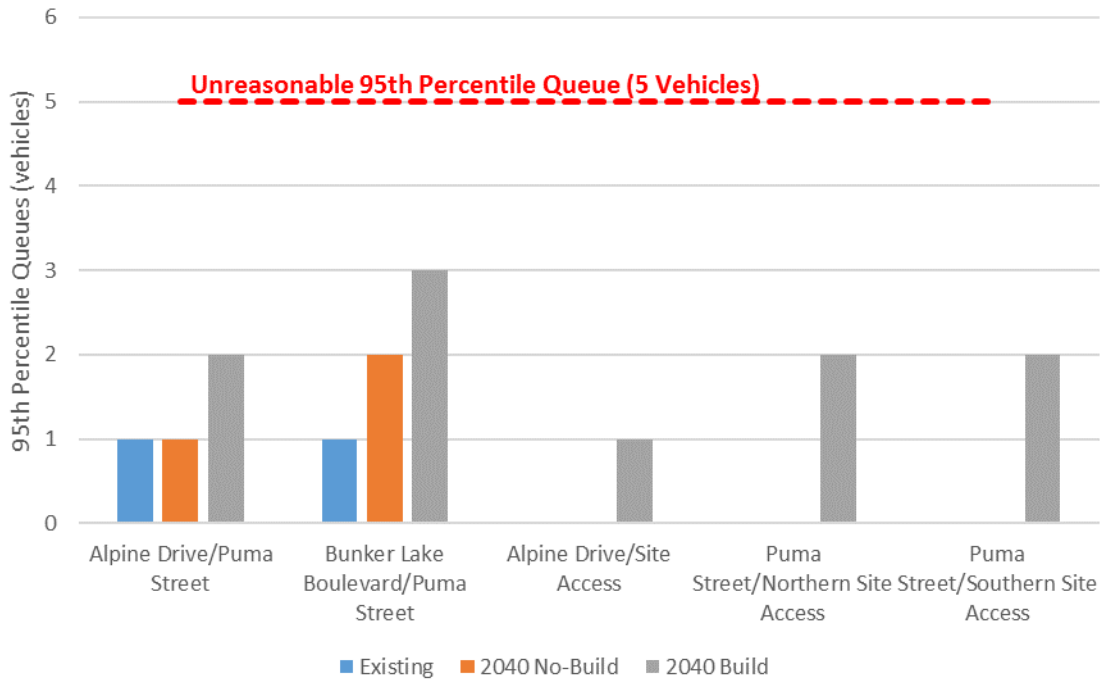
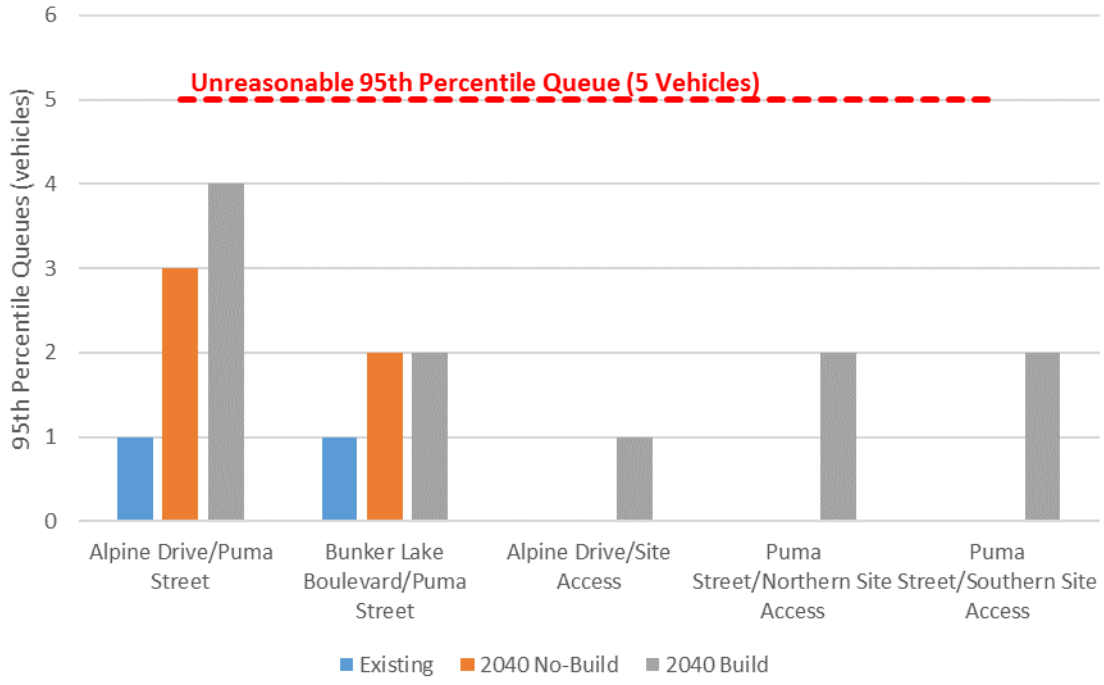


Chart 2 – P.M. Peak Hour Queues: Side-Street Stop-Controlled Intersections



b. Vehicular Mitigation Analysis

The above analyses indicate all study intersections are forecast to operate acceptably under all scenarios, including with the addition of traffic generated by the proposed addition of the Pearson Farm Development. As Charts 1 and Chart 2 show, the existing, no-build, and build queues stay consistent and well below the standard thresholds. All 95th percentile queues remain at or below four vehicles per approach at all study intersections. These results suggest that the addition of the Pearson Farm Development will not adversely impact the traffic operations at the study intersections. No mitigation is required at these intersections to help improve capacity.

With the existing low speed along Alpine Drive and Puma Street, the Turn-Lane Warrants published by MnDOT will not be fulfilled, as a 45 MPH minimum speed limit is not present on either roadway. The 30 MPH speed limit is consistent for a neighborhood street. A preliminary Turn-Lane Warrant analysis was completed based on volumes alone and ignoring the 45 MPH minimum speed requirement.

The daily total traffic entering and exiting the site accesses based on the collected turning movement counts, surrounding development trip generations, and the site trip generation were estimated as follows:

i. Southern site access at Bunker Lake Boulevard – 970 Vehicles per day
ii. Center site access onto Puma Street – 920 Vehicles per day
iii. Northern site access onto Puma Street – 680 Vehicles per day
iv. Site access onto Alpine Drive – 350 Vehicles per day

Main Line ADTs are roughly:

i. Puma Street – 4,400 Vehicles per day
ii. Alpine Drive – 2,700 Vehicles per day

Based on these estimated volumes and the criteria published in Warrant 9 (Vehicular Volume Warrant) from the *MnDOT Access Management Manual's Turn-Lane Warrants for Undivided Highways*, Table 3, below, was created. This table shows the estimated mainline and access volumes and the corresponding MnDOT Warrant thresholds.

Table 3 – New Trip Generation

Intersection	Left Turn Lane		Right Turn Lane	
	Street ADT	Access ADT	Street ADT	Access ADT
Southern site access at Bunker Lake Boulevard	4,400	970	4,400	970
Center site access onto Puma Street	4,400	920	4,400	920
Northern site access onto Puma Street	4,400	680	4,400	680
Site access onto Alpine Drive	2,700	350	2,700	350
Criteria	**4,000 – 4,999 -or- 1,500 – 2,999**	**> 1,000 -or- > 1,500**	**> 1,500**	**> 100**

As Table 3 shows, left-turn lanes are not warranted based on the estimated 2040 Build volumes while the right-turn lane warrant is satisfied. Again, these values are based upon a 45 MPH speed limit, which is not present on either Alpine Drive or Puma Street. If the speed along these streets are raised to 45 MPH or higher the Turn-Lane Warrants should be re-assessed.

It should be noted that this analysis did not consider modification to Armstrong Boulevard & Bunker Lake Boulevard as the prior Future Business Park Traffic Memorandum completed by Bolton & Menk already defined necessary upgrades for the intersection that would be required for proper traffic flow through the intersection.

c. Concept Site Plan & Multi-Modal Review

The concept site plan contained in the Appendix was reviewed to determine what changes are recommended, if any, to the proposed Pearson Farm Development. Following are key transportation elements of the concept site plan that should be implemented:

i. **Car Circulation**: The proposed site plan provides sufficient vehicle circulation with four accesses spaced evenly throughout the development. These accesses allow vehicles multiple options for entering and exiting the development which will help spread traffic more evenly throughout the site

ii. **Bicycle and pedestrian infrastructure:** An additional sidewalk/trail should be considered along the southern side of Alpine Drive from the proposed site access to the intersection of Alpine Drive and Puma Street. At this intersection, an additional crosswalk should be considered, connecting pedestrians north to the existing sidewalk/trail along the northern side of Alpine Drive. This new sidewalk/trail connection will provide a safe crossing and clear route for pedestrians and bicyclist to connect to the existing infrastructure. The existing trail along the western side of Puma Street will be lengthened to the southern edge of the development and an additional leg will be brought into the development at the Center Site Access location on Puma Street. This segment will stretch to the internal park to the north. Additional internal sidewalks will also be provided on one side of each street within the development and

should connect to the existing sidewalk/trail along Puma Street, as well as the proposed additional sidewalk/trail along the southern side of Alpine Drive.

iii. **Adjacent Transit:** The addition of transit near the Pearson Farm Development should be considered. Having access to other modes of travel is often seen as an amenity and a general benefit to a site, while helping to reduce the overall number of vehicles throughout the study area.

5. Conclusions and Recommendations

The traffic impacts and operation of the proposed Pearson Farm Development were thoroughly studied and the principal findings are:

- The proposed expansion is expected to generate approximately 2,912 new trips during an average weekday (1,456 entering and 1,456 exiting), approximately 227 new trips during the a.m. peak hour (53 entering and 174 exiting) and approximately 297 new trips during the p.m. peak hour (189 entering and 108 exiting).
- The existing study intersections operate with acceptable delays and vehicle queues today.
- The study intersections are expected to operate acceptably during the 2040 no-build and build scenarios.
- Left turn lanes are not warranted based on the expected 2040 build year volumes and mainline speeds.
- Right turn lane warrants are not fulfilled due to the mainline speeds remaining below 45 MPH, which is consistent for neighborhood streets, however, the right turn lane volume thresholds were reached by the estimated 2040 Build volumes.

The following recommendations are made based on the above findings:

- No additional intersection mitigation is required to help improve capacity.
- If the speed limits along Puma Street or Alpine Drive are increased to 45 MPH or higher, re-evaluate the Turn-Lane warrants.
- Construct a new sidewalk/trail along the southern edge of Alpine Drive connecting the proposed access to the existing Alpine Drive/Puma Street intersection. The addition of a north/south crosswalk should also be considered at this intersection to help promote safe crossing to the existing northern sidewalk/trail.
- Ensure the proposed internal sidewalks connect to the external sidewalk/trail system.
- Work with Metro Transit or their affiliates to improve transit options within the project area as the closest existing transit is located roughly 1.5 miles away at Ramsey Station and Platform.

6. Appendix

A. Site Plan

B. The Language of Traffic Engineering

C. Traffic Counts

D. Trip Generation Tables

E. Peak Hour Volumes

F. Level of Service (LOS)

G. Capacity Analysis Backup

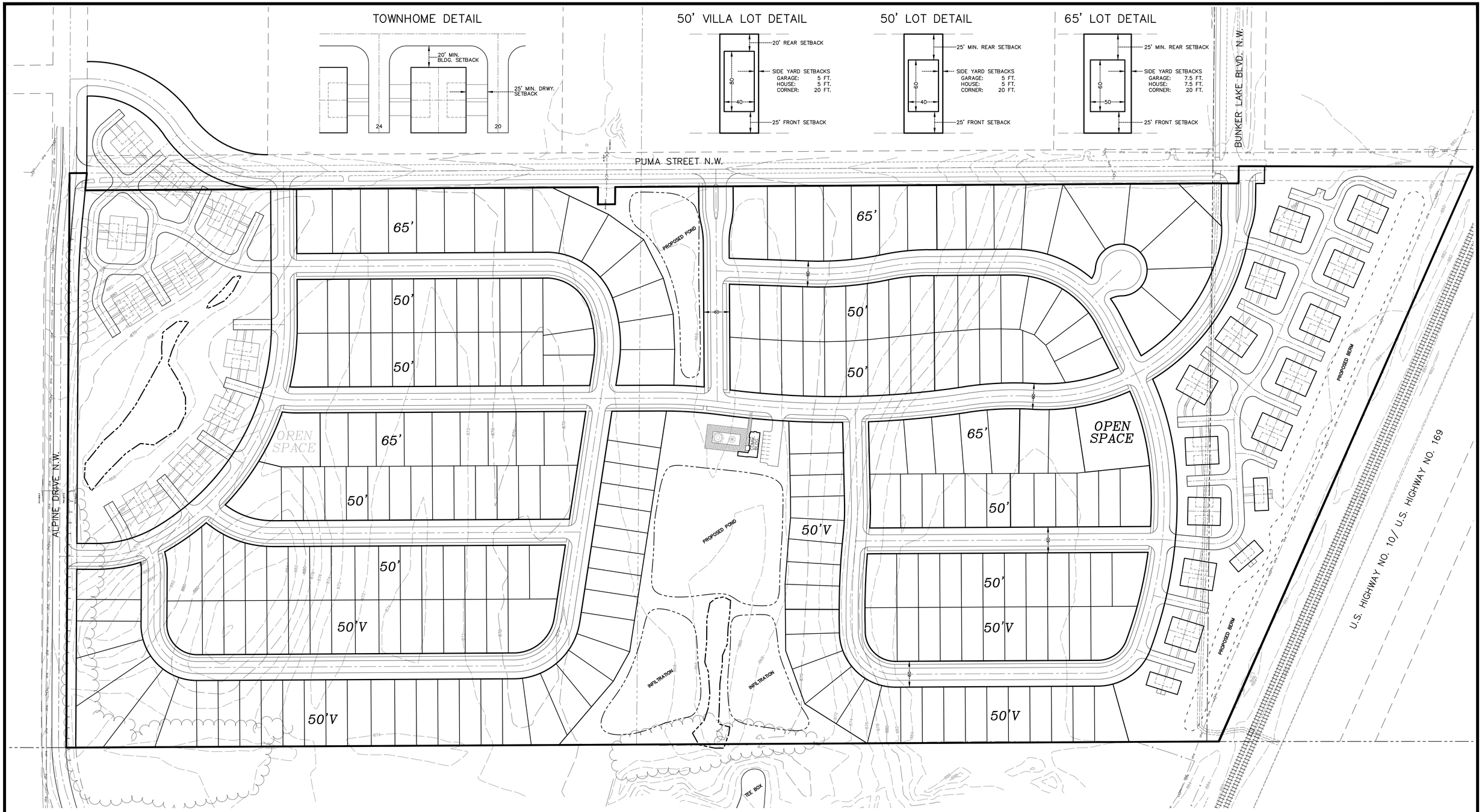
- AM Existing
- PM Existing
- AM 2040 No-Build
- PM 2040 No-Build
- AM 2040 Build
- PM 2040 Build

TOWNHOME DETAIL

50' VILLA LOT DETAIL

50' LOT DETAIL

65' LOT DETAIL



SITE DATA

TOTAL AREA	±88.44 AC.	SETBACK DATA:	
TOTAL NUMBER OF LOTS	344	50' S.F. – SIDE	5 FT.
50' S.F.	111	65' S.F. – SIDE	7.5 FT.
65' S.F.	48	50' VILLAS – SIDE	5 FT.
50' VILLAS	87	FRONT (ALL)	25 FT.
TOWNHOMES	98	REAR	20 FT. MIN.

SOUTH HALF DATA

TOTAL NUMBER OF LOTS	172	SETBACK DATA:	
50' S.F.	55	50' S.F. – SIDE	5 FT.
65' S.F.	24	65' S.F. – SIDE	7.5 FT.
50' VILLAS	35	50' VILLAS – SIDE	5 FT.
TOWNHOMES	58	FRONT (ALL)	25 FT.
		REAR	20 FT. MIN.

N

0 50 100 200

(IN FEET)

Carlson McCain | • environmental • engineering • surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
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DRAWN BY: C#
ISSUE DATE: 01/06/17
FILE NO: XXX

Revisions:

CAPSTONE HOMES
14015 Sunfish Lake Blvd. - Suite 400
Ramsey, MN 55303

PEARSON FARM
Ramsey, Minnesota

CONCEPT PLAN

1 of 1

Save Date: 01/06/17 | F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_layout 4.dwg

The Language of Traffic Engineering

Traffic Engineering, and Traffic Engineers, often use technical terms or jargon that may be confusing or tough to understand even within the context of a sentence. Key terms and acronyms that can generally be found in all types of traffic studies are defined in this document.

Types of Studies

Access Management – The practice of government agencies limiting the amount of intersections (both public roadway crossings and private driveways) along a roadway corridor based on the function of the roadway to improve safety and mobility while streamlining access.

Corridor Study – A transportation review and analysis of the existing and future traffic operations of a roadway segment. Varies in length from a couple blocks to a few miles and typically covers all modes of travel.

Intersection Control Evaluation (ICE) Report – A document that examines and determines the most appropriate type of control (stop sign, signal, roundabout, or other) at one or more intersections.

Safety Study – An examination of crash records to identify potential trends, issues, and problem intersections/ corridors. Usually includes potential mitigation options expected to decrease crash rates in the future.

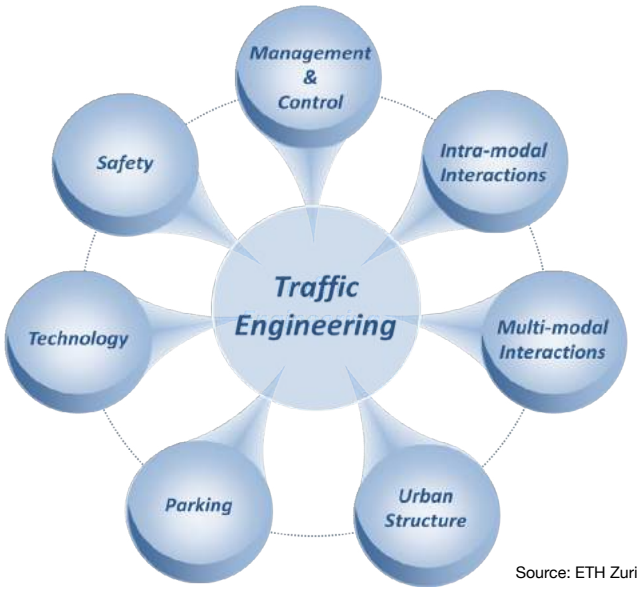
Speed Study – A review of existing travel speeds and the corridor characteristics to determine if speeding is an issue, the appropriate speed to post as the limit, and/or areas to provide reduced speed warnings.

Traffic Impact Study (TIS) – A document that addresses the expected traffic impacts of a development and, if necessary, mitigation options that will reduce or eliminate negative impacts. Also referred to as a Traffic Impact Analysis.

Transportation Plan – A document developed by a government agency to take inventory of their transportation network, identify concerns or issues and lay out the path for improvement of the system.

Travel Demand Management Plan (TDMP) – A plan that documents the existing infrastructure around a site, including transit and non-motorized vehicle options, and develops measures to be implemented to encourage those alternative modes of travel.

Warrant Evaluation – Review of traffic volumes and other characteristics at an intersection against thresholds to determine if a traffic signal or other traffic control option is needed/warranted.



Source: ETH Zurich

Traffic Engineering is a branch of civil engineering that focuses on the safe and efficient movement of people and vehicles. It is part science and part art, requiring not only technical skills for analysis but an understanding of motivations in choosing travel routes.

Key Organizations

AASHTO – American Association of State Highway and Transportation Officials. A nonprofit, nonpartisan association representing transportation departments with a primary goal of fostering the development, operation, and maintenance of an integrated national transportation system.

DOT – Department of Transportation. Government organizations within federal and state agencies dedicated to serving the transportation needs of the community and typically responsible for study, design, operation, and maintenance of all facets of transportation.

FHWA – Federal Highway Administration. An agency within the US Department of Transportation that supports State and local governments in the design, construction, and maintenance of the highway system.

ITE – Institute of Transportation Engineers. An international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.

Results

85th Percentile Speed – Speed at which 85 percent of drivers are traveling at or below. Speed limits are typically set at the 85th percentile speed.

95th Percentile Queue – The distance, generally measured in feet or number of vehicles, which will be exceeded in a lane, typically at an intersection, only five percent of the time. Usually used to help determine intersection turn lane lengths.

Control Delay – The total amount of time a motorist takes to get through a road segment or intersection minus the time it would take without stopping due to traffic controls (like stop signs or traffic signals). Control delay includes decelerating and accelerating back to full driving speed.

Functional Classification – the grouping of streets and highways into categories according to their characteristics and emphasis on mobility or access. Generally, categories include arterials (emphasizing mobility and fast travel), local roads (emphasizing access to adjoining properties), and collector roads (emphasizing a balance between the two and usually connecting arterials to local roads).

Intersection Delay – The average amount of time, usually expressed in seconds, experienced by any vehicle traveling through an intersection.

Level of Service (LOS) – Qualitative measure of traffic operations related to the amount of average delay experienced. Expressed in letter grades with LOS A representing the best operations with little to no delay and LOS F representing the worst operations with excessive delays and congestion.

Measures of Effectiveness – Performance measures that define how well traffic is moving along a corridor or thru an intersection. The common MOEs are travel time, corridor speed, delay, and queues.

Mitigation – Measures intended to reduce the impact of a development or improve an identified traffic issue by either improving capacity (like adding lanes) or reducing demand (like encouraging carpooling).

Queue – Length of line of cars waiting at an intersection or at a bottleneck in a corridor, typically measured for each individual lane of traffic in feet or number of vehicles.

Volume to Capacity (v/c) ratio – the number of vehicles through an intersection or roadway segment in a specific amount of time divided by the expected capacity of the road. Less than 1.0 indicates available capacity and above 1.0 indicates more vehicles than can be accommodated. Typically, a v/c ratio above 0.85 suggests operational issues.

Trip Generation – The amount of vehicle traffic generated by a land use. One trip is equal to one vehicle traveling from an origin to a destination (traveling to and from work equals two trips).

Warrants – Criteria based on volumes and other Measures of Effectiveness for determining when all way stop signs, roundabouts, traffic signals, or other type of control should be installed.

Important Manuals/Guides

HCM – Highway Capacity Manual (released by the Transportation Research Board, or TRB). The guide for engineers and planners to assess traffic and environmental effects of highway projects. This manual presents the foundation of traffic analysis procedures in the US.

MUTCD – Manual of Uniform Traffic Control Devices. A document that sets minimum standards and provides guidance to ensure uniformity of traffic control devices (such as messages, location, size, shapes, and colors) across the nation. All roads are subject to its jurisdiction.

HSM – Highway Safety Manual (released by AASHTO). A guide that presents a variety of methods for quantitatively estimating crash frequency or severity.

Resources

MUTCD, 2009 Edition, published by FHWA

Highway Capacity Manual, HCM2010

Highway Safety Manual, HSM

About This Brief

Spack Consulting prepared this brief as part of our company's vision to significantly improve the practice of traffic engineering and transportation planning. Transportation professionals from around the world have assisted us in developing this document. We are providing this brief under the Creative Commons Attribution License. Feel free to use-modify-share this guide, but please give us some credit in your document. To request our whole series of Design Briefs and to be included on our distribution list for new materials, please email mspack@spackconsulting.com. And please reach out if you have any comments or questions related to this Design Brief.

Traffic Data Inc

PO Box 16269
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St, 2-15-17
Site Code : 1
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	3
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
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03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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04:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	4
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05:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
05:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	3	0	0	3	19
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10
06:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	11	1	0	12	16
06:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	6	0	0	6	14
06:45 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	8	2	0	10	23
Total	0	0	0	0	0	0	0	0	30	0	0	30	0	1	0	0	0	1	0	0	29	3	0	32	63

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	0	0	1	0	0	5	0	0	5	15
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Total	0	0	0	0	0	0	0	0	42	0	0	42	0	1	0	0	0	1	0	0	50	6	0	56	99
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08:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	1	0	8	13
08:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	15	1	0	16	22
08:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	1	0	2	0	0	11	0	0	11	22
Total	0	0	0	0	0	0	0	0	26	0	0	26	0	1	0	2	0	3	0	0	44	2	0	46	75
09:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
09:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	7	0	0	7	14
09:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	6
09:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	21	1	0	22	46
10:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
10:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	0	0	3	0	0	3	10
10:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	7	1	0	8	14
Total	0	0	0	0	0	0	0	0	20	0	0	20	0	2	0	0	0	2	0	0	17	1	0	18	40
11:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	1	0	5	9
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	1	0	6	11
11:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9	0	0	9	15
11:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	8	0	0	8	22
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12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	0	0	9	1	0	10	15
12:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	8	0	0	8	16
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01:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	8	0	0	8	17
01:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	16
01:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	2	0	0	5	1	0	6	14
01:45 PM	0	0	0	0	0	0	0	1	6	0	0	7	0	1	0	1	0	2	0	0	6	0	0	6	15
Total	0	0	0	0	0	0	0	1	28	0	0	29	0	5	0	1	0	6	0	0	26	1	0	27	62

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Site Code : 1
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
02:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	1	0	3	0	0	3	0	0	3	14
02:30 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	1	0	1	0	0	7	0	0	7	15
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Total	0	0	0	0	0	0	0	0	33	0	0	33	0	2	0	3	0	5	0	0	28	1	0	29	67
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Total	0	0	0	0	0	0	0	2	46	0	0	48	0	2	0	0	0	2	0	0	49	2	0	51	101
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05:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	13	21
Total	0	0	0	0	0	0	0	1	46	0	0	47	0	4	0	1	0	5	0	0	62	0	1	63	115
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07:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
07:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	10
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08:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	8
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08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	8	12
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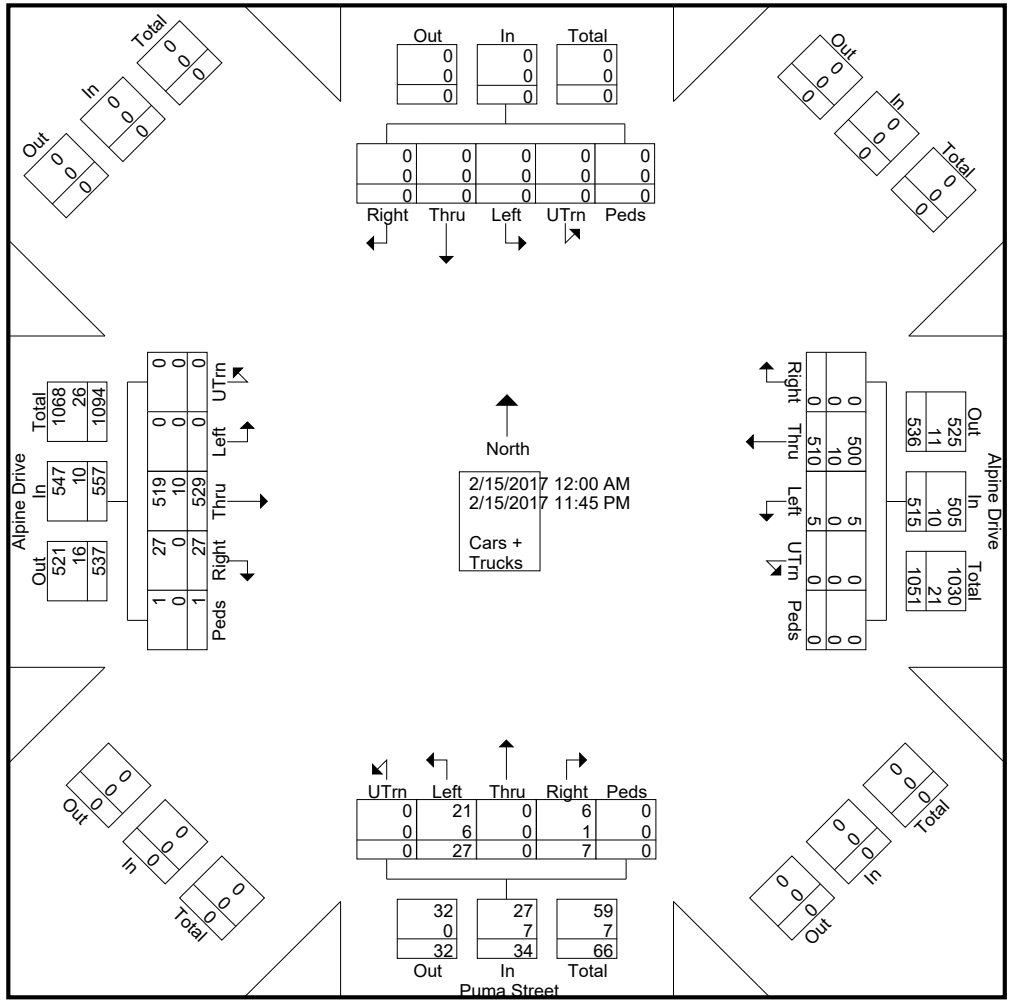
Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
09:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	7
09:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	10	1	0	11	20
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	0	0	0	0	0	5	510	0	0	515	0	27	0	7	0	34	0	0	529	27	1	557	1106
Apprch %	0	0	0	0	0		0	1	99	0	0		0	79.4	0	20.6	0		0	0	95	4.8	0.2		
Total %	0	0	0	0	0	0	0	0.5	46.1	0	0	46.6	0	2.4	0	0.6	0	3.1	0	0	47.8	2.4	0.1	50.4	
Cars +	0	0	0	0	0	0	0	5	500	0	0	505	0	21	0	6	0	27	0	0	519	27	1	547	1079
% Cars +	0	0	0	0	0	0	0	100	98	0	0	98.1	0	77.8	0	85.7	0	79.4	0	0	98.1	100	100	98.2	97.6
Trucks	0	0	0	0	0	0	0	0	10	0	0	10	0	6	0	1	0	7	0	0	10	0	0	10	27
% Trucks	0	0	0	0	0	0	0	0	2	0	0	1.9	0	22.2	0	14.3	0	20.6	0	0	1.9	0	0	1.8	2.4

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St, 2-15-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	23	2	0	25	35
07:30 AM	0	0	0	0	0	0	0	0	**13**	0	0	**13**	0	0	0	0	0	0	0	0	10	2	0	12	25
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	2	0	14	24
08:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	**1**	0	**1**	0	0	11	0	0	11	18
Total Volume	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	1	0	1	0	0	56	6	0	62	102
% App. Total	0	0	0	0	0		0	0	100	0	0		0	0	0	100	0		0	0	90.3	9.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.250	.000	.250	.000	.000	.609	.750	.000	.620	.729
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	**2**	0	0	0	**2**	0	0	**9**	**1**	0	**10**	15
12:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	8	0	0	8	16
01:00 PM	0	0	0	0	0	0	0	0	**8**	0	0	**8**	0	1	0	0	0	1	0	0	8	0	0	8	**17**
01:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	16
Total Volume	0	0	0	0	0	0	0	0	26	0	0	26	0	5	0	0	0	5	0	0	32	1	0	33	64
% App. Total	0	0	0	0	0		0	0	100	0	0		0	100	0	0	0		0	0	97	3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.813	.000	.000	.813	.000	.625	.000	.000	.000	.625	.000	.000	.889	.250	.000	.825	.941
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	0	0	0	0	**1**	11	0	0	12	0	0	0	0	0	0	0	0	15	**1**	0	16	28
05:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	**2**	0	**1**	0	**3**	0	0	17	0	**1**	**18**	31
05:15 PM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	**18**	0	0	18	**32**
05:30 PM	0	0	0	0	0	0	0	0	**15**	0	0	**15**	0	2	0	0	0	2	0	0	14	0	0	14	31
Total Volume	0	0	0	0	0	0	0	2	49	0	0	51	0	4	0	1	0	5	0	0	64	1	1	66	122
% App. Total	0	0	0	0	0		0	3.9	96.1	0	0		0	80	0	20	0		0	0	97	1.5	1.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.817	.000	.000	.850	.000	.500	.000	.250	.000	.417	.000	.000	.889	.250	.250	.917	.953

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
03:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	7
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
05:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	6	0	0	6	18
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
06:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	1	0	2	9
06:30 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
06:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	16
Total	0	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	0	0	20	2	0	22	54

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	11	0	0	11	24
07:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	14	0	0	14	26
07:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	17	1	0	18	31
07:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	13	4	0	17	24
Total	0	0	0	0	0	0	0	0	43	0	0	43	0	2	0	0	0	2	0	0	55	5	0	60	105
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	15
08:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	1	0	8	14
08:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	2	0	13	19
08:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	38	3	0	41	63
09:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17
09:15 AM	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	1	0	4	8
09:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	5	0	0	5	9
Total	0	0	0	0	0	0	0	1	22	0	0	23	0	0	0	1	0	1	0	0	21	1	0	22	46
10:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	8	1	0	9	15
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
10:30 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	1	0	0	2	0	0	2	8
10:45 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	1	0	0	0	1	0	0	9	0	0	9	14
Total	0	0	0	0	0	0	1	1	17	0	0	19	0	3	0	0	0	3	0	0	27	1	0	28	50
11:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	1	0	7	13
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	1	1	0	0	5	0	0	5	11
11:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
11:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	0	0	6	0	0	6	13
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	1	2	0	0	18	1	0	19	42
12:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	1	0	9	11
12:15 PM	0	0	0	0	0	0	0	0	5	0	1	6	0	1	0	0	1	2	0	0	2	0	0	2	10
12:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	16	0	1	17	0	1	0	0	1	2	0	0	21	1	0	22	41
01:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	2	0	0	10	0	0	10	18
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	8	1	0	9	13
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	6	0	0	6	9
01:45 PM	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	1	0	2	0	0	9	0	0	9	17
Total	0	0	0	0	0	0	0	1	16	0	0	17	0	5	0	1	0	6	0	0	33	1	0	34	57

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	2	0	0	0	2	0	0	6	0	0	6	18
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	7	1	0	8	10
02:30 PM	0	0	0	0	0	0	0	1	8	0	0	9	0	1	0	1	0	2	0	0	6	0	0	6	17
02:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	0	2	0	0	9	2	0	11	20
Total	0	0	0	0	0	0	0	1	26	0	0	27	0	5	0	2	0	7	0	0	28	3	0	31	65
03:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	6	2	0	8	20
03:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	0	2	0	0	10	1	0	11	20
03:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	15	0	0	15	26
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	10	0	0	10	19
Total	0	0	0	0	0	0	0	0	37	0	0	37	0	4	0	0	0	4	0	0	41	3	0	44	85
04:00 PM	0	0	0	0	0	0	0	1	18	0	0	19	0	2	0	0	0	2	0	0	14	1	0	15	36
04:15 PM	0	0	0	0	0	0	0	0	13	0	0	13	0	3	0	0	0	3	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	0	1	0	0	8	0	0	8	30
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	14	2	0	16	28
Total	0	0	0	0	0	0	0	1	64	0	0	65	0	6	0	0	0	6	0	0	49	3	0	52	123
05:00 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	2	2	0	0	15	1	0	16	27
05:15 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	13	1	0	14	27
05:30 PM	0	0	0	0	0	0	0	0	18	0	0	18	0	2	0	0	0	2	0	0	14	1	0	15	35
05:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	20	1	0	21	31
Total	0	0	0	0	0	0	0	0	49	0	0	49	0	3	0	0	2	5	0	0	62	4	0	66	120
06:00 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	16	1	0	17	26
06:15 PM	0	0	0	0	0	0	1	0	7	0	0	8	0	0	0	0	0	0	0	0	11	0	0	11	19
06:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	0	3	0	0	6	1	0	7	16
06:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	1	0	27	0	0	28	0	4	0	0	0	4	0	0	39	2	0	41	73
07:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
07:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8	0	0	8	16
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
07:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
Total	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	24	0	0	24	41
08:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
08:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	12
08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
08:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	12	0	0	12	31

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Oxford Street & Fairmount Avenue
Saint Paul, MN

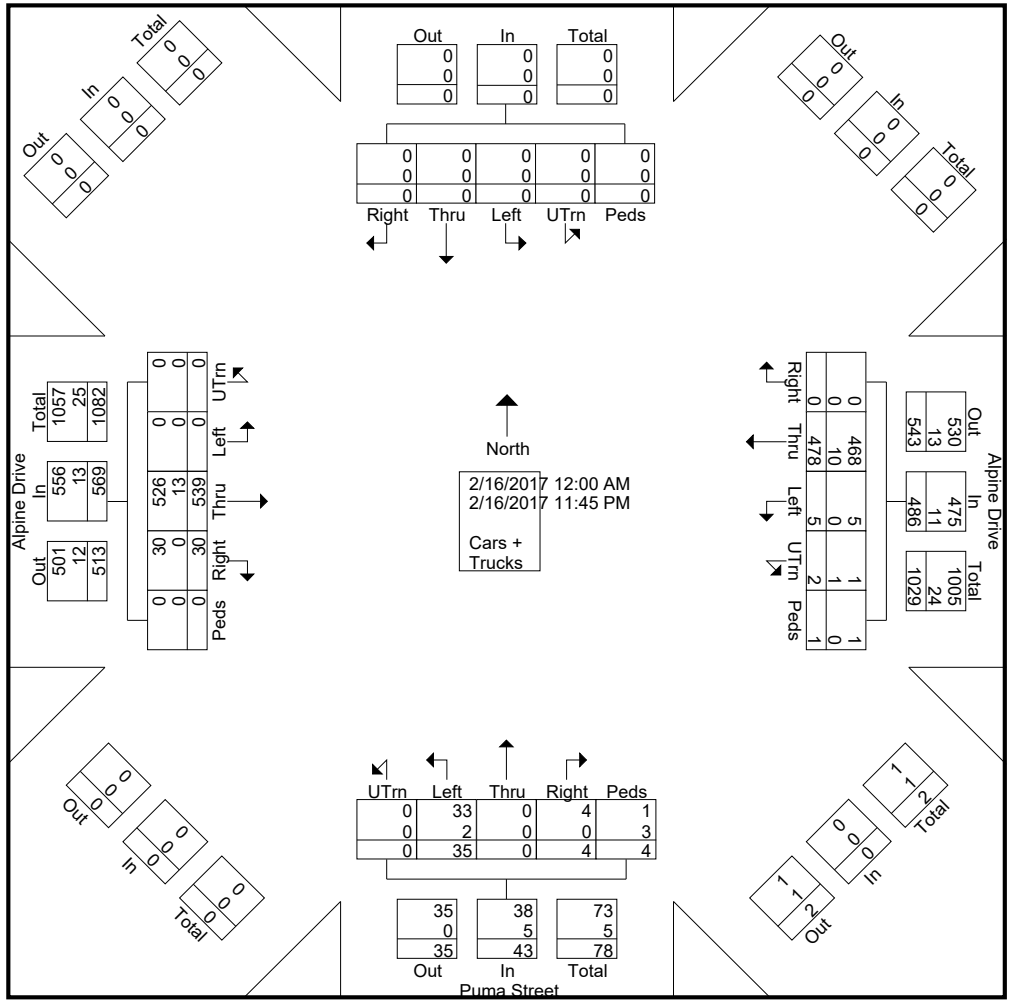
Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
09:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	5	0	0	5	8
09:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
09:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	0	0	14	0	0	14	0	1	0	0	0	1	0	0	19	0	0	19	34
10:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
Grand Total	0	0	0	0	0	0	2	5	478	0	1	486	0	35	0	4	4	43	0	0	539	30	0	569	1098
Apprch %	0	0	0	0	0		0.4	1	98.4	0	0.2		0	81.4	0	9.3	9.3		0	0	94.7	5.3	0		
Total %	0	0	0	0	0	0	0.2	0.5	43.5	0	0.1	44.3	0	3.2	0	0.4	0.4	3.9	0	0	49.1	2.7	0	51.8	
Cars +	0	0	0	0	0	0	1	5	468	0	1	475	0	33	0	4	1	38	0	0	526	30	0	556	1069
% Cars +	0	0	0	0	0	0	50	100	97.9	0	100	97.7	0	94.3	0	100	25	88.4	0	0	97.6	100	0	97.7	97.4
Trucks	0	0	0	0	0	0	1	0	10	0	0	11	0	2	0	0	3	5	0	0	13	0	0	13	29
% Trucks	0	0	0	0	0	0	50	0	2.1	0	0	2.3	0	5.7	0	0	75	11.6	0	0	2.4	0	0	2.3	2.6

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Oxford Street & Fairmount Avenue
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PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**0**	1	0	0	0	1	0	0	11	0	0	11	24
07:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	14	0	0	14	26
07:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	**17**	1	0	**18**	**31**
07:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	13	**4**	0	17	24
Total Volume	0	0	0	0	0	0	0	0	43	0	0	43	0	2	0	0	0	2	0	0	55	5	0	60	105
% App. Total	0	0	0	0	0		0	0	100	0	0		0	100	0	0	0		0	0	91.7	8.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.000	.500	.000	.000	.000	.500	.000	.000	.809	.313	.000	.833	.847
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	0	0	0	0	0	0	0	**6**	0	0	**6**	0	**2**	0	0	0	**2**	0	0	**10**	0	0	**10**	**18**
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	8	**1**	0	9	13
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	6	0	0	6	9
01:45 PM	0	0	0	0	0	0	0	**1**	5	0	0	6	0	1	0	**1**	0	2	0	0	9	0	0	9	17
Total Volume	0	0	0	0	0	0	0	1	16	0	0	17	0	5	0	1	0	6	0	0	33	1	0	34	57
% App. Total	0	0	0	0	0		0	5.9	94.1	0	0		0	83.3	0	16.7	0		0	0	97.1	2.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.667	.000	.000	.708	.000	.625	.000	.250	.000	.750	.000	.000	.825	.250	.000	.850	.792
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	0	0	0	0	0	0	0	**1**	18	0	0	19	0	2	0	0	0	2	0	0	**14**	1	0	15	**36**
04:15 PM	0	0	0	0	0	0	0	0	13	0	0	13	0	**3**	0	0	0	**3**	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	**21**	0	0	**21**	0	1	0	0	0	1	0	0	8	0	0	8	30
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	14	**2**	0	**16**	28
Total Volume	0	0	0	0	0	0	0	1	64	0	0	65	0	6	0	0	0	6	0	0	49	3	0	52	123
% App. Total	0	0	0	0	0		0	1.5	98.5	0	0		0	100	0	0	0		0	0	94.2	5.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.762	.000	.000	.774	.000	.500	.000	.000	.000	.500	.000	.000	.875	.375	.000	.813	.854

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	0	0	7	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	0	3	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
Saint Paul, MN

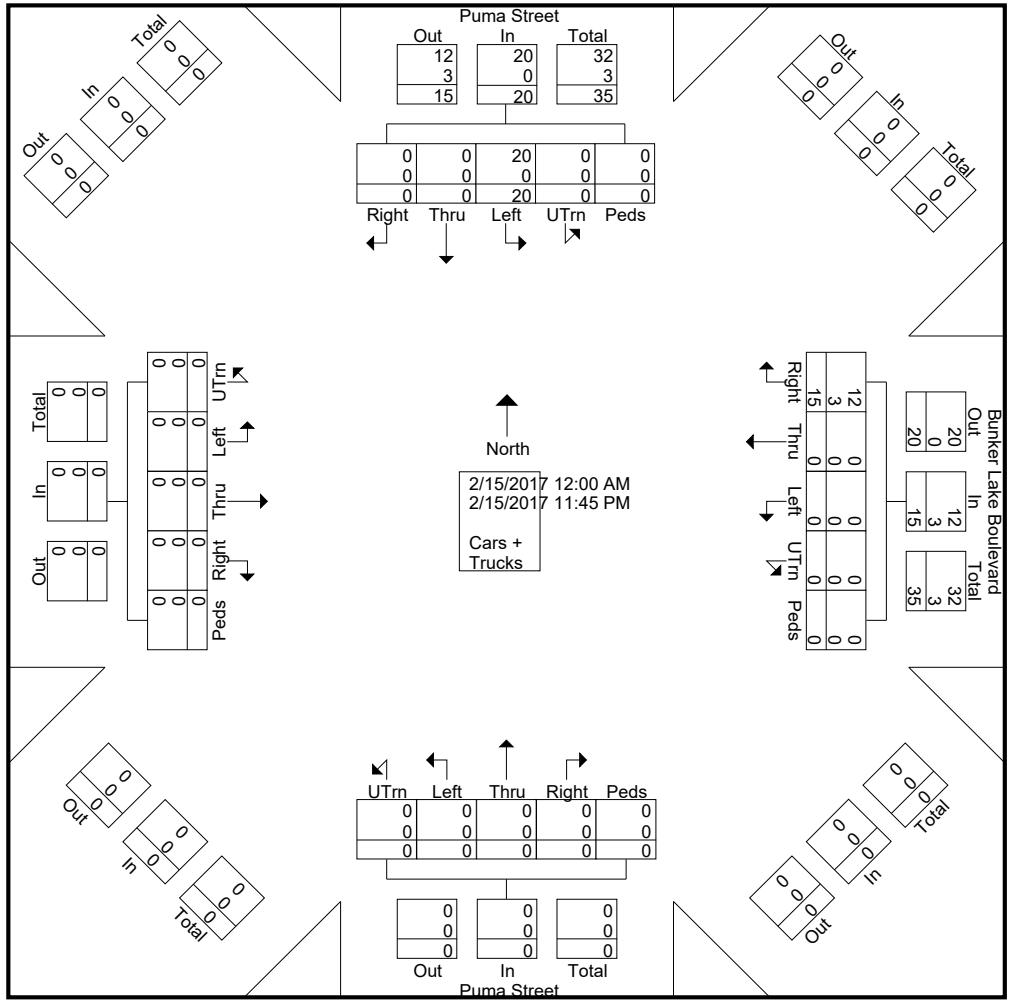
Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	0	0	0	20	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	35
Apprch %	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	57.1	0	0	0	57.1	0	0	0	42.9	0	42.9	0	0	0	0	0	0	0	0	0	0	0	0	
Cars +	0	20	0	0	0	20	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	32
% Cars +	0	100	0	0	0	100	0	0	0	80	0	80	0	0	0	0	0	0	0	0	0	0	0	0	91.4
Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	8.6

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 06:45 AM																									
06:45 AM	**0**	₂	0	0	0	₂	0	0	0	₁	0	₁	0	0	0	0	0	0	0	0	0	0	0	0	**3**
07:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	6	0	0	0	6	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.750	.000	.000	.000	.750	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 10:00 AM																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	**2**	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	3	0	0	0	3	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
% App. Total	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.375	.000	.000	.000	.375	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 2 - Bunker Lake Blvd & Puma St, 2-16-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	5	0	0	0	5	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 2 - Bunker Lake Blvd & Puma St, 2-16-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	0	0	0	0	0	3
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	0	1	0	3	0	4	0	0	1	1	0	2	0	0	0	0	0	0	8
04:00 PM	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	1	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	5	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	4	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

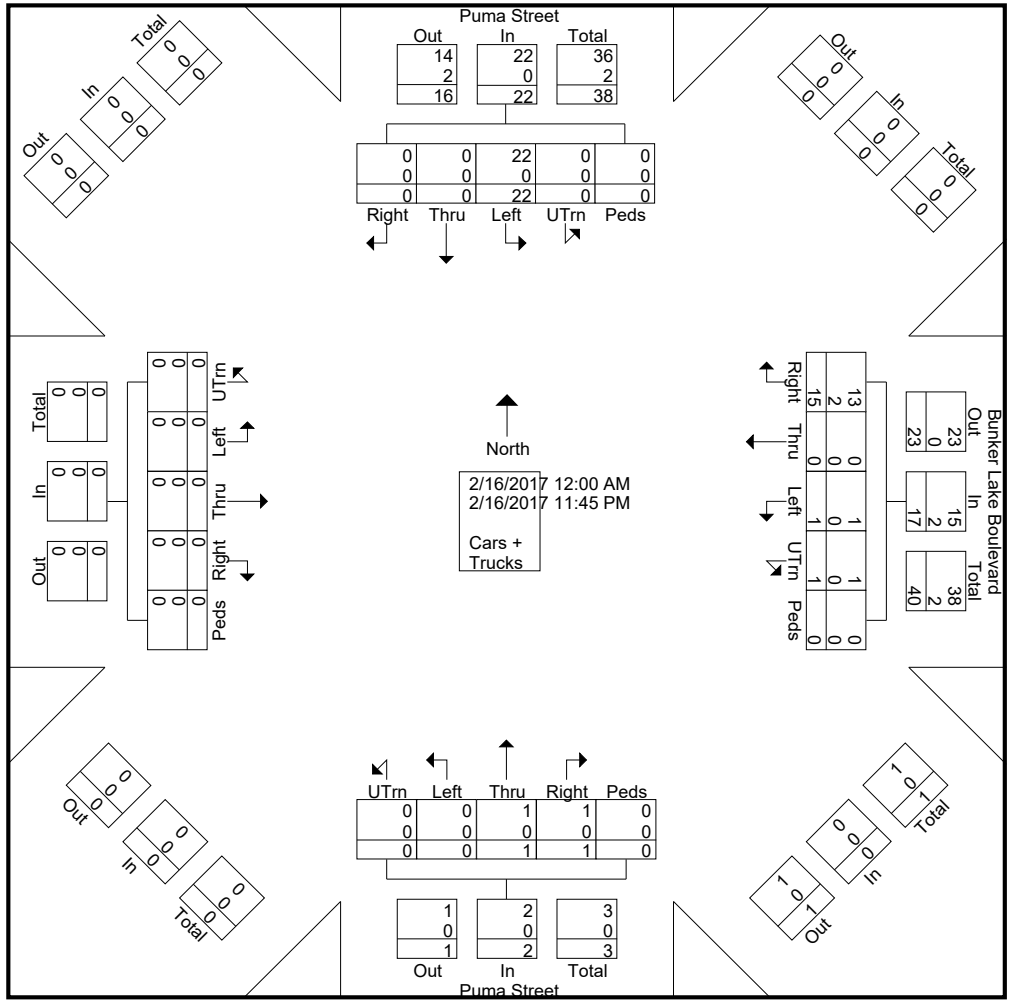
Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	22	0	0	0	22	1	1	0	15	0	17	0	0	1	1	0	2	0	0	0	0	0	0	41
Apprch %	0	100	0	0	0		5.9	5.9	0	88.2	0		0	0	50	50	0		0	0	0	0	0		
Total %	0	53.7	0	0	0	53.7	2.4	2.4	0	36.6	0	41.5	0	0	2.4	2.4	0	4.9	0	0	0	0	0	0	
Cars +	0	22	0	0	0	22	1	1	0	13	0	15	0	0	1	1	0	2	0	0	0	0	0	0	39
% Cars +	0	100	0	0	0	100	100	100	0	86.7	0	88.2	0	0	100	100	0	100	0	0	0	0	0	0	95.1
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	13.3	0	11.8	0	0	0	0	0	0	0	0	0	0	0	0	4.9

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 2 - Bunker Lake Blvd & Puma St, 2-16-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
Total Volume	0	5	0	0	0	5	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	100	0	0	0		33.3	0	0	66.7	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.250	.000	.000	.000	.250	.250	.000	.000	.500	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.400
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 10:00 AM																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 03:30 PM																									
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	**1**	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	**2**	0	0	0	**2**	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
04:15 PM	0	1	0	0	0	1	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	4	0	0	0	4	0	1	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
% App. Total	0	100	0	0	0		0	14.3	0	85.7	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.500	.000	.000	.000	.500	.000	.250	.000	.500	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
05:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30 AM	0	1	0	0	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	10
05:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	0	0	0	1	0	0	16	0	0	16	0	0	0	0	0	0	0	0	2	0	0	2	19
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10
06:15 AM	0	3	0	0	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	8	15
06:30 AM	0	1	0	0	1	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	9	0	0	9	19
06:45 AM	0	2	0	0	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10	0	0	10	22
Total	0	6	0	0	1	7	0	0	28	0	0	28	0	0	0	0	0	0	0	0	31	0	0	31	66

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	5	0	0	5	14
07:15 AM	0	0	0	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	21	0	0	21	31
07:30 AM	0	2	0	0	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	0	12	0	0	12	28
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	0	0	12	22
Total	0	2	0	2	0	4	0	0	40	1	0	41	0	0	0	0	0	0	0	0	50	0	0	50	95
08:00 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	17
08:15 AM	0	2	0	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	15
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	15	0	0	15	22
08:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	12	0	0	12	21
Total	0	3	0	0	0	3	0	0	26	1	0	27	0	0	0	0	0	0	0	0	45	0	0	45	75
09:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
09:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
09:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	20	0	0	20	44
10:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
10:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
10:45 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	1	7	0	0	8	15
Total	0	1	0	0	0	1	0	0	19	0	0	19	0	0	0	0	0	0	0	1	18	0	0	19	39
11:00 AM	0	1	0	0	1	2	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	10
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
11:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
11:45 AM	0	0	0	1	0	1	0	0	13	0	0	13	0	0	0	0	0	0	0	1	8	0	0	9	23
Total	0	1	0	1	1	3	0	0	28	0	0	28	0	0	0	0	0	0	0	1	26	0	0	27	58
12:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	9	0	0	9	12
12:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
Total	0	0	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	0	0	29	0	0	29	49
01:00 PM	0	3	0	0	0	3	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	21
01:15 PM	0	0	0	0	1	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	14
01:30 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	4	0	0	4	11
01:45 PM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	1	9	0	0	10	16
Total	0	3	0	0	1	4	0	0	29	1	0	30	0	0	0	0	0	0	0	1	27	0	0	28	62

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	10
02:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
02:30 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8	0	0	8	16
02:45 PM	0	0	0	1	0	1	0	0	13	1	0	14	0	0	0	0	0	0	0	0	12	0	0	12	27
Total	0	0	0	1	0	1	0	0	32	1	0	33	0	0	0	0	0	0	0	0	31	0	0	31	65
03:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	17
03:15 PM	0	1	0	0	0	1	0	0	9	1	0	10	0	0	0	0	0	0	0	0	9	0	0	9	20
03:30 PM	0	0	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	0	0	9	0	0	9	17
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	15	0	0	15	23
Total	0	1	0	0	0	1	0	0	33	3	0	36	0	0	0	0	0	0	0	0	40	0	0	40	77
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	13	0	0	13	18
04:15 PM	0	1	0	1	0	2	0	0	15	0	0	15	0	0	0	0	0	0	0	0	12	0	0	12	29
04:30 PM	0	0	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	0	0	0	10	0	0	10	27
04:45 PM	0	0	0	1	0	1	0	0	11	0	0	11	0	0	0	0	0	0	0	0	13	0	0	13	25
Total	0	1	0	2	0	3	0	0	46	2	0	48	0	0	0	0	0	0	0	0	48	0	0	48	99
05:00 PM	0	0	0	1	0	1	0	0	10	1	0	11	0	0	0	0	0	0	0	1	18	0	0	19	31
05:15 PM	0	0	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	0	0	1	18	0	0	19	34
05:30 PM	0	0	0	1	1	2	0	0	15	0	0	15	0	0	0	0	0	0	0	0	14	0	0	14	31
05:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	13	21
Total	0	0	0	2	1	3	0	0	46	3	0	49	0	0	0	0	0	0	0	2	63	0	0	65	117
06:00 PM	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	1	8	0	0	9	18
06:15 PM	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	0	0	14	0	0	14	29
06:30 PM	0	0	0	1	0	1	0	0	9	1	0	10	0	0	0	0	0	0	0	0	7	0	0	7	18
06:45 PM	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	18
Total	0	0	0	3	0	3	0	0	41	2	0	43	0	0	0	0	0	0	0	1	36	0	0	37	83
07:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
07:15 PM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	8
07:30 PM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
07:45 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	3	0	0	3	11
Total	0	1	0	0	0	1	0	0	17	2	0	19	0	0	0	0	0	0	0	0	19	0	0	19	39
08:00 PM	0	1	0	0	0	1	0	0	3	2	0	5	0	0	0	0	0	0	0	0	5	0	0	5	11
08:15 PM	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	9
08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
08:45 PM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
Total	0	3	0	0	0	3	0	0	20	2	0	22	0	0	0	0	0	0	0	0	19	0	0	19	44

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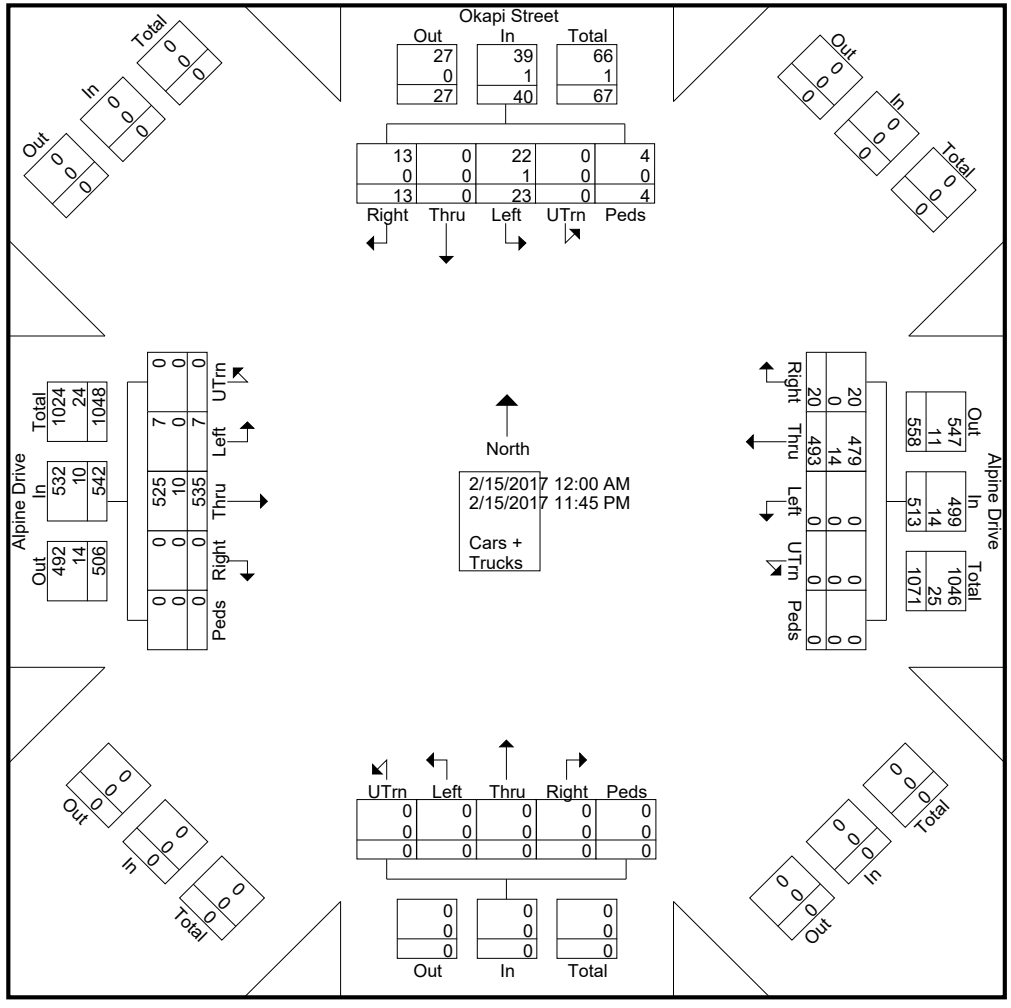
Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
09:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	5	0	0	6	9
09:30 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	1	12	0	0	13	23
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
Grand Total	0	23	0	13	4	40	0	0	493	20	0	513	0	0	0	0	0	0	0	7	535	0	0	542	1095
Apprch %	0	57.5	0	32.5	10		0	0	96.1	3.9	0		0	0	0	0	0		0	1.3	98.7	0	0		
Total %	0	2.1	0	1.2	0.4	3.7	0	0	45	1.8	0	46.8	0	0	0	0	0	0	0	0.6	48.9	0	0	49.5	
Cars +	0	22	0	13	4	39	0	0	479	20	0	499	0	0	0	0	0	0	0	7	525	0	0	532	1070
% Cars +	0	95.7	0	100	100	97.5	0	0	97.2	100	0	97.3	0	0	0	0	0	0	0	100	98.1	0	0	98.2	97.7
Trucks	0	1	0	0	0	1	0	0	14	0	0	14	0	0	0	0	0	0	0	0	10	0	0	10	25
% Trucks	0	4.3	0	0	0	2.5	0	0	2.8	0	0	2.7	0	0	0	0	0	0	0	0	1.9	0	0	1.8	2.3

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	**0**	**0**	**0**	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	21	0	0	21	**31**
07:30 AM	0	**2**	0	0	0	2	0	0	**13**	**1**	0	**14**	0	0	0	0	0	0	0	0	12	0	0	12	28
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	0	0	12	22
08:00 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	17
Total Volume	0	3	0	2	0	5	0	0	36	1	0	37	0	0	0	0	0	0	0	0	56	0	0	56	98
% App. Total	0	60	0	40	0		0	0	97.3	2.7	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.375	.000	.250	.000	.625	.000	.000	.692	.250	.000	.661	.000	.000	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.790
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	0	0	0	2	**1**	0	3	0	0	0	0	0	0	0	0	**9**	0	0	**9**	12
12:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
01:00 PM	0	**3**	0	0	0	**3**	0	0	**10**	0	0	**10**	0	0	0	0	0	0	0	0	8	0	0	8	**21**
Total Volume	0	3	0	0	0	3	0	0	25	1	0	26	0	0	0	0	0	0	0	0	33	0	0	33	62
% App. Total	0	100	0	0	0		0	0	96.2	3.8	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.250	.000	.000	.000	.250	.000	.000	.625	.250	.000	.650	.000	.000	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.738
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	**1**	0	1	0	0	11	0	0	11	0	0	0	0	0	0	0	0	13	0	0	13	25
05:00 PM	0	0	0	1	0	1	0	0	10	1	0	11	0	0	0	0	0	0	0	**1**	**18**	0	0	**19**	31
05:15 PM	0	0	0	0	0	0	0	0	13	**2**	0	**15**	0	0	0	0	0	0	0	1	18	0	0	19	**34**
05:30 PM	0	0	0	1	**1**	**2**	0	0	**15**	0	0	15	0	0	0	0	0	0	0	0	14	0	0	14	31
Total Volume	0	0	0	3	1	4	0	0	49	3	0	52	0	0	0	0	0	0	0	2	63	0	0	65	121
% App. Total	0	0	0	75	25		0	0	94.2	5.8	0		0	0	0	0	0		0	3.1	96.9	0	0		
PHF	.000	.000	.000	.750	.250	.500	.000	.000	.817	.375	.000	.867	.000	.000	.000	.000	.000	.000	.000	.500	.875	.000	.000	.855	.890

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
03:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	7
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 AM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	6
05:30 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total	0	1	0	0	0	1	0	0	14	0	0	14	0	0	0	0	0	0	0	0	6	0	0	6	21
06:00 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	12
06:15 AM	0	2	0	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9	0	0	9	17
06:30 AM	0	2	0	0	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10	0	0	10	22
06:45 AM	0	1	0	0	0	1	0	0	10	0	0	10	0	0	0	0	0	0	0	0	5	0	0	5	16
Total	0	6	0	0	0	6	0	0	32	0	0	32	0	0	0	0	0	0	0	0	29	0	0	29	67

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12	0	0	12	24
07:15 AM	0	1	0	1	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	15	27
07:30 AM	0	2	0	0	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	0	14	0	0	14	30
07:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total	0	3	0	1	0	4	0	0	43	1	0	44	0	0	0	0	0	0	0	0	55	0	0	55	103
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	15
08:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	11	0	0	11	18
08:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	0	0	38	0	0	38	61
09:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17
09:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
09:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
Total	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	22	0	0	22	44
10:00 AM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	7	0	0	7	15
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
10:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
10:45 AM	0	0	0	0	1	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	13
Total	0	0	0	0	1	1	0	0	22	1	0	23	0	0	0	0	0	0	0	0	23	0	0	23	47
11:00 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
11:30 AM	0	0	0	0	1	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	6
11:45 AM	0	0	0	1	0	1	0	0	6	2	0	8	0	0	0	0	0	0	0	0	5	0	0	5	14
Total	0	1	0	1	1	3	0	0	21	2	0	23	0	0	0	0	0	0	0	0	17	0	0	17	43
12:00 PM	0	0	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	8	11
12:15 PM	0	0	0	0	1	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	8
12:30 PM	0	0	0	0	1	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	3	3	0	0	15	0	0	15	0	0	0	0	0	0	0	0	21	0	0	21	39
01:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	16
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	9
01:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	9	0	0	10	15
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	2	27	0	0	29	50

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	16
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	8
02:30 PM	0	1	0	0	0	1	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	0	0	6	16
02:45 PM	0	0	0	0	1	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	11	18
Total	0	1	0	0	1	2	0	0	27	0	0	27	0	0	0	0	0	0	0	0	29	0	0	29	58
03:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	1	6	0	0	7	18
03:15 PM	0	1	0	1	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	0	0	10	18
03:30 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12	0	0	12	24
03:45 PM	0	1	0	0	0	1	0	0	8	1	0	9	0	0	0	0	0	0	0	0	12	0	0	12	22
Total	0	2	0	1	0	3	0	0	37	1	0	38	0	0	0	0	0	0	0	1	40	0	0	41	82
04:00 PM	0	1	0	0	0	1	0	0	19	0	0	19	0	0	0	0	0	0	0	1	13	0	0	14	34
04:15 PM	0	1	0	0	0	1	0	0	14	1	0	15	0	0	0	0	0	0	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	0	0	7	0	0	7	27
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	1	14	0	0	15	27
Total	0	2	0	0	0	2	0	0	64	2	0	66	0	0	0	0	0	0	0	2	47	0	0	49	117
05:00 PM	0	0	0	0	0	0	0	0	10	3	0	13	0	0	0	0	2	2	0	0	9	0	0	9	24
05:15 PM	0	0	0	2	0	2	0	0	11	1	0	12	0	0	0	0	0	0	0	0	16	0	0	16	30
05:30 PM	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	14	0	0	14	32
05:45 PM	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	19	0	0	19	30
Total	0	0	0	2	0	2	0	0	49	5	0	54	0	0	0	0	2	2	0	0	58	0	0	58	116
06:00 PM	0	0	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	0	0	0	16	0	0	16	28
06:15 PM	0	1	0	1	0	2	0	0	9	0	0	9	0	0	0	0	0	0	0	1	12	0	0	13	24
06:30 PM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	6	0	0	6	13
06:45 PM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	12
Total	0	2	0	1	0	3	0	0	29	4	0	33	0	0	0	0	0	0	0	1	40	0	0	41	77
07:00 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
07:15 PM	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
07:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
Total	0	0	0	0	0	0	0	0	18	3	0	21	0	0	0	0	0	0	0	0	24	0	0	24	45
08:00 PM	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
08:15 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	6	0	0	6	14
08:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	9
08:45 PM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	21	3	0	24	0	0	0	0	0	0	0	0	13	0	0	13	37

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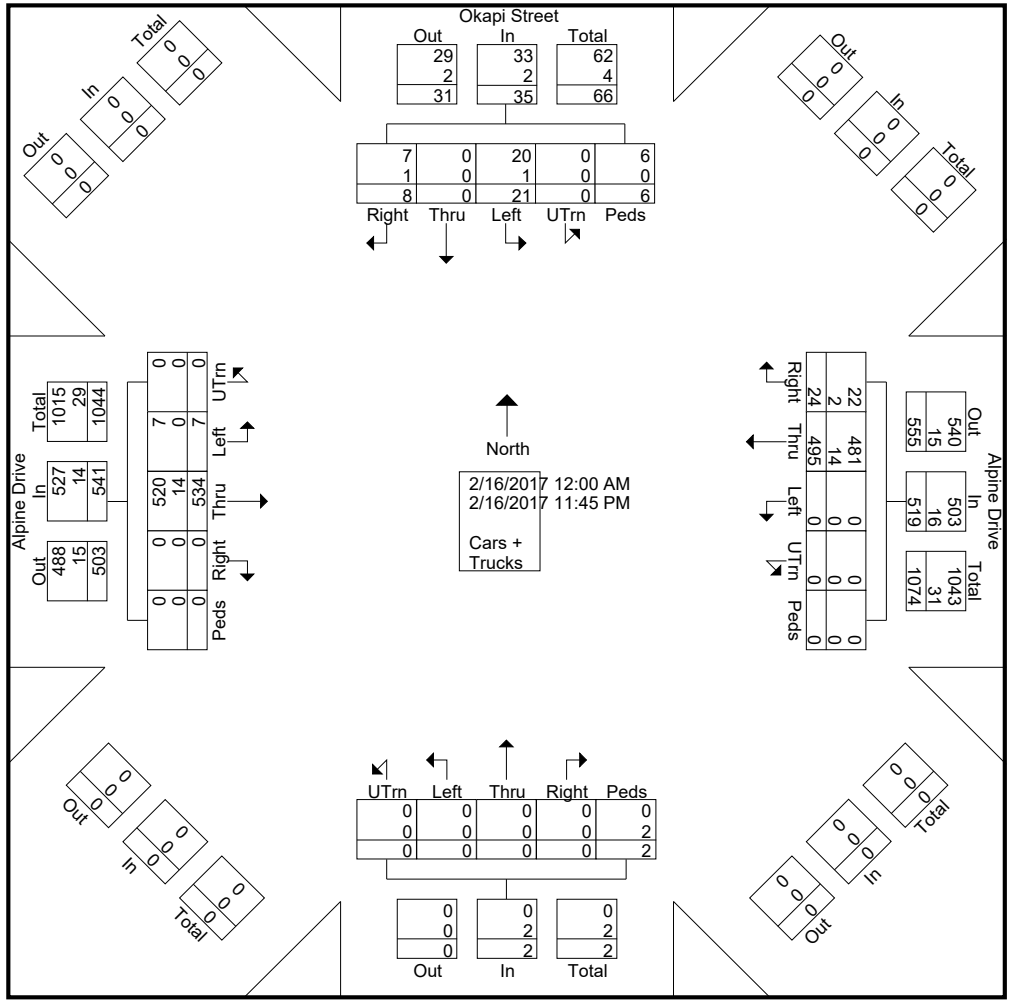
Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	1	3	0	0	4	8
09:15 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	9
09:30 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	3	0	0	3	11
09:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	1	0	1	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	1	18	0	0	19	35
10:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
10:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	0	0	10	16
11:00 PM	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	5
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	13
Grand Total	0	21	0	8	6	35	0	0	495	24	0	519	0	0	0	0	2	2	0	7	534	0	0	541	1097
Apprch %	0	60	0	22.9	17.1		0	0	95.4	4.6	0		0	0	0	0	100		0	1.3	98.7	0	0		
Total %	0	1.9	0	0.7	0.5	3.2	0	0	45.1	2.2	0	47.3	0	0	0	0	0.2	0.2	0	0.6	48.7	0	0	49.3	
Cars +	0	20	0	7	6	33	0	0	481	22	0	503	0	0	0	0	0	0	0	7	520	0	0	527	1063
% Cars +	0	95.2	0	87.5	100	94.3	0	0	97.2	91.7	0	96.9	0	0	0	0	0	0	0	100	97.4	0	0	97.4	96.9
Trucks	0	1	0	1	0	2	0	0	14	2	0	16	0	0	0	0	2	2	0	0	14	0	0	14	34
% Trucks	0	4.8	0	12.5	0	5.7	0	0	2.8	8.3	0	3.1	0	0	0	0	100	100	0	0	2.6	0	0	2.6	3.1

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 3 - Alpine Dr & Okapi, 2-16-17
Site Code : 1
Start Date : 2/16/2017
Page No : 5

Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 3 - Alpine Dr & Okapi, 2-16-17
Site Code : 1
Start Date : 2/16/2017
Page No : 6

Oxford Street & Fairmount Avenue
Saint Paul, MN

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**24**
07:15 AM	**0**	**1**	**0**	1	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	15	27
07:30 AM	0	**2**	0	0	0	2	0	0	**13**	**1**	0	**14**	0	0	0	0	0	0	0	0	14	0	0	14	**30**
07:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total Volume	0	3	0	1	0	4	0	0	43	1	0	44	0	0	0	0	0	0	0	0	55	0	0	55	103
% App. Total	0	75	0	25	0		0	0	97.7	2.3	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.375	.000	.250	.000	.500	.000	.000	.827	.250	.000	.786	.000	.000	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.858
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	0	0	0	0	0	0	0	**11**	0	0	**11**	0	0	0	0	0	0	0	0	5	0	0	5	**16**
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	**1**	6	0	0	7	9
01:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	**9**	0	0	**10**	15
Total Volume	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	2	27	0	0	29	50
% App. Total	0	0	0	0	0		0	0	100	0	0		0	0	0	0	0		0	6.9	93.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.477	.000	.000	.477	.000	.000	.000	.000	.000	.000	.000	.500	.750	.000	.000	.725	.781
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:15 PM																									
05:15 PM	0	0	0	**2**	0	**2**	0	0	11	1	0	12	0	0	0	0	0	0	0	0	16	0	0	16	30
05:30 PM	0	0	0	0	0	0	0	0	**18**	0	0	**18**	0	0	0	0	0	0	0	0	14	0	0	14	**32**
05:45 PM	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	**19**	0	0	**19**	30
06:00 PM	0	0	0	0	0	0	0	0	9	**3**	0	12	0	0	0	0	0	0	0	0	16	0	0	16	28
Total Volume	0	0	0	2	0	2	0	0	48	5	0	53	0	0	0	0	0	0	0	0	65	0	0	65	120
% App. Total	0	0	0	100	0		0	0	90.6	9.4	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.667	.417	.000	.736	.000	.000	.000	.000	.000	.000	.000	.000	.855	.000	.000	.855	.938

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Table D1
Forecasted Trip Generation

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	9.52	50%	50%	1,171	1,171
Townhomes	230	Units	98.0	5.81	50%	50%	285	285
Total							**1,456**	**1,456**

AM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	0.75	25%	75%	46	138
Townhomes	230	Units	98.0	0.44	17%	83%	7	36
Total							**53**	**174**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	1.00	63%	37%	155	91
Townhomes	230	Units	98.0	0.52	67%	33%	34	17
Total							**189**	**108**

NOTES:

1. **All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.**
2. **A.M. Trip Generation is for the peak hour of adjacent street traffic (one hour between 7 and 9 a.m.).**
3. **P.M. Trip Generation is for the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.).**

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Table D2
Forecasted Trip Generation
South of Bunker

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	61.17	50%	50%	1,380	1,380
Total								

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	8.20	83%	17%	307	63
Total							**307**	**63**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	8.53	21%	79%	81	304
Total							**81**	**304**

NOTES:
1. **All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.**
2. **AM Peak Trip Generation is for the AM Peak Hour.**
3. **PM Peak Trip Generation is for the Peak Hour of Generator**

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Table D3
Forecasted Trip Generation
North of Bunker

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	61.17	50%	50%	1,137	1,137
Total							**1,137**	**1,137**

AM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	8.20	83%	17%	253	52
Total							**253**	**52**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	8.53	21%	79%	67	250
Total							**67**	**250**

NOTES:
1. **All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.**
2. **AM Peak Trip Generation is for the AM Peak Hour.**
3. **PM Peak Trip Generation is for the Peak Hour of Generator**

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Table D4
Forecasted Trip Generation
East of Puma

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	61.17	50%	50%	979	979
Single Family Detached Housing	210	Acres	34.6	26.04	50%	50%	451	451
Total								

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	8.20	83%	17%	218	45
Single Family Detached Housing	210	Acres	34.6	2.06	31%	69%	22	49
Total							**240**	**94**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	8.53	21%	79%	57	216
Single Family Detached Housing	210	Acres	34.6	2.74	66%	34%	63	32
Total							**120**	**248**

1. **All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.**
2. **AM Peak Trip Generation is for the AM Peak Hour.**
3. **PM Peak Trip Generation is for the Peak Hour of Generator**

AM Peak Volumes

Figure 1: Existing Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



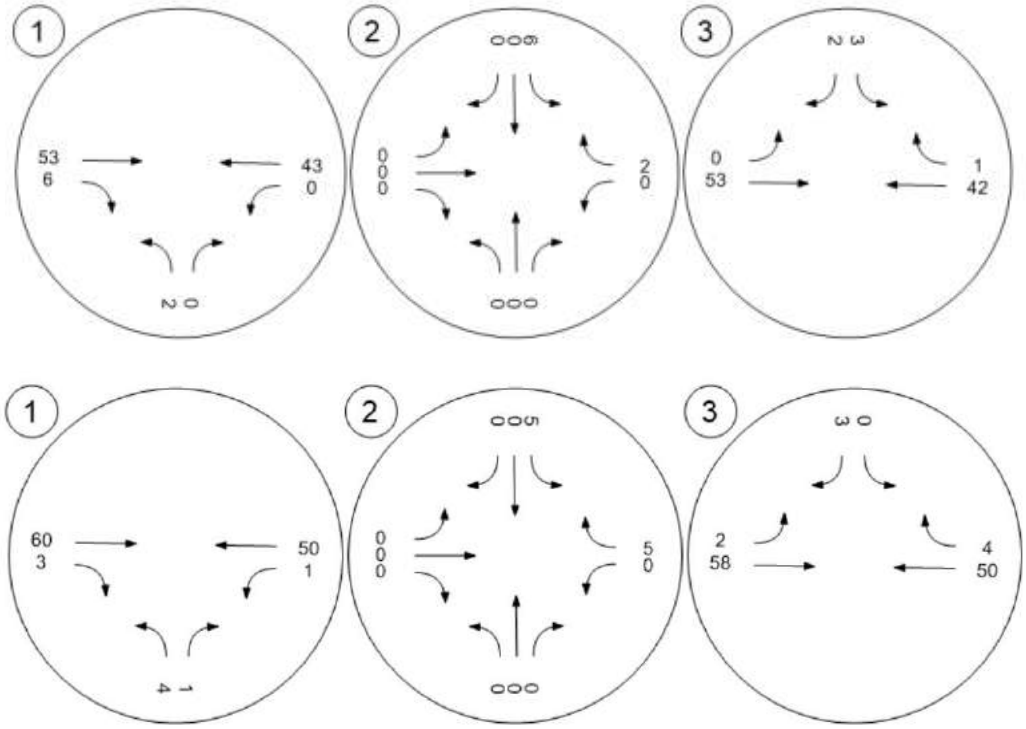


Figure 2: 2018 No-Build Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



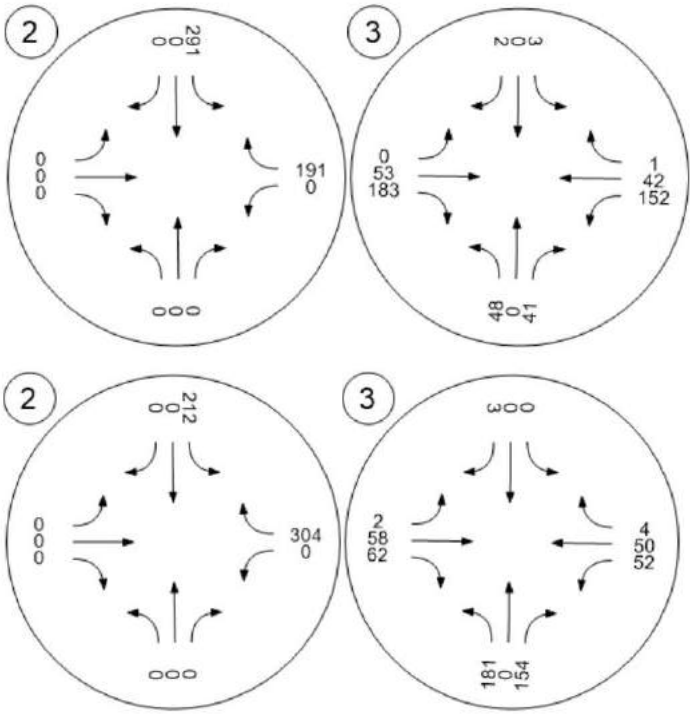


Figure 3: 2018 Build Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



Level of Service (LOS)

Level of Service (LOS) is a qualitative description, similar to typical school grades, that traffic engineers use to communicate how good or bad traffic operations are on a corridor, intersection, or interchange.

Common Factors

Traffic can be a hard thing to quantify as everyone has a different tolerance for congestion. What seems excessively long to one person may seem good enough for another. These differences are readily apparent when comparing small towns or rural areas, where five cars an hour can be the norm, to big cities or downtowns, where less than hundred cars an hour, even in the middle of night, is rare.

To combat this issue and provide a consistent measuring tool for traffic studies, a "Level of Service" rating was developed. Level of Service ratings are based on the roadway or intersection characteristics and the amount of traffic. Just like grade school, LOS A represents the best traffic operations, where traffic flows freely. LOS F, on the other hand, represents failing operations, where the road or intersection is congested and running beyond maximum capacity. LOS E is typically considered "at capacity" which means the amount of traffic is right at the level the roadway or intersection can adequately accommodate. Using Level of Service letter grades provides an easy way to convey road operations to the general public and has been adopted across the United States.

Common Factors Impacting Level of Service

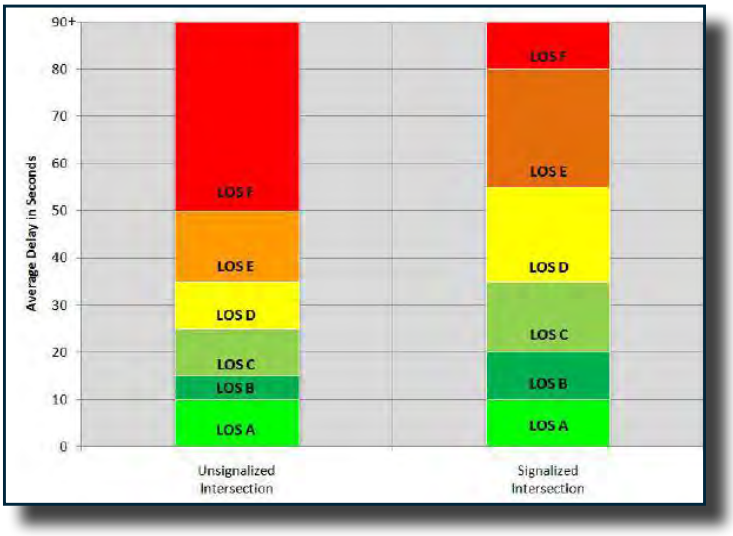
- **Number of Lanes.**
- **Traffic Volumes.**
- **Intersection Control (stop sign, signal, roundabout, interchange.)**
- **Amount of access on a corridor.**
- **Percentage of turning traffic.**
- **Traffic signal cycle length (green time devoted to each approach) and phasing (one green for all approach movements or separate green arrows.)**
- **Percentage of heavy trucks.**
- **Roadway Grades.**
- **Distribution of traffic within a peak hour as well as over the course of a day.**
- **Pedestrian activity.**
- **Bicycle activity.**

Level of Service criteria have been developed for multiple types of traffic operations including:

- Intersections
- Urban Corridors
- Freeways
- Transit Service
- Bicycle Operations
- Pedestrian Operations

The most common LOS criteria used is for car operations at intersections; both signalized and unsignalized. For an intersection Level of Service analysis, average delay for cars travelling through the intersection is used to determine the appropriate grade. A high delay results in a poor LOS rating and equates to poor operations. Similarly, low delay results in a good LOS rating and equates to good or great operations.

LOS can be determined for the intersection as a whole, or for individual movements. It is common during peak periods in major population areas for an intersection to have an acceptable overall LOS rating, but fail to achieve a good grade for individual movements.





LOS A



LOS C



LOS D = Acceptable



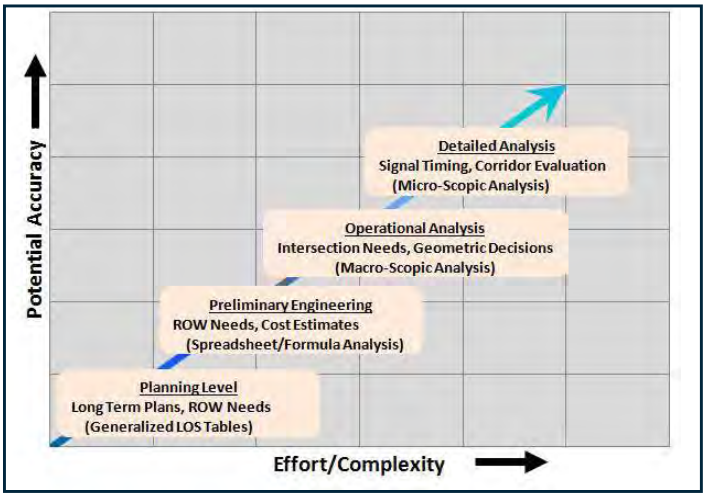
LOS F = Unacceptable

Source: City of San Jose, CA.

Although a Level of Service rating of A represents the best traffic operations, it is not always the most desirable. Providing LOS A for all corridors and all operations at all times would require a significant amount of land to be devoted to the road infrastructure, which makes it extremely costly to build and maintain. During non-peak times, like overnight, much of that infrastructure would sit unused.

On the opposite side of the spectrum, a Level of Service rating of E and F represent traffic operations close to breaking down, or that already have. These ratings mean high delays, long queues, and slow speeds, not to mention driver frustration. Instead of trying to achieve one or the other, government agencies try to strike a balance between providing acceptable operations, neither falling nor flowing too freely. Because of this, LOS D is typically considered the lowest LOS acceptable by government agencies and is reflective of a balanced approach between cost and benefit.

There are many tools and guidelines used to determine a roads Level of Service rating. Simple tools like generalized roadway capacities allow for planning-level efforts. While inexpensive and quick to complete, they are not as accurate as other options. More complicated tools, such as micro-simulations, provide more accurate results, but cost more and take more time. It is important to understand the trade-offs between the analysis types as well as the purpose of the study.



Source: Florida Deptarment of Transportation

Resources

- Highway Capacity Manual, fifth edition
- Nation Cooperative Highway Research Program Report 616; Multimodal Level of Service Analysis for Urban Streets
- http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf
- Florida Department of Transportation Quality/Level of Service Handbook
- http://www.dot.state.fl.us/planning/systems/programs/sm/los/pdfs/2009FDOTQLOS_Handbook.pdf

About This Brief

Spack Consulting prepared this brief as part of our company's vision to significantly improve the practice of traffic engineering and transportation planning. Transportation professionals from around the world have assisted us in developing this document. We are providing this brief under the Creative Commons Attribution License. Feel free to use-modify-share this guide, but please give us some credit in your document. To request our whole series of Design Briefs and to be included on our distribution list for new materials, please email mspack@spackconsulting.com. And please reach out if you have any comments or questions related to this Design Brief.

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Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\Users\Jonah\Desktop\AM EXIST.pdf

Scenario 1 Existing AM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alpine Drive & Puma Street	Two-way stop	HCM 2010	NB Left	0.002	9.0	A
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	9.0	A
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	SB Left	0.005	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 1: Alpine Drive & Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	0	53	6	0	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	53	6	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	13	2	0	11
Total Analysis Volume [veh/h]	2	0	53	6	0	43
Pedestrian Volume [ped/h]	0		0		0	

Appendix G: Capacity Analysis Backup

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.57	0.00	0.00	7.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.17	0.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.01		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	6	0	0	0	0	0	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	0	0	6	0	0	0	0	0	0	2
Pedestrian Volume [ped/h]	0			0			0			0	

Appendix G: Capacity Analysis Backup

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	9.03	8.32	8.54	9.04	8.34	7.22	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.62			8.54			2.41			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.41											
Intersection LOS	A											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	2	0	53	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	0	53	42	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	16	12	0
Total Analysis Volume [veh/h]	4	2	0	62	49	1
Pedestrian Volume [ped/h]	0		0		0	

Appendix G: Capacity Analysis Backup

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.09	8.56	7.31	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.49	0.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.91		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	A					

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Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\Users\Jonah\Desktop\AM EXIST.pdf

Scenario 1 Existing AM Peak
3/7/2017

Turning Movement Volume: Summary

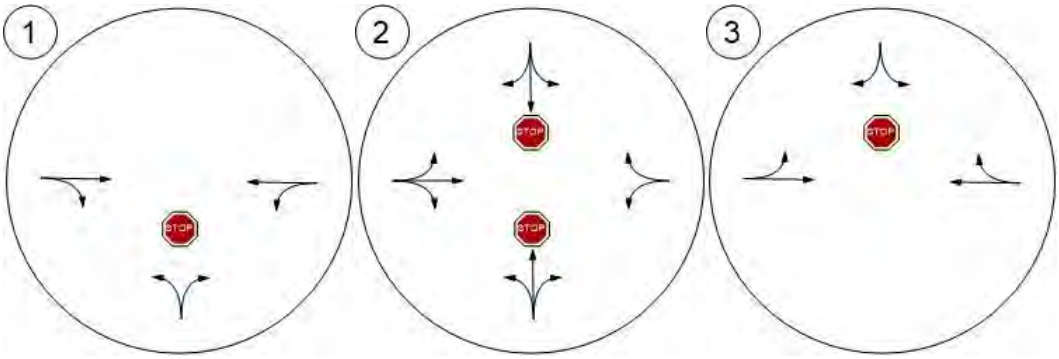
ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
1	Alpine Drive & Puma Street	2	0	53	6	0	43	104

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Right	
2	Puma Street & Bunker Lake Boulevard	0	0	0	6	0	0	0	0	0	0	2	8

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
3	Alpine Drive & Okapi Street	3	2	0	53	42	1	101

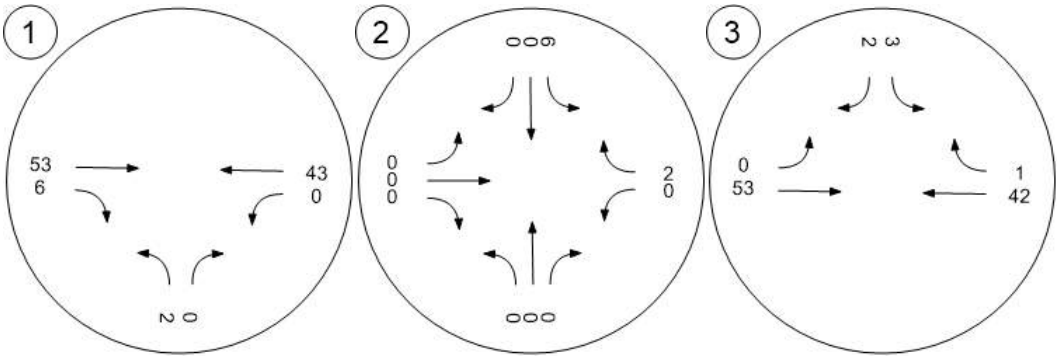
Lane Configuration and Traffic Control





Traffic Volume - Base Volume





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Version 5.00-00

Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\Users\Jonah\Desktop\PM EXIST.pdf

Scenario 2 Existing PM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alpine Drive & Puma Street	Two-way stop	HCM 2010	NB Left	0.005	9.1	A
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	9.0	A
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	SB Left	0.000	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Spack CONSULTING

Intersection Level Of Service Report
Intersection 1: Alpine Drive & Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	4	1	60	3	1	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	60	3	1	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	15	1	0	13
Total Analysis Volume [veh/h]	4	1	60	3	1	50
Pedestrian Volume [ped/h]	0		0		0	

Appendix G: Capacity Analysis Backup

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Version 5.00-00

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.10	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft]	0.42	0.42	0.00	0.00	2.57	2.57
d_A, Approach Delay [s/veh]	9.00		0.00		0.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	5	0	0	0	0	0	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	0	0	5	0	0	0	0	0	0	5
Pedestrian Volume [ped/h]	0			0			0			0	

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.53	9.04	8.32	8.55	9.05	8.35	7.23	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63			8.55			2.41			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.27											
Intersection LOS	A											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	3	2	58	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	2	58	50	4
Peak Hour Factor	0.9023	0.9023	0.9023	0.9023	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	16	14	1
Total Analysis Volume [veh/h]	0	3	2	64	55	4
Pedestrian Volume [ped/h]	0		0		0	

Appendix G: Capacity Analysis Backup

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Intersection Settings

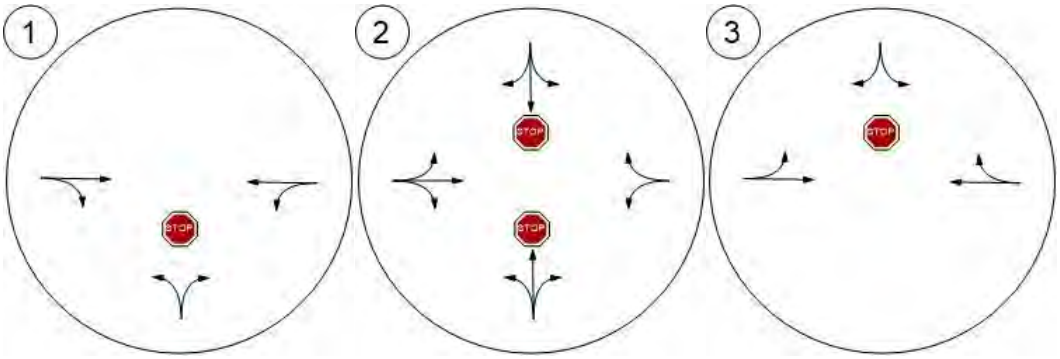
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.58	7.33	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.01	0.13	0.13	0.00	0.00
95th-Percentile Queue Length [ft]	0.22	0.22	3.34	3.34	0.00	0.00
d_A, Approach Delay [s/veh]	8.58		0.22		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

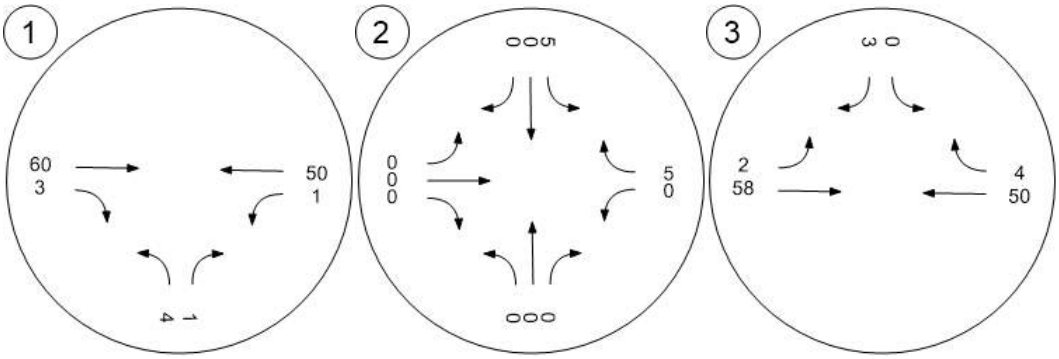
Lane Configuration and Traffic Control





Traffic Volume - Base Volume





Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\...\2040_No-Build AM.pdf

Scenario 4 2040 No-Build_ AM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	11.5	B
3	Alpine Drive & Okapi/Puma Street	Two-way stop	HCM 2010	NB Thru	0.000	16.6	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Version 5.00-00

Spack CONSULTING

Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	285	0	0	0	0	0	0	189
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	0	0	0	0	0	0	191
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	0	0	0	0	0	0	48
Total Analysis Volume [veh/h]	0	0	0	291	0	0	0	0	0	0	191
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.06	10.11	8.32	11.02	11.50	10.71	7.60	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.44	1.44	1.44	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	35.91	35.91	35.91	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.16			11.02			2.53			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.66											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi/Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	0	1	3	0	2	0	53	6	0	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	40	0	0	0	0	0	177	152	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	41	3	0	2	0	53	183	152	42	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	12	1	0	1	0	16	54	45	12	0
Total Analysis Volume [veh/h]	56	0	48	4	0	2	0	62	214	178	49	1
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

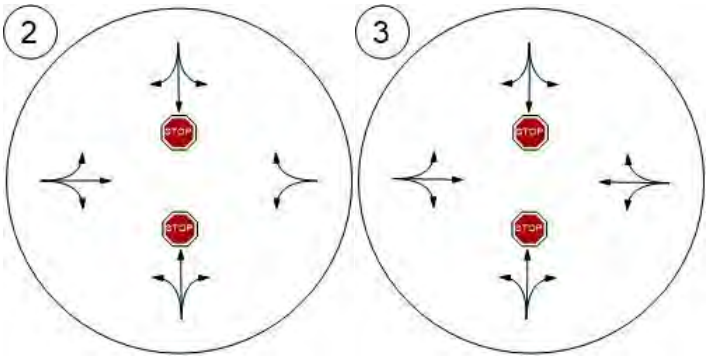
V/C, Movement V/C Ratio	0.15	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	16.20	16.55	10.87	15.44	16.38	8.64	7.31	0.00	0.00	8.25	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.75	0.75	0.75	0.04	0.04	0.04	0.00	0.00	0.00	0.64	0.64	0.64
95th-Percentile Queue Length [ft]	18.69	18.69	18.69	1.02	1.02	1.02	0.00	0.00	0.00	16.07	16.07	16.07
d_A, Approach Delay [s/veh]	13.74			13.18			0.00			6.44		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.85											
Intersection LOS	C											

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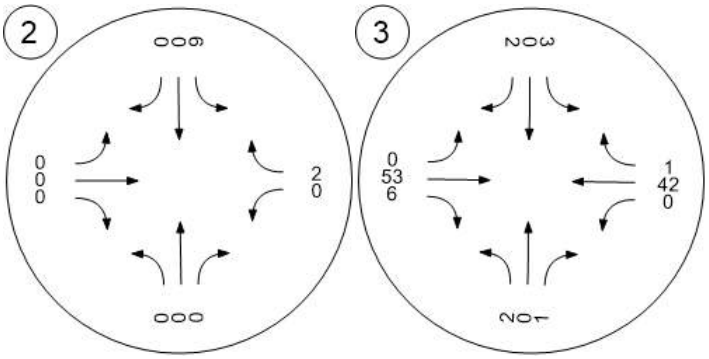
Lane Configuration and Traffic Control





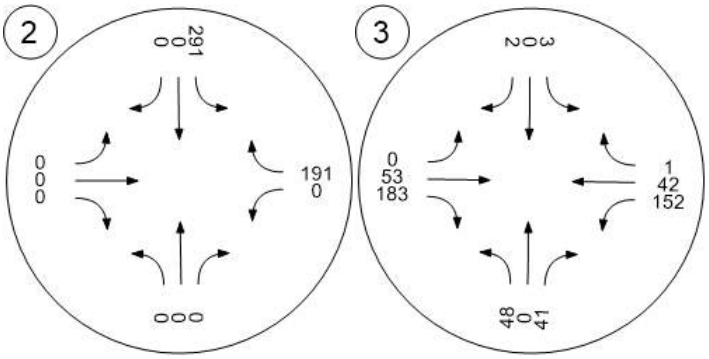
Traffic Volume - Base Volume





Traffic Volume - Future Total Volume





Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\...\2040_No-Build PM.pdf

Scenario 5 2040 No-Build_ PM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	11.4	B
3	Alpine Drive & Okapi/Puma Street	Two-way stop	HCM 2010	NB Thru	0.000	14.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	207	0	0	0	0	0	0	299
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	212	0	0	0	0	0	0	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	53	0	0	0	0	0	0	76
Total Analysis Volume [veh/h]	0	0	0	212	0	0	0	0	0	0	304
Pedestrian Volume [ped/h]	0			0			0			0	

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.42	10.91	8.32	10.96	11.41	10.57	7.86	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.04	1.04	1.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	26.00	26.00	26.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.55			10.96			2.62			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.50											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi/Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	0	1	0	0	3	2	58	3	1	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	177	0	153	0	0	0	0	0	59	51	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	0	154	0	0	3	2	58	62	52	50	4
Peak Hour Factor	1.0000	1.0000	1.0000	0.9023	1.0000	0.9023	0.9023	0.9023	1.0000	1.0000	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	0	39	0	0	1	1	16	16	13	14	1
Total Analysis Volume [veh/h]	181	0	154	0	0	3	2	64	62	52	55	4
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

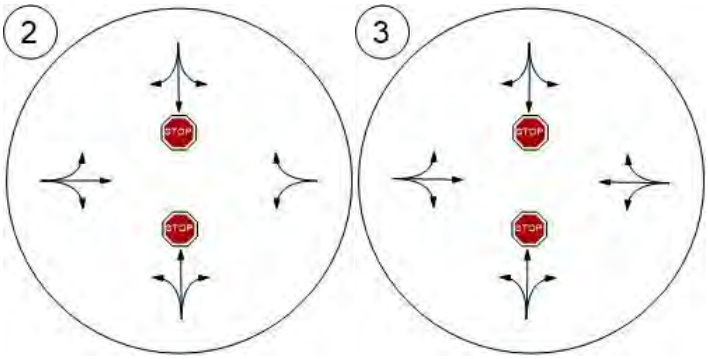
Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	13.83	14.27	12.20	12.17	11.05	8.58	7.33	0.00	0.00	7.56	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	2.18	2.18	2.18	0.01	0.01	0.01	0.27	0.27	0.27	0.25	0.25	0.25
95th-Percentile Queue Length [ft]	54.57	54.57	54.57	0.22	0.22	0.22	6.77	6.77	6.77	6.16	6.16	6.16
d_A, Approach Delay [s/veh]	13.08			8.58			0.11			3.54		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.35											
Intersection LOS	B											

Lane Configuration and Traffic Control



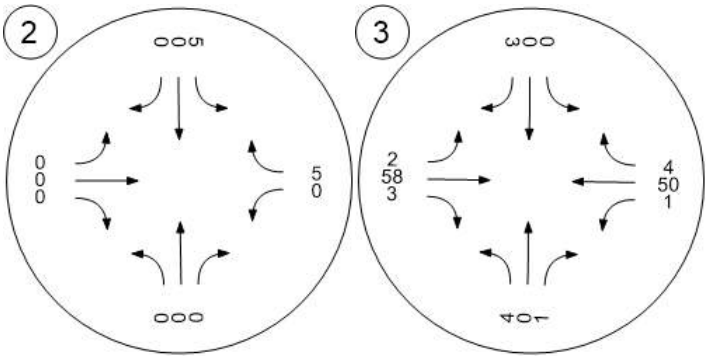


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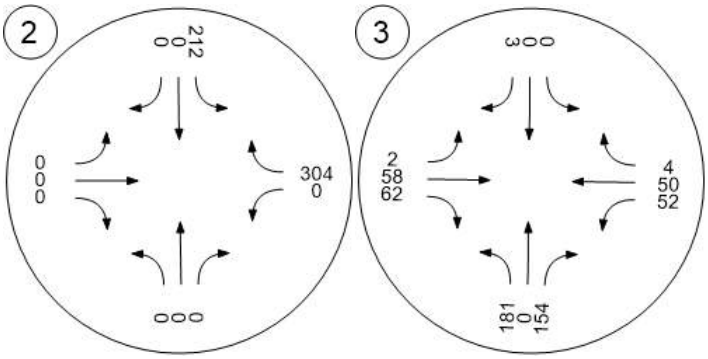
Traffic Volume - Base Volume





Traffic Volume - Future Total Volume





Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\...\2040_Build AM.pdf

Scenario 6 2040 Build_ AM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	14.0	B
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	NB Thru	0.000	18.9	C
4	Puma Street & Northern Site Access	Two-way stop	HCM 2010	WB Left	0.071	14.9	B
5	Puma Street & Southern Site Access	Two-way stop	HCM 2010	WB Left	0.075	15.5	C
6	Alpine Drive & Site Access	Two-way stop	HCM 2010	NB Left	0.021	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	357	0	4	11	31	0	0	19	201
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	363	0	4	11	31	0	0	19	203
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	91	0	1	3	8	0	0	5	51
Total Analysis Volume [veh/h]	0	0	0	363	0	4	11	31	0	0	19	203
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.46	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.62	10.74	8.45	13.54	13.99	12.82	7.69	0.00	0.00	7.28	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.51	2.51	2.51	0.10	0.10	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	62.73	62.73	62.73	2.41	2.41	2.41	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.61			13.53			2.02			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	8.01											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	0	1	3	0	2	0	53	6	0	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	71	0	65	0	0	0	0	8	185	160	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	0	66	3	0	2	0	61	191	160	45	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	19	1	0	1	0	18	56	47	13	0
Total Analysis Volume [veh/h]	86	0	77	4	0	2	0	71	224	187	53	1
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
d_M, Delay for Movement [s/veh]	18.62	18.94	12.74	16.83	17.18	8.69	7.32	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.43	1.43	1.43	0.05	0.05	0.05	0.00	0.00	0.00	0.70	0.70	0.70
95th-Percentile Queue Length [ft]	35.73	35.73	35.73	1.14	1.14	1.14	0.00	0.00	0.00	17.53	17.53	17.53
d_A, Approach Delay [s/veh]	15.84			14.12			0.00			6.47		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	5.99											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 4: Puma Street & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2	0	6	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	102	71	50	291	5	14	0	31	28	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	104	71	56	295	5	14	0	31	28	0	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	18	14	74	1	4	0	8	7	0	5
Total Analysis Volume [veh/h]	6	104	71	56	295	5	14	0	31	28	0	20
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.04	0.07	0.00	0.02
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	7.68	0.00	0.00	14.39	14.63	10.36	14.87	14.46	9.68
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh]	0.50	0.50	0.50	1.01	1.01	1.01	0.25	0.25	0.25	0.31	0.31	0.31
95th-Percentile Queue Length [ft]	12.52	12.52	12.52	25.34	25.34	25.34	6.18	6.18	6.18	7.67	7.67	7.67
d_A, Approach Delay [s/veh]	0.26			1.21			11.61			12.70		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.55											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 5: Puma Street & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2	0	0	6	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	135	71	50	292	7	25	0	41	28	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	137	71	50	298	7	25	0	41	28	0	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	34	18	13	75	2	6	0	10	7	0	5
Total Analysis Volume [veh/h]	6	137	71	50	298	7	25	0	41	28	0	20
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.06	0.00	0.06	0.08	0.00	0.02
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	7.74	0.00	0.00	15.10	15.28	10.76	15.49	14.81	9.94
Movement LOS	A	A	A	A	A	A	C	C	B	C	B	A
95th-Percentile Queue Length [veh]	0.61	0.61	0.61	1.05	1.05	1.05	0.40	0.40	0.40	0.33	0.33	0.33
95th-Percentile Queue Length [ft]	15.33	15.33	15.33	26.20	26.20	26.20	10.12	10.12	10.12	8.13	8.13	8.13
d_A, Approach Delay [s/veh]	0.22			1.09			12.41			13.18		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.76											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 6: Alpine Drive & Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	0	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	8	185	4	3	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	8	246	4	3	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	62	1	1	31
Total Analysis Volume [veh/h]	13	8	246	4	3	125
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

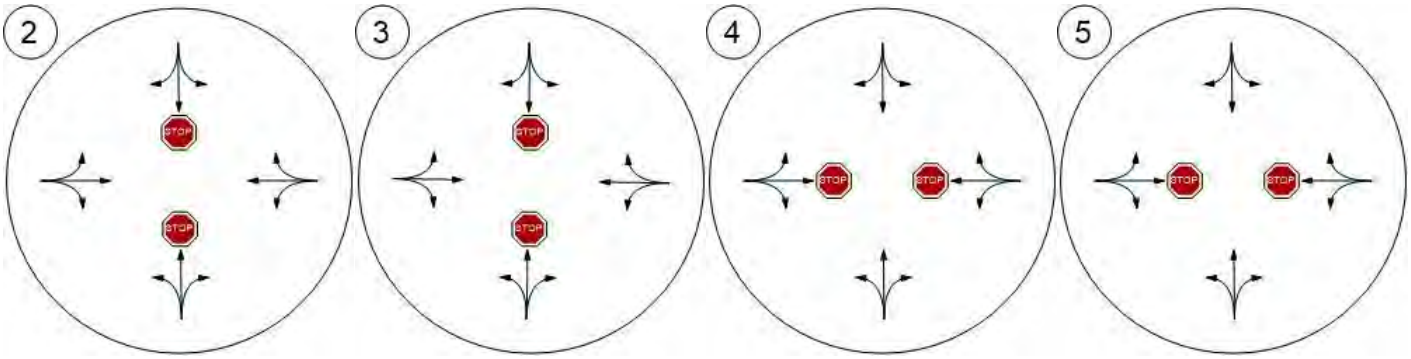
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

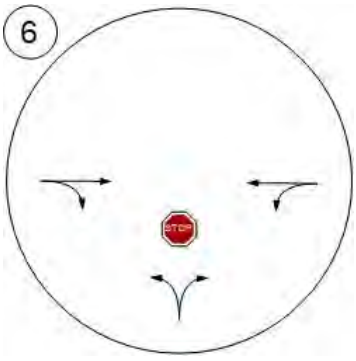
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.96	9.72	0.00	0.00	7.74	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.10	0.10	0.00	0.00	0.32	0.32
95th-Percentile Queue Length [ft]	2.40	2.40	0.00	0.00	8.07	8.07
d_A, Approach Delay [s/veh]	10.49		0.00		0.18	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Lane Configuration and Traffic Control

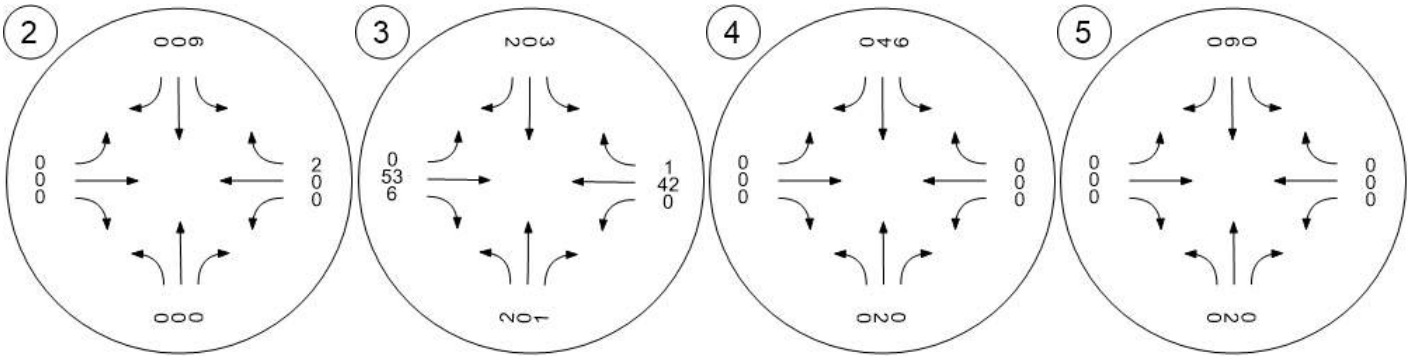


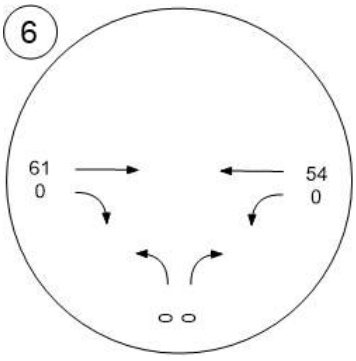




Traffic Volume - Base Volume

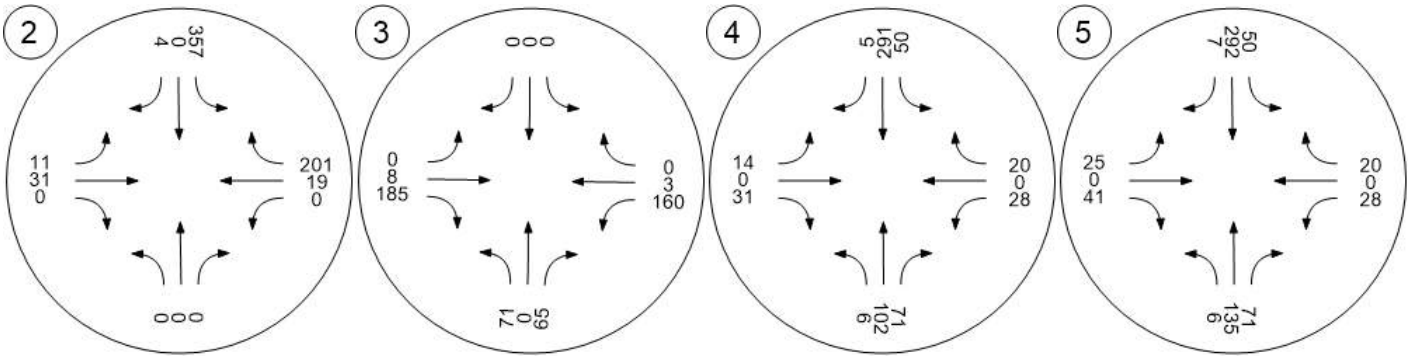


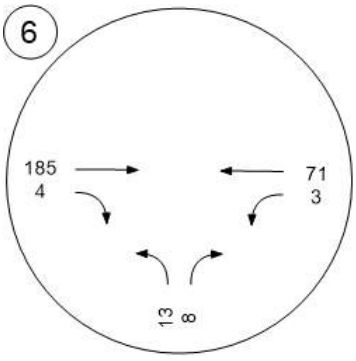




Traffic Volume - Net New Site Trips

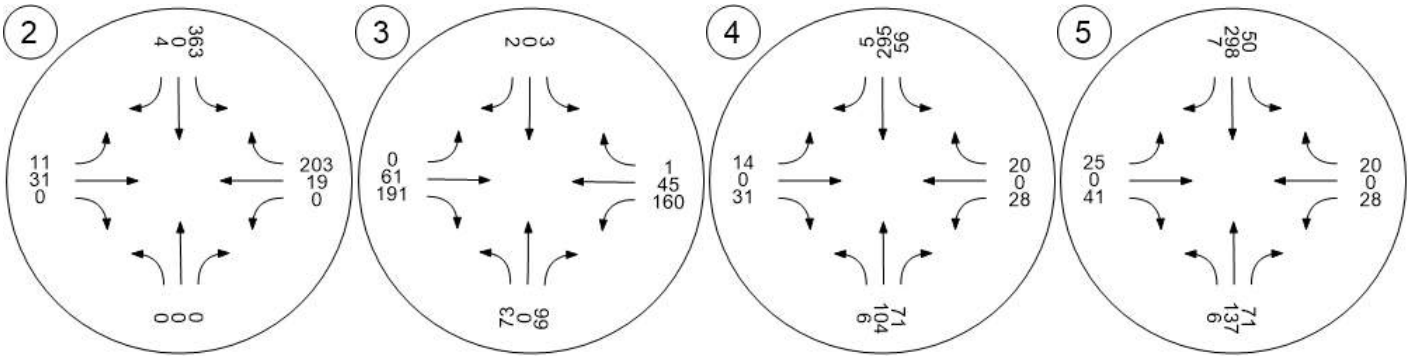


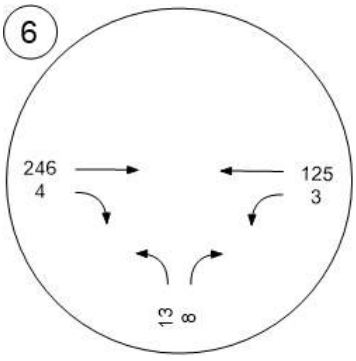




Traffic Volume - Future Total Volume







Vistro File: C:\...\Pearson Farm Model.vistro
Report File: C:\...\2040_Build PM.pdf

Scenario 7 2040 Build_ PM Peak
3/7/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	14.2	B
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	NB Thru	0.000	17.1	C
4	Puma Street & Northern Site Access	Two-way stop	HCM 2010	WB Left	0.177	16.1	C
5	Puma Street & Southern Site Access	Two-way stop	HCM 2010	WB Left	0.190	17.0	C
6	Alpine Drive & Site Access	Two-way stop	HCM 2010	NB Left	0.014	11.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	251	0	14	7	19	0	0	67	344
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	256	0	14	7	19	0	0	67	349
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	64	0	4	2	5	0	0	17	87
Total Analysis Volume [veh/h]	0	0	0	256	0	14	7	19	0	0	67	349
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.38	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.49	12.17	8.40	13.78	14.17	12.96	8.17	0.00	0.00	7.25	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.90	1.90	1.90	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	47.61	47.61	47.61	1.74	1.74	1.74	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.35			13.73			2.20			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	5.29											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	17.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	0	1	0	0	3	2	58	3	1	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	193	0	169	0	0	0	0	5	88	78	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	197	0	170	0	0	3	2	63	91	79	59	4
Peak Hour Factor	1.0000	1.0000	1.0000	0.9023	1.0000	0.9023	0.9023	0.9023	1.0000	1.0000	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	0	43	0	0	1	1	17	23	20	16	1
Total Analysis Volume [veh/h]	197	0	170	0	0	3	2	70	91	79	65	4
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	16.66	17.08	14.29	13.61	12.03	8.62	7.35	0.00	0.00	7.69	0.00	0.00
Movement LOS	C	C	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	3.05	3.05	3.05	0.01	0.01	0.01	0.36	0.36	0.36	0.35	0.35	0.35
95th-Percentile Queue Length [ft]	76.27	76.27	76.27	0.23	0.23	0.23	8.91	8.91	8.91	8.72	8.72	8.72
d_A, Approach Delay [s/veh]	15.56			8.62			0.09			4.10		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	9.34											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 4: Puma Street & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	5	0	0	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	302	36	25	125	17	9	0	19	73	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	307	36	25	129	17	9	0	19	73	0	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	77	9	6	32	4	2	0	5	18	0	13
Total Analysis Volume [veh/h]	22	307	36	25	129	17	9	0	19	73	0	51
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.02	0.00	0.02	0.18	0.00	0.07
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	8.02	0.00	0.00	14.69	14.02	9.22	16.09	16.01	12.39
Movement LOS	A	A	A	A	A	A	B	B	A	C	C	B
95th-Percentile Queue Length [veh]	1.01	1.01	1.01	0.49	0.49	0.49	0.14	0.14	0.14	0.97	0.97	0.97
95th-Percentile Queue Length [ft]	25.37	25.37	25.37	12.23	12.23	12.23	3.48	3.48	3.48	24.26	24.26	24.26
d_A, Approach Delay [s/veh]	0.45			1.17			10.98			14.57		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.61											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 5: Puma Street & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	5	0	0	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	293	36	25	166	26	16	0	25	73	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	298	36	25	170	26	16	0	25	73	0	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	75	9	6	43	7	4	0	6	18	0	13
Total Analysis Volume [veh/h]	22	298	36	25	170	26	16	0	25	73	0	51
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.04	0.00	0.03	0.19	0.00	0.07
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	8.00	0.00	0.00	15.48	14.71	9.70	17.00	16.77	12.61
Movement LOS	A	A	A	A	A	A	C	B	A	C	C	B
95th-Percentile Queue Length [veh]	1.04	1.04	1.04	0.66	0.66	0.66	0.24	0.24	0.24	1.03	1.03	1.03
95th-Percentile Queue Length [ft]	25.94	25.94	25.94	16.42	16.42	16.42	5.92	5.92	5.92	25.78	25.78	25.78
d_A, Approach Delay [s/veh]	0.47			0.90			11.96			15.19		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 6: Alpine Drive & Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	0	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	88	13	9	193
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	5	149	13	9	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	37	3	2	62
Total Analysis Volume [veh/h]	8	5	149	13	9	247
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

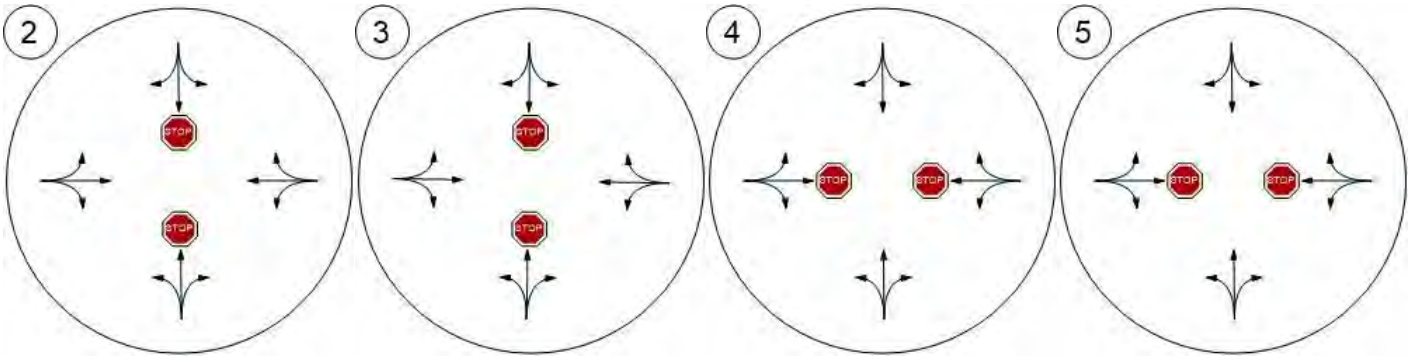
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

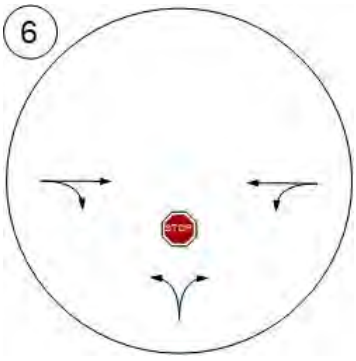
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.26	9.15	0.00	0.00	7.56	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.06	0.00	0.00	0.66	0.66
95th-Percentile Queue Length [ft]	1.47	1.47	0.00	0.00	16.47	16.47
d_A, Approach Delay [s/veh]	10.45		0.00		0.27	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	B					

Lane Configuration and Traffic Control

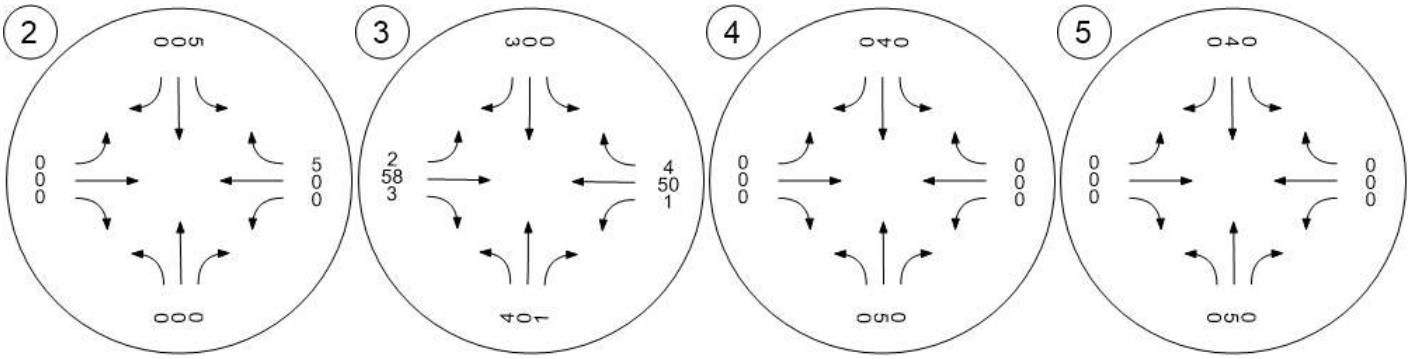


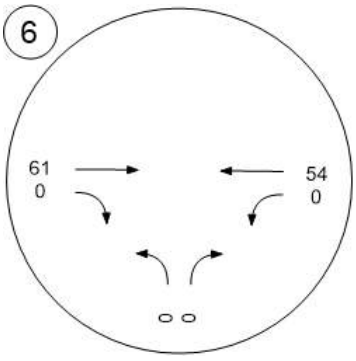




Traffic Volume - Base Volume

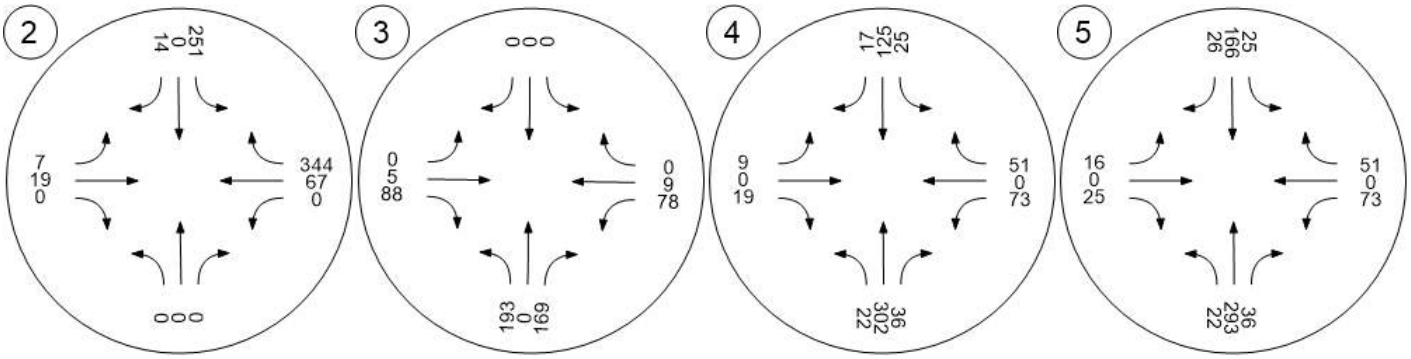


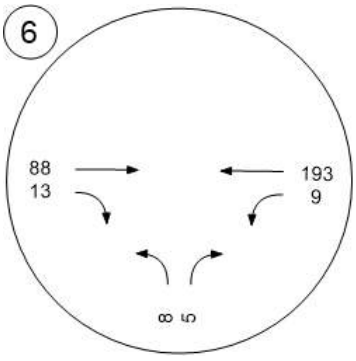




Traffic Volume - Net New Site Trips

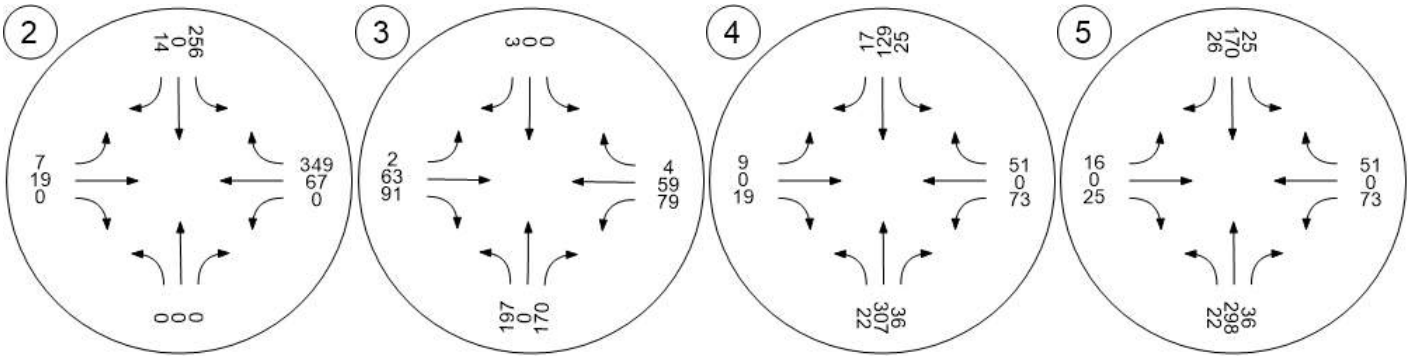


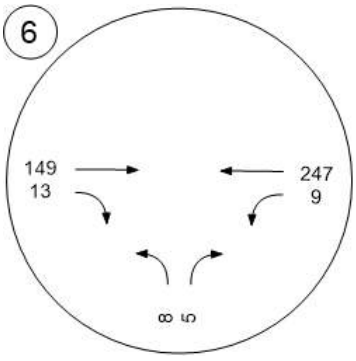




Traffic Volume - Future Total Volume







Response to Comments, Findings of Fact, and Record of Decision

Riverstone Addition
Environmental Assessment Worksheet

June 2017

RGU

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CITY OF RAMSEY

Response to Comments, Findings of Fact, and Record of Decision

Riverstone Addition Environmental Assessment Worksheet

June 2017

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APPENDICES

A. Written Comments Submitted to the City of Ramsey
B. Noise Study
C. Updated Traffic Study

INTRODUCTION

Riverstone Addition is proposed on 89.44 acres of land in the southwestern part of the City of Ramsey, Anoka County, Minnesota. The project will include up to 246 single-family homes and 98 townhome units, municipal sewer and water, mass grading, and stormwater features. The project will convert approximately 85.48 acres of annually-tilled cropland and small areas of trees to streets, homes, lawns, landscaping, and stormwater features.

An Environmental Assessment Worksheet (EAW) was prepared pursuant to Minnesota Rules 4410.4300, Subp. 19.c (Residential Development). The EAW and the respective comments have been reviewed in accordance with Minnesota Rules 4410.1700 to determine if the project has potential for significant environmental effects. This document includes responses to comments received by City of Ramsey (City), the Findings of Fact supporting the decision, and the Record of Decision indicating an Environmental Impact Statement (EIS) is not necessary for this project.

EAW Notification, Distribution, and Comment Period

In accordance with Minnesota Rules 4410.1500, the EAW was completed and distributed to persons and agencies on the official Environmental Quality Board (EQB) distribution list. The notification was published in the EQB Monitor on April 24, 2017, initiating the 30-day public comment period. A press release and public notice were submitted to Anoka County Union Herald. The comment period ended on May 24, 2017.

COMMENTS RECEIVED

The City received written comment letters from five agencies:

1. Minnesota Department of Natural Resources (MnDNR),
2. Minnesota Department of Transportation (MnDOT),
3. Minnesota Pollution Control Agency (MPCA),
4. Minnesota Historic Preservation Office (MHPO), and
5. Metropolitan Council (Met Council).

None of the comments recommended preparation of an EIS. The Metropolitan Council found the EAW to be complete and accurate with respect to regional concerns. The City of Ramsey did not receive comments from residents or individual members of the public.

RESPONSE TO COMMENTS

This document responds to comments on a letter-by-letter basis. It includes summaries of comments followed by responses. Complete comment letters are included in **Appendix A**. Responses to comments are generally confined to substantive issues that "address the accuracy and completeness of the material contained in the EAW, potential impacts that may warrant further investigation before the project is commenced, and the need for an EIS on the proposed project." (MN Rules 4410.1600). Some comments included general remarks, recommendations, or permit requirements. Such comments are noted for the record.

Minnesota Department of Natural Resources Comments

Shorelands

It is unlikely that a request for removal of the project area from the shoreland district would be approved by the MnDNR. Shoreland throughout the state contains roads that have created topographic divides and changed the drainage direction of overland sheet flow. Allowing land to be removed from a shoreland because of these human modifications to the landscape would defeat the purpose of the shoreland program. Shoreland is defined as a specific distance from a water body, not by topographic divide. Therefore, the portion of the development within the 1,000 foot shoreland district of Lake Itasca should be designed to comply with the standards in the City's Shoreland ordinance.

Response

The City intends to process Riverstone Addition as a shoreland PUD. Tier 3 of the shoreland district of Lake Itasca covers approximately 193,605 square feet (4.4 acres) in the northwestern part of the site. This shoreland area includes 478 square feet of delineated wetland, but does not include any bluffs. Based on the PUD methodology and standards described under MN Rules 6120.3800 and the Ramsey city code, subtracting the wetland from the total shoreland area leaves 193,127 square feet of Suitable Area. Dividing the Suitable Area by the 20,000-square-foot minimum size for sewered, nonriparian lots in a Natural Environment shoreland yields an allowable density of 9.65 lots.

The structural setback from the OHW of Lake Itasca will be roughly 750 feet, about five times the required 150-foot setback. Much of the shoreland lies within Lake Itasca Park, which will provide abundant open space. The City recently purchased 37 acres north of Alpine Drive to expand Lake Itasca Park from 23 to 60 acres. Based on the open space and the large setback from Lake Itasca, use of the 200% density multiplier in Tier 3 will increase the allowed density from 9.65 lots to19.3 lots. The Site Plan includes 12 lots in the shoreland, which is less than the 19 lots allowed.

The City of Ramsey recognizes that removal of areas from shoreland districts require MnDNR approval and that such approval is unlikely. However, the definition of shoreland under state rules and the Ramsey city code notes that:

> "The limits of shorelands may be reduced whenever the waters involved are bounded by topographic divides which extend landward from the waters for lesser distances and when approved by the commissioner."

Review of historical aerial photography suggests the project area drained southeast, and away from Lake Itasca, prior to construction of Alpine Drive in 1986. Drainage patterns showing drainage toward the southeast are apparent on aerial photographs back to 1937. An analysis completed for the Sommerset Station EAW in 2005 indicated the project area is located down gradient (i.e., "downstream") from Lake Itasca.

Floodplains

The EAW indicates a previous analysis showed Lake Itasca does not outlet during 100-year snowmelt and rainfall events, so the City of Ramsey proposed to install an outlet for the lake. It is not clear from the EAW discussion whether that outlet was previously installed or is being proposed now. Any change to the existing outlet characteristics of the lake will likely require a Public Waters Work Permit.

Response

The outlet was mentioned in the current EAW because it was discussed in an EAW prepared in 2005 for the Sommerset Station Subdivision. Sommerset Station would have covered 190 acres, including the Riverstone Addition property, but Sommerset Station did not advance to construction. The Sommerset Station EAW assumed that any outlet constructed would be above the OHW and the 100-year flood elevation of Itasca Lake.

The culvert under Alpine Drive acts an emergency overflow outlet from Itasca Lake. The control elevation in the culvert is 870.4 feet, which is higher than the 1% frequency flood elevation. Water from the emergency overflow would flow through Wetland 2, the Riverstone Addition ponding system, and continue draining southeast. The emergency overflow outlet will not affect Lake Itasca, nearby wetlands, or the proposed project design. Lowest floor elevations of homes on the project will be at least 3 feet above the highest anticipated groundwater table and 2 feet above the 100-year flood elevation, or 1 foot above the emergency overflow, whichever is greater.

Surface/Groundwater Appropriation

We recommend that ground water conservation measures, such as stormwater reuse for irrigation and use of drought tolerant native plants for landscaping, be incorporated into the development design.

Response

Comment noted.

Fish and Wildlife

The Blanding's turtle flyer and fact sheet should be provided to all contractors working in the area (see Appendix D of EAW). If Blanding's turtles are observed to be in danger, they should be moved out of harm's way by hand. State rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions.

Response

Comment noted.

Minnesota Department of Transportation Comments

Permits and Approvals

Work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at www.dot.state.mn.us/metro/maintenance/permits.html and application submission options are listed in the comment letter.

Response

Comment noted. The project is not expected to involve construction on, direct access to, or effects on MnDOT right of way.

Minnesota Pollution Control Agency

Low Impact Design

The MPCA advocates the use of Low Impact Design (LID) practices to aid in the minimization of stormwater impacts. LID is a stormwater management approach and site-design technique that emphasizes water infiltration, values water as a resource, and promotes use of natural systems to treat water runoff. Several examples LID practices are listed in the comment letter. LID concepts may be found at www.pca.state.mn.us/water/stormwater/stormwater-manual.html. Links to other LID resources are located at www.pca.state.mn.us/water/stormwater-management-low-impact-development-and-green-infrastructure.

Response

Comment noted.

Minnesota Historic Preservation Office

Historic Properties

We conclude that there are no properties listed In the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Response

Comment noted.

Metropolitan Council

Permits and Approvals

When the project proposer makes application to the MPCA for a permit to construct sanitary sewer, a copy of the plans, design data, and project location map will need to be submitted to the Metropolitan Council.

Table 3 of the EAW shows that a Comprehensive Plan Amendment has been submitted for the Riverstone project. This should be amended to state "to be applied for" because, as of May 22, 2017, no amendment for this development had been submitted to the Metropolitan Council.

Response

City of Ramsey staff have been in communication with Metropolitan Council staff and recently submitted an Administrative Comprehensive Plan Amendment to the Metropolitan Council.

Water Resources

Metropolitan Council staff encourages the City and Watershed to work with the project proposer to restore wetland habitat within degraded wetlands so the wetlands and their buffers become an amenity for the development.

Response

Comment noted.

Fish and Wildlife

Metropolitan Council staff recommends that the City specify use of surmountable curbs throughout the project site. The use of standard, near-vertical curbs can result in nearly full mortality of the area's turtle population by trapping them within roadways as they pass between wetlands for feeding and nesting. A more gently sloping curb, consistent with DNR's recommendation and guidance, will reduce mortality risks in the area without impacts to stormwater flow, safety, or maintenance. Use of MnDOT Curb and Gutter Design No. S524 or similar design is suggested.

Response

Comment noted.

Traffic and Transportation

The Riverstone site is within TAZ (transportation analysis zone) #61. The zone is currently forecasted to gain +86 households during 2014-40. Council staff recommend adding +260 households and +650 population to the TAZ #61 forecast to reflect the planned Riverstone development. Balancing adjustments can be made to TAZs elsewhere in the community. The City can update the TAZ forecast through correspondence to Metropolitan Council. Metropolitan Council's staff opinion is that the expected development fits within the community total forecast prepared by Metropolitan Council; no change is needed to the community total forecast.

Response

Comment noted.

FINDINGS OF FACT

Project Description

Proposed Project

Riverstone Addition is proposed on 89.44 acres of land in the southwestern part of the City of Ramsey, Anoka County, Minnesota. The project will include up to 246 single-family homes and 98 townhome units, municipal sewer and water, mass grading, and stormwater features.

Site Description and Existing Conditions

The project area is dominated by cropland and has a history of agricultural use. The project area is roughly 96% cropland, 2% tree rows, 1% wetland, and 1% grassland. The site includes sandy soils, 18 feet of topographic relief, and gradual slopes. Approximately 4.4 acres in the northwest part of the site is located within 1,000 feet of Lake Itasca, which is Minnesota DNR (MN DNR) pubic water 2-110P.

Decision Regarding the Potential for Significant Environmental Effects

Minnesota Rules 4410.1700, Subp. 7 lists four criteria that shall be considered in deciding whether a project has the potential for significant environmental effects. Those criteria and the City's findings are presented below.

A. Type, Extent, and Reversibility of Environmental Effects

Minnesota Rules 4410.1700 Subp. 7 (A) indicates the first factor that the City must consider is the "type, extent, and reversibility of environmental effects." The City's findings are set forth below.

1. **Cover Types**. The project will convert approximately 85.48 acres of annually-tilled cropland and small areas of trees to streets, homes, lawns, landscaping, and stormwater features. The project will include about 20.60 acres of open space, including 9.5 acres of stormwater basins.

2. **Shorelands**. The project area includes 4.4 acres of shoreland. The project design is consistent with residential densities allowed under Minnesota shoreland rules and PUD shoreland evaluation methods when the density increase multiplier is applied.

3. **Floodplains**. The proposed project will not affect the floodplains of Lake Itasca or the Mississippi River. Proposed homes will have lowest floor elevations at least 2 feet above the 100-year flood elevation, or 1 foot above the emergency overflow, whichever is greater.

4. **Land Use**. The proposed project is compatible with surrounding land uses and the proposed land use and zoning. The project will require a Comprehensive Plan Amendment to guide the site for LDR-Low Density Residential, which is intended for an average density of 4 units/acre.

5. **Geology and Soils**. Residential development grading is expected to affect about 87 acres of land and involve movement of about 475,000 cubic yards of soil to construct streets, residential building pads, and stormwater features.

6. **Water Quality**. Compliance with multiple stormwater requirements will minimize and mitigate potential adverse effects on receiving waters. Project construction will add about 14.5 acres of impervious surface to the site, consisting of streets, homes, and driveways. Stormwater rate and volume controls will limit increases in runoff volume and associated pollutant transport. Stormwater ponds and infiltration basins are expected to mitigate potential adverse effects on water quality.

7. **Wetlands and Surface Waters**. The project has been designed to avoid and minimize effects on wetlands to the extent practicable. Construction of a bituminous trail and an emergency overflow from Wetland 2 will require placement of fill in 2,039 square feet of Type 1 seasonally-flooded, farmed wetland. The proposed wetland impact is covered under the Minnesota Wetland Conservation Act 2,500-square-foot de minimis exemption threshold that applies to wetlands in the project area. Representatives from the U.S. Army Corps of Engineers reviewed the wetlands in the field on April 21, 2017, and stated that wetlands on the site are isolated from navigable waters and are not regulated under Section 404 of the Federal Clean Water Act.

8. **Wastewater**. The project is expected to produce normal domestic wastewater that will be typical of residential developments. The proposed project does not raise wastewater conveyance or treatment capacity concerns.

9. **Hazardous Materials**. The project area has been used as cropland since at least the 1930s. The site is not known to include environmental hazards. The agricultural land use history suggests low potential for environmental contamination.

10. **Ecological Resources**. Project development will convert about 85.5 acres of cropland and 0.9 acres of trees to residential land uses. The project may affect the number and type of wildlife species in the area, but changes in wildlife abundance are not expected to be regionally significant.

11. **Historic Resources**. A search of the Minnesota Archaeological Inventory and Historic Structures Inventory did not identify archaeological sites or historic structures known to exist in the project vicinity. The project is not expected to affect historic resources.

12. **Visual Resources**. There are no scenic views or vistas on or adjacent to the project area. Substantial effects on visual resources are not anticipated in conjunction with project development.

13. **Noise**. A Noise Study predicted noise levels at 19 receptor locations. The modeled noise level at one of the receptor locations exceeded Minnesota NAC-1 noise standards for daytime hours (**Appendix B**). The noise study lists potential remedies for this situation.

14. **Transportation**. The traffic to be generated by the proposed project does not raise capacity or safety concerns. Traffic generated by the project will have little effect on the regional transportation system. Intersections surrounding the site will continue to operate at acceptable levels of service with the addition of traffic generated by the proposed project. The Updated Traffic Study for the project is included in **Appendix C**.

B. Cumulative Potential Effects

Minnesota Rules 4410.1700 Subp. 7 (B) indicates the second factor the City must consider is "whether the cumulative potential effect is significant; whether the contribution from the project is significant when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project." The City's findings are set forth below.

Projects typically combine to produce cumulative effects on municipal resources like water and wastewater treatment. The City of Ramsey has planned for growth and increased capacity to address these cumulative effects. The proposed project will implement approved mitigation measures and be consistent with land use policies for areas served by municipal sewer and water.

Cumulative effects of suburban development on natural resources may include the loss of agricultural land and the loss and fragmentation of wildlife habitat. Surface water runoff from the project area will infiltrate into the soil or be treated in ponds prior to discharge to the Mississippi River. Stormwater regulations administered by multiple agencies and water quality BMPs are expected to minimize cumulative effects of post-development runoff on downstream waters.

C. Extent to Which the Environmental Effects are Subject to Mitigation

Minnesota Rules 4410.1700 Subp. 7 (C) indicates the third factor the City must consider is the "extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority." The City's findings are set forth below.

Environmental effects on cover types, shorelands, floodplains, water quality, and traffic are subject to additional approvals and/or mitigation through requirements of local, state, and federal regulations, ordinances, management plans, and permitting processes. The following permits and approvals are required for the project addressed under the EAW. These permitting and approval processes will provide additional opportunity to require mitigation.

Potential environmental effects associated with this project will be mitigated in accordance with applicable rules and regulations. The City of Ramsey therefore finds that potential environmental effects of the project are less than significant and "subject to mitigation by ongoing public regulatory authority."

Table 1. Permits and Approvals

Unit of Government	Type of Application	Status
City of Ramsey	EAW Decision	Submitted
City of Ramsey	Comprehensive Plan Amendment	Submitted
City of Ramsey	Rezoning	Submitted
City of Ramsey	Concept Plan Approval	Submitted
City of Ramsey	Plat Approval	To be applied for
City of Ramsey	PUD Approval	To be applied for
City of Ramsey	Grading Permit	To be applied for
City of Ramsey	Building Permit	To be applied for
City of Ramsey	Stormwater Management and Erosion Control Approval	To be applied for
City of Ramsey	Municipal Water Connection Permit	To be applied for
City of Ramsey	Sanitary Sewer Connection Permit	To be applied for
Lower Rum River WMO	WCA Wetland Boundary/Type Determination	Approved
Lower Rum River WMO	WCA De minimis Exemption	Submitted
Lower Rum River WMO	Watershed Permit	Submitted
Metropolitan Council	Comprehensive Plan Amendment	Submitted
Minnesota Department of Health	Water Main Extension Approval	To be applied for
Minnesota Department of Natural Resources	Water Appropriation Permit	To be applied for
Minnesota Pollution Control Agency	NPDES/SDS General Permit	To be applied for
Minnesota Pollution Control Agency	Sanitary Sewer Extension Approval	To be applied for
U. S. Army Corps of Engineers	Wetland Delineation Concurrence / Jurisdictional Determination	Submitted

D. Extent to Which Environmental Effects can be Anticipated and Controlled

Minnesota Rules 4410.1700 Subp. 7 (D) indicates the final factor the City must consider is the "extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other EISs." The City's findings are set forth below.

1. The proposed project design, plans, EAW, related studies, and mitigation measures apply knowledge, approaches, standards, and best management practices gained from previous experience and projects that have, in general, successfully mitigated potential offsite environmental effects.

2. The EAW, in conjunction with this document, contains or references the known studies that provide information or guidance regarding environmental effects that can be anticipated and controlled.

3. Other projects studied under environmental reviews in Minnesota have included studies and mitigation measures comparable to those included in this EAW.

4. There are no elements of the project that pose the potential for significant environmental effects that cannot be addressed by the project design, assessment, permitting and development processes and by ensuring conformance with regional and local plans.

5. The environmental effects of this development can be anticipated and controlled by the City's PUD application process and other regulatory processes.

6. Considering the results of environmental review and permitting processes for similar projects, the City of Ramsey finds that the environmental effects of the project can be adequately anticipated and controlled.

Based on the EAW, comments received, responses to comments, and criteria above, the City of Ramsey finds that Riverstone Addition does not have the potential for significant environmental effects and does not require the preparation of an EIS.

RECORD OF DECISION

Based on the EAW, the response to comments, and the Findings of Fact, the City of Ramsey, the RGU for this environmental review, concludes the following:

1. The EAW was prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, Parts 4410.1000 to 4410.1700 (2015),

2. The EAW satisfactorily addressed the issues for which existing information could have been reasonably obtained,

3. Based on the criteria established in Minnesota Rules 4410.1700, the project does not have the potential for significant environmental effects,

4. The City makes a "Negative Declaration," and

5. **An EIS is not required.**

CITY OF RAMSEY
COUNTY OF ANOKA
STATE OF MINNESOTA

RESOLUTION #17-06-113

RESOLUTION FINDING NO NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE RIVERSTONE ADDITION ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

WHEREAS, Minnesota Rules 4410.4300, Subp. 19.C, requires that an EAW be prepared for a residential development of at least 100 unattached units or 150 attached units if the development is not consistent with the adopted comprehensive plan in a city within the seven-county Twin Cities metropolitan area; and

WHEREAS, on April 13, 2017, an EAW was completed for Riverstone Addition, which includes up to 246 detached single-family homes and 98 attached townhome units; and

WHEREAS, by April 24, 2017, copies of the EAW were distributed to all persons and agencies on the official Environmental Quality Board (EQB) distribution list and other interested parties; and

WHEREAS, on April 24, 2017, the EAW was publicly noticed in the EQB Monitor, commencing the 30-day public comment period; and

WHEREAS, a press release and public notice was submitted to the Anoka County Union Herald and published on April 21, 2017, announcing the completion of the EAW, its availability to interested parties, and the process for submitting comments on the EAW; and

WHEREAS, the 30-day comment period ended May 24, 2017 at 4:30 p.m., and the City of Ramsey accepted and responded to all written comments received; and

WHEREAS, none of the comments received recommended preparation of an EIS, and none suggested that the project had the potential to cause significant environmental effects.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, THAT:

1. The EAW was prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, Parts 4410.1000 to 4410.1700 (2015),

2. The EAW satisfactorily addressed the environmental issues for which existing information could have been reasonably obtained,

3. Based on the criteria established in Minnesota Rules 4410.1700, the project does not have the potential for significant environmental effects,

4. The City makes a "Negative Declaration,"

5. **An EIS is not required,** and

6. The City adopts the Response to Comments, Findings of Fact, and Record of Decision for Riverstone Addition Environmental Assessment Worksheet (Record of Decision) and directs the Community Development Director to maintain the Record of Decision and to distribute it in accordance with the EQB rules.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

Mayor Strommen
Councilmember Williams
Councilmember Kuzma
Councilmember LeTourneau
Councilmember Johns
Councilmember Riley
Councilmember Shryock

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____

Mayor

ATTEST:

_____

City Clerk

Appendix A
Written Comments Submitted to the City of Ramsey

Record of Decision
Riverstone Addition EAW

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DEPARTMENT OF NATURAL RESOURCES

Minnesota Department of Natural Resources
Ecological and Water Resource
1200 Warner Road
St. Paul, MN 55106

May 16, 2017 Transmitted Electronically

Tim Gladhill
Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 5303

Re: Riverstone Addition EAW

Dear Tim Gladhill,

The Minnesota Department of Natural Resources (DNR) has reviewed the Environmental Assessment Worksheet (EAW) for the Riverstone Addition located in Ramsey, MN. We offer the following comments for your consideration.

Shorelands (page 7)

The EAW acknowledges that a portion of the site is in the Shoreland Overlay District of Lake Itasca, but suggests that the shoreland in the project area is eligible to be reduced because Alpine Drive NW functions as a drainage divide, such that the project area will not drain north to Lake Itasca. Please note that any removal of shoreland district area is subject to review and approval by DNR and it is unlikely that this request would be approved. Shoreland throughout the state contains roads (topographic divides) that have changed the drainage direction of overland sheet flow. Allowing land to be removed from a shoreland because of these human modifications to the landscape would defeat the purpose of the shoreland program. Shoreland is defined as a specific distance from a water body, not by topographic divide. Therefore, the portion of the development within the 1,000 foot shoreland district of Lake Itasca should be designed to comply with the standards in the City's Shoreland ordinance.

Floodplains (page 7)

The EAW indicates that in connection with a previous development, a water level analysis showed that Lake Itasca does not outlet during 100-year snowmelt and rainfall events, but modeled water levels came close to reaching the outlet on the south side of the lake, so the City of Ramsey proposed to install an outlet for the lake. It is not clear from the EAW discussion whether that outlet was previously installed or is being proposed in connection with this development proposal. Please note that any change to the existing outlet characteristics of the lake will likely require a Public Waters Work Permit.

Surface/Groundwater Appropriations (pages 15 - 16)

We recommend that ground water conservation measures, such as stormwater reuse for irrigation and use of drought tolerant native plants for landscaping, be incorporated into the development design.

Fish, Wildlife, Plant Communities and Sensitive Ecological Resources (Rare Features) (pages 20 -22)

As stated in DNR's NHIS letter, the Blanding's turtle flyer and fact sheet should be provided to all contractors working in the area (see Appendix D of EAW). If Blanding's turtles are in imminent danger they should be moved by hand out of harm's way, otherwise they should be left undisturbed. Please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions.

Thank you for the consideration of our comments.

Sincerely,

/s/ Rebecca Horton

CC: Kate Drewry, Melissa Doperalski

DEPARTMENT OF TRANSPORTATION

Metropolitan District
1500 County Road B2 West
Roseville, MN 55113

May 18, 2017

Tim Gladhill
City of Ramsey
Community Development Director
7550 Sunwood Dr. NW
Ramsey, MN 55303

SUBJECT: Riverstone Addition
MnDOT Review #EAW17-008
NW quad US10 and Puma St
Ramsey, Anoka County

Dear Mr. Gladhill:

Thank you for the opportunity to review the Riverstone Addition EAW. Please note that MnDOT's review of this EAW does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, please keep MnDOT's staff informed of any major changes. MnDOT's has reviewed the document and has the following comments:

Permit Required
Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at http://www.dot.state.mn.us/metro/maintenance/permits.html

Please include one to one set of plans formatted to 11X17 with each permit application. : Please submit/send all permit applications and 11X17plan sets to: metropermitapps.dot@state.mn.us
Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disc.

4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7784.

Sincerely,



Karen Scheffing
Principal Planner

Copy sent via E-Mail:
Brian Kelly, Water Resources
Buck Craig, Permits
Gayle Gedstad, Traffic
Ashley Roup, Right-of-Way
Paul Jung, Area Engineer
Nancy Jacobson, Design
Russell Owen, Metropolitan Council

Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

May 24, 2017

Mr. Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Riverstone Addition Environmental Assessment Worksheet

Dear Mr. Gladhill:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Riverstone Addition project (Project) located in the city of Ramsey, Anoka County, Minnesota. The Project consists of an 89-acre residential development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Low Impact Design

The MPCA advocates the use of Low Impact Design (LID) practices to aid in the minimization of stormwater impacts. LID is a stormwater management approach and site-design technique that emphasizes water infiltration, values water as a resource, and promotes the use of natural systems to treat water runoff. Examples include:

- Special ditches, arranged in a series, that soak up more water
- Vegetated filter strips at the edges of paved surfaces
- Trees or swales between rows of cars
- Residential or commercial rain gardens designed to capture and soak in stormwater
- Porous pavers, concrete, and asphalt for sidewalks and parking lots
- Narrower streets
- Rain barrels and cisterns
- Green roofs

LID concepts may be found in the *State of Minnesota Stormwater Manual* dated November 2005 located on the MPCA website at: http://www.pca.state.mn.us/water/stormwater/stormwater-manual.html.

In addition, the MPCA LID webpage provides a description and examples of LID features such as permeable pavement, rain gardens, and green roofs. Links to other resources on LID are available as well. The website is located at: https://www.pca.state.mn.us/water/stormwater-management-low-impact-development-and-green-infrastructure.

We appreciate the opportunity to review this Project. Please provide the notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me via email at Karen.kromar@state.mn.us or via telephone at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Teresa McDill, MPCA, St. Paul

Minnesota
Historical Society

MINNESOTA HISTORIC PRESERVATION OFFICE

May 23, 2017

Mr. Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

RE: EAW – Riverstone Addition
T32 R25 S20 and S29, Ramsey, Anoka County
MnHPO Number: 2017-1792

Dear Mr. Gladhill:

Thank you for providing this office with a copy of the Environmental Assessment Worksheet (EAW) for the above-referenced project.

Based on our review of the project information, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers, Manager
Government Programs and Compliance

May 22, 2017

Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: City of Ramsey Environmental Assessment Worksheet (EAW) – Riverstone Development
Metropolitan Council Review No. 21716-1
Metropolitan Council District 9

Dear Mr. Gladhill:

The Metropolitan Council received an EAW for the Riverstone Development on April 21, 2017. This EAW reviews a project which will include up to 246 detached single-family homes and 98 attached townhome units on 89.44 acres of land in the City of Ramsey. Site development will include installation of municipal sewer and water, grading, and stormwater features. The project area is bordered on the north by Alpine Drive NW, on the east by Puma Street NW, on the south by the Burlington Northern Railroad and U.S. Highway 10/169, and the west by the Links at Northfork Golf Course.

Council staff has conducted a review of this EAW to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. The staff review finds that the EAW is complete and accurate with respect to regional concerns and does not raise issues of consistency with Council policies. The following sections offer comments regarding technical information that should be included in the EAW as well as advisory comments for the City's consideration.

Item 8 – Permits and Approvals Required *(Jim Larsen, 651-602-1159)*
In accordance with Minnesota Statute Section 473.513, at the time the project proposer makes application to the Minnesota Pollution Control Agency (MPCA) for a permit to construct each segment of sanitary sewer for the proposed project, a copy of the plans, design data, and a location map of the project will also need to be submitted to the Metropolitan Council. The Council's Environmental Service Engineering Programs staff will need to review, comment, and issue a nonobjection decision relative to issuance of the construction permit by the MPCA before connection can be made to the City's wastewater disposal system.

Item 11.b.iv.a. – Water Resources – Surface Waters – Wetlands *(Jim Larsen, 651-602-1159)*
The EAW states that the two wetlands to be retained within the project site, when delineated in October of 2016, had dominant vegetation consisting of soybeans, reed canary grass, and stunted corn. It also indicates that Lower Rum River Watershed Management Organization wetland protection standards will require native vegetation to be established within a 16.5-foot wide buffer strip around the wetlands. Council staff encourages the City and Watershed to work with the project proposer to restore wetland habitat within these two degraded wetlands as a part of the overall project, so that they can become an amenity for the proposed development once buffers have been reestablished around them.

Item 13 – Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features) *(Jim Larsen, 651-602-1159)*
The EAW states that Blanding's turtles (*Emydoidea blandingii*), a state threatened reptile species, has been observed in the vicinity of the proposed project. The prevalence of wetlands, stormwater treatment, and infiltration basins on and near this site raises the concern for wildlife impacts following completion of the proposed project. Indigenous fauna will likely attempt to remain in the area, in spite of its gradual conversion from a rural to an urban setting. Council staff recommends that the City specify the utilization of sloping, surmountable curbing throughout the project site. The use of standard, near-vertical B524 or similar curbing can be expected to result in nearly full mortality of the area's turtle population by entrapping them within roadways as they pass between and to nearby water basins for feeding and nesting. The simple change to a more gently sloping curb, consistent with DNR's recommendation and guidance contained in Appendix D will reduce fauna mortality risks in the area without impacts to stormwater flow, driver and pedestrian safety, or maintenance activities. Use of Minnesota Department of Transportation Curb and Gutter Design No. S524 or similar design profile is suggested.

Item 8 – Permits and Approvals Required *(Eric Wojchik, 651-602-1330)*
Table 3 shows that a Comprehensive Plan Amendment has been submitted for the Riverstone project. This detail should be amended to state 'To be applied for' because, as of the date of this letter, no amendment for this development has been submitted to the Metropolitan Council.

Forecasts *(Todd Graham, 651-602-1322)*
TAZ forecasts are not discussed in plan materials, but this would be helpful information. A draft set of TAZ forecasts for 2040 has been prepared by Met Council and is available for local governments to review.

The Riverstone site is within TAZ #61. The zone is currently forecasted to gain +86 households during 2014-40. Council staff recommend adding +260 households and +650 population to the TAZ #61 forecast, to reflect the planned Riverstone development. *Balancing adjustments* can be made to TAZs elsewhere in the community. The City can update the TAZ forecast through correspondence to Metropolitan Council.

Council staff opinion is that the expected development fits within the community total forecast prepared by Metropolitan Council; no change is needed to the community total forecast.

This concludes the Council's review of the EAW. The Council will take no formal action on the EAW. If you have any questions or need further information, please contact Eric Wojchik, Principal Reviewer, at 651-602-1330.

Sincerely,

LisaBeth Barajas, Manager
Local Planning Assistance

CC: Steve O'Brien, MHFA
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Todd Haas, Board Chair, Lower Rum River WMO
Edward Reynoso, Metropolitan Council District 9
Eric Wojchik, Principal Reviewer/Sector Representative
Raya Esmaeili, Reviews Coordinator

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Appendix B
Noise Study

Record of Decision
Riverstone Addition EAW

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SBP ASSOCIATES, INC.

22502 Beach Road
Deerwood, MN 56444
Phone: 952-920-1500

Riverstone Addition
Ramsey, Minnesota
Noise Study
May, 2017

I. Project Description

Riverstone Development, LLC is proposing a residential development in Ramsey, Minnesota. The proposed project location is bordered on the south by Minnesota Highway 10 (TH 10) and a Burlington Northern railroad track. The proposed project location and layout is shown in Figure 1. Because of the potential noise impacts from TH 10 traffic, the City of Ramsey has requested a noise study to evaluate the proposed project relative to Minnesota Noise Standards.

The project is proposing a berm between the residential area and the highway and railroad.

II. Minnesota Noise Standards

Minnesota Rules Chapter 7030 provide the Minnesota standards for noise. These standards describe the limiting levels of sound established on the basis of present knowledge for the preservation of health and welfare. These standards are designed to be consistent with sleep, speech, annoyance, and hearing conservation requirements for receivers within areas grouped according to land use activities. The Minnesota standards are as follows:

	7:00 AM to 10:00 PM		10:00 PM to 7:00 AM	
	L_{10}	L_{50}	L_{10}	L_{50}
NAC-1 (Residential)	65	60	55	50
NAC-2 (Commercial)	70	65	70	65
NAC-3 (Industrial)	80	75	80	75

L_{10} means the sound level which is exceeded for 10 percent of the time for a one-hour period. L_{50} means the sound level which is exceeded 50 percent of the time for a one-hour period. Sound levels are expressed in dBA. A dBA is a unit of sound level expressed in decibels and weighted for the purpose of determining the human response to sound.

The nighttime NAC-1 standards are designed to prevent sleep interference for people sleeping in bedrooms with partially open windows. NAC-2 nighttime standards apply to NAC-1 locations if the building is constructed in such a way that the exterior to interior sound level attenuation is at least 30 dBA and the building has year-round climate control. Buildings meeting the State building code requirements typically meet the 30 dBA exterior to interior sound level attenuation requirement.

The NAC-1 daytime standards are designed to prevent speech interference in areas for outdoor activities. Areas for outdoor activities are not allowed if these noise levels are exceeded.

III. Noise Monitoring

SBP conducted monitoring on May 5, 2017 at locations representing the first and second rows of homes nearest the highway and railroad. Two of the locations (M1 and M2) are representative of the residential locations in the first row of housing away nearest the railroad and highway, and one location (M3) is representative of the second row of housing. The monitoring locations are shown in Figure 1.

Monitoring was conducted with two Type 1 sound analyzers, a Sinus Apollo, and CEL Model 593. Each analyzer was periodically field calibrated during the testing. Monitoring was conducted consistent with MPCA procedures. Monitoring was conducted for periods of 30 minutes to one hour in length.

The following table presents the results of the noise monitoring.

Table 1
Noise Monitoring Results – May 5, 2017
Riverstone Addition, Ramsey, MN

Location	Distance North of Railroad Track	Time	L_{10} (dBA)	L_{50} (dBA)	Notes
M1	165 feet	1126-1156	60.2	54.0	1 NB Train
M2	165 feet	1128-1158	60.5	54.5	1 NB Train
M1	165 feet	1221-1251	58.9	53.3	No Train
M1	165 feet	1251-1321	60.5	54.7	No Train
M1	165 feet	1332-1432	64.4	58.3	2 SB trains, 1 NB at the End
M3	400 feet	1209-1239	56.0	51.5	No Train
M3	400 feet	1322-1357	60.0	55.0	1 SB Train
M3	400 feet	1407-1447	61.5	57.5	2 NB Trains

In addition to this summary data, SBP also collected detailed time history data during selected monitoring periods. This data has been used to determine the impact of train noise relative to the State Standards. Complete monitoring data sets are available upon request.

The data shows the site noise levels to be well below the State daytime standards for the earlier monitoring periods, and within, but very near the Standards for the later period at location M1. This is likely due to increasing traffic volumes in the later afternoon.

IV. Highway 10 Noise Impacts - Noise Modeling Results

In order to determine the post-development noise impacts from Highway 10, SBP used the MINNOISEV31 traffic noise model to determine daytime and nighttime peak noise hour noise levels at selected residential locations in the proposed development. MINNOISEV31 is a modified version of the FHWA noise prediction model STAMINA 2.0.

Receptor Locations

Noise impacts were modeled at 19 receptors representing worst-case residential locations for noise impacts from Highway 10. The receptor locations are shown in Figure 1.

Traffic and High Noise Hour Determination

Generally, the highest hours for traffic noise impacts are when heavy truck volumes are high and there is free flowing traffic. Hourly breakdowns of existing traffic and heavy truck volumes for Highway 10 at this location were provided by Spack Consulting.

Based on this data, SBP conducted modeling of impacts at the project receptor locations using traffic volumes from likely high impact hours. It was determined that the 4:00 pm to 5:00 pm hour is the high impact daytime (7:00 am to 10:00 pm) hour for this location. The 6:00 am to 7:00 am hour is the highest impact nighttime (10:00 pm to 7:00 am) hour for this location.

Modeled Highway Noise Impacts

Table 2 and 3 present the modeled daytime and nighttime peak hour noise level impacts at each of the 22 receptor locations.

Table 2
Daytime Peak-Hour Highway Noise Modeling Noise Impact Results – May 5, 2017
Riverstone Addition, Ramsey, MN

Receptor	L_{10} (dBA)*	L_{50} (dBA)*
R1	63.2	59.6
R1A	64.0	**60.4**
R1B	63.2	59.7
R2	60.8	57.3
R3	58.7	55.5
R4	57.6	54.7
R5	57.5	54.3
R6	57.2	54.2
R7	57.8	54.9
R8	60.2	56.9
R9	59.1	55.9
R10	55.9	53.2
R11	60.6	57.6
R12	60.2	57.1
R13	58.1	55.2
R14	57.6	54.7
R15	55.9	53.2
R16	56.3	53.5
R17	53.5	51.0

*Bolded numbers exceed Minnesota NAC-1 standards for daytime hours.

Table 3
Nighttime Peak-Hour Highway Noise Modeling Noise Impact Results – May 5, 2017
Riverstone Addition, Ramsey, MN

Receptor	L_{10} (dBA)	L_{50} (dBA
R1	**61.9**	**57.8**
R1A	**62.7**	**58.7**
R1B	**61.9**	**58.1**
R2	**59.6**	**55.7**
R3	**57.4**	**53.8**
R4	**56.4**	**53.1**
R5	**56.3**	**52.7**
R6	**56.0**	**52.6**
R7	**56.5**	**53.2**
R8	**58.9**	**55.2**
R9	**57.9**	**54.4**
R10	54.8	**51.8**
R11	**59.4**	**56.0**
R12	**59.0**	**55.6**
R13	**56.9**	**53.7**
R14	**56.4**	**53.3**
R15	**54.8**	**51.8**
R16	**55.1**	**52.0**
R17	52.4	49.6

*Bolded numbers exceed Minnesota NAC-1 standards for nighttime hours.

The modeled noise level at one of the 19 receptor locations exceeds the Minnesota NAC-1 standards for daytime hours. The modeled noise level at all but one of the receptor locations exceeds the Minnesota NAC-1 standards for nighttime hours.

The NAC-1 daytime standards are designed to prevent speech interference in areas for outdoor activities. Areas for outdoor activities are not allowed if these noise levels are exceeded. The modeled L_{50} noise level at Receptor R1A exceeds the State standard by just 0.4 dBA. Remedies could include 1) having no areas for outdoor use in the portion of the property facing the roadway, 2)a barrier (solid fence) around all or a portion of the yard or patio at this home blocking the line of site between the vehicles on the road and an area designated for outdoor use or, 3) extending the proposed berm to provide additional mitigation at this location.

The nighttime NAC-1 standards are designed to prevent sleep interference for people sleeping in bedrooms with partially open windows. NAC-2 nighttime standards apply to NAC-1 locations if the building is constructed in such a way that the exterior to interior sound level attenuation is at least 30 dBA and the building has year-round climate control. Buildings meeting the State building code requirements typically meet the 30 dBA exterior to interior sound level attenuation requirement.

All modeled nighttime impacts are within the NAC-2 standards. Therefore, assuming the proposed residences will have year-round climate control, the modeled impacts at the proposed development are within the State noise standards and no additional mitigation is required.

V. Railroad Noise Impacts

Based on the noise monitoring data collected during train pass-bys, the trains are not generally expected to cause exceedances of the State Noise standards. Analysis of time history data for the train pass-bys show that the full length trains cause elevated noise levels (above 64.5 dBA) for about 90 to 110 seconds. Without, the proposed berm, it would take four or more full length trains passing by in an hour to approach the 6 minutes of impact required for the L_{10} exceedances. One to three full length trains passed by per hour during the monitoring. This is consistent with MnDOT rail traffic information for this track. Therefore, train noise is not likely to cause the Minnesota noise standards to be exceeded in a way that requires additional mitigation.

VI. Summary and Conclusions

Riverstone Development, LLC is proposing a residential development in Ramsey, Minnesota. The proposed project location is bordered on the south by Minnesota Highway 10 (TH 10) and a Burlington Northern railroad track. The proposed project location and layout is shown in Figure 1. Because of the potential noise impacts from TH 10 traffic , the City of Ramsey as requested a noise study to evaluate the proposed project relative to Minnesota Noise Standards.

The project is proposing a berm between the residential area and the highway and railroad.

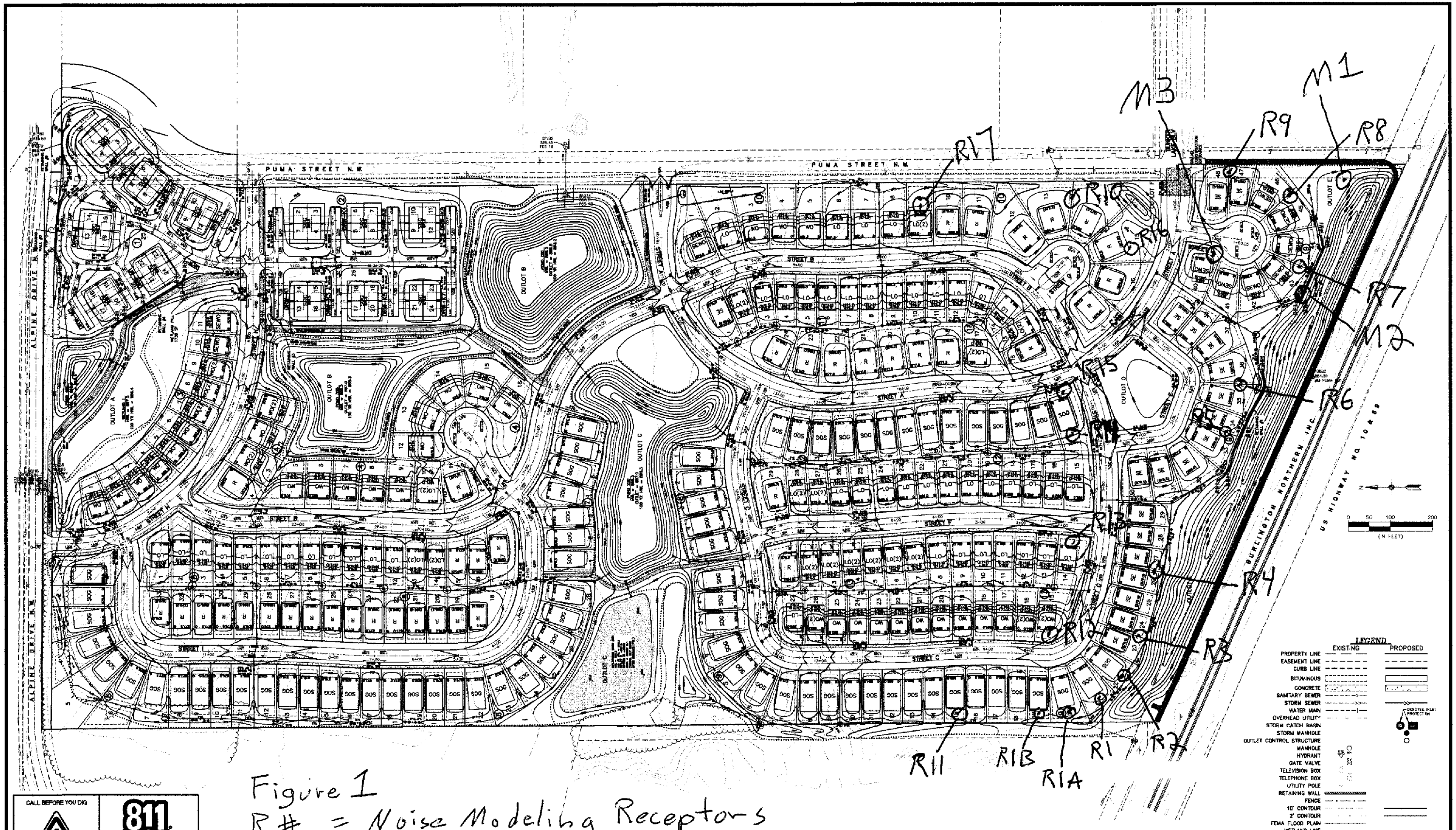
Post-development noise levels were predicted for 19 receptor locations using monitoring data and computer modeling

The modeled noise level at one of the 19 receptor locations exceeds the Minnesota NAC-1 standards for daytime hours. The modeled noise level at all but one of the receptor locations exceeds the Minnesota NAC-1 standards for nighttime hours.

The NAC-1 daytime standards are designed to prevent speech interference in areas for outdoor activities. Areas for outdoor activities are not allowed if these noise levels are exceeded. The modeled L_{50} noise level at Receptor R1A exceeds the State standard by just 0.4 dBA. Remedies could include 1) having no areas for outdoor use in the portion of the property facing the roadway, 2)a barrier (solid fence) around all or a portion of the yard or patio at this home blocking the line of site between the vehicles on the road and an area designated for outdoor use or, 3) extending the proposed berm to provide additional mitigation at this location.

The nighttime NAC-1 standards are designed to prevent sleep interference for people sleeping in bedrooms with partially open windows. NAC-2 nighttime standards apply to NAC-1 locations if the building is constructed in such a way that the exterior to interior sound level attenuation is at least 30 dBA and the building has year-round climate control. Buildings meeting the State building code requirements typically meet the 30 dBA exterior to interior sound level attenuation requirement.

Based on the noise monitoring data collected during train pass-bys, the trains are not generally expected to cause exceedances of the State Noise standards. Analysis of time history Monitoring data collected train pass-bys at the project site show that the full length trains cause elevated noise levels (above 64.5 dBA) for about 90 to 110 seconds. Without the proposed berm, it would likely take four or more full length trains passing by in an hour to approach the 6 minutes of impact required for the L_{10} exceedances. One to three full length trains passed by per hour during the monitoring. This is consistent with MnDOT rail traffic information for this track. Therefore, train noise is not likely to cause the Minnesota noise standards to be exceeded in a way that requires additional mitigation.



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		DENOTES INLET PROTECTION
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION	00.0	00.0
EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		

Figure 1
R# = Noise Modeling Receptors
M# = Noise Monitoring Locations

WETLAND SUMMARY

WETLAND FILL = 1738 SF

NOTE: WETLAND FILL TOTAL IS LESS THAN THE DEMINIMUS AMOUNT; NO WETLAND REPLACEMENT WILL BE REQUIRED

CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25053

Drawn:
Designed: BJK
Date: 3/08/17

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

GRADING PLAN

Appendix C
Updated Traffic Study

Record of Decision
Riverstone Addition EAW

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Spack CONSULTING
ENGINEERING TRAFFIC FORWARD

Traffic Impact Study

Capstone Homes Residential Development
Ramsey, Minnesota

I hereby certify this report was prepared by me or under my direct supervision, and I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By: _____
Vern Swing, P.E.
License No. 41417

Date: May 2, 2017

Executive Summary

Background: The Capstone Homes Development is proposed for construction on the vacant land bounded by Puma Street, Alpine Drive, Trunk Highway (TH) 10, and Links at Northfork Golf Course in Ramsey, Minnesota. This development will include 344 total residential units (98 townhomes and 246 single family homes). The purpose of this study is to determine the traffic impacts associated with the build out of the proposed development on the study intersections.

Results: The principal findings of this traffic study are:

- The proposed expansion is expected to generate approximately 2,912 new trips during an average weekday (1,456 entering and 1,456 exiting), approximately 227 new trips during the a.m. peak hour (53 entering and 174 exiting) and approximately 297 new trips during the p.m. peak hour (189 entering and 108 exiting).
- The existing study intersections operate with acceptable delays and vehicle queues today with slightly increased queueing and delay at TH 10/Alpine Drive.
- The study intersections are expected to operate acceptably during the 2040 no-build and build scenarios with the exception of TH 10/Alpine Drive.
- TH 10/Alpine Drive experiences slightly higher than preferred queueing along Alpine Drive, however this is expected at side street stop controlled intersection with heavy mainline volume.
- Left turn lanes are not warranted based on the expected 2040 build year volumes and mainline speeds.
- Right turn lane warrants are not fulfilled due to the mainline speeds remaining below 45 MPH, which is consistent for neighborhood streets, however, the right turn lane volume thresholds were reached by the estimated 2040 Build volumes.
- There are no safety concerns with regards to turn lanes, due to the low queues, minimal delay, and good sight distance provided at all site accesses

Recommendations: The following items are recommended based on the analyses contained in this study:

- No additional intersection mitigation is required to help improve capacity. However, the TH 10/Alpine Drive intersection should be monitored to determine when volumes breach the Eight-Hour Traffic Signal Warrant as the projected volumes are heavily dependent on a number of anticipated developments that are not guaranteed to occur.
- Coordinate TH 10/Alpine Drive improvements with MnDOT once the Eight Hour Warrant is exceeded.
- If the speed limits along Puma Street or Alpine Drive are increased to 45 MPH or higher, re-evaluate the Turn-Lane warrants.
- Construct a new sidewalk/trail along the southern edge of Alpine Drive connecting the proposed access to the existing Alpine Drive/Puma Street intersection. The addition of a north/south crosswalk should also be considered at this intersection to help promote safe crossing to the existing northern sidewalk/trail.
- Ensure the proposed internal sidewalks connect to the external sidewalk/trail system.
- Work with Metro Transit or their affiliates to improve transit options within the project area as the closest existing transit is located roughly 1.5 miles away at Ramsey Station and Platform.

This study is based upon a concept plan from January 6, 2017. Assuming the general characteristics of the proposed development remain approximately the same as documented, minor changes in the final design are not expected to alter the results or recommendations of this study.

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1. Introduction

a. Proposed Development

The Capstone Homes Development is proposing to construct a new residential development located on the vacant land bounded by Puma Street, Alpine Drive, Trunk Highway (TH) 10, and Links at Northfork Golf Course in Ramsey, Minnesota. The development is currently proposed to include 98 townhomes and 246 single family homes for a total of 344 units.

For the purposes of this study, the development is expected to be fully built and occupied by the 2040 forecast year.

b. Purpose of Study

The purpose of this study is to:

i. Examine the existing operations of the surrounding study intersections.
ii. Forecast the amount of traffic expected to be generated by the proposed development.
iii. Determine the traffic impacts associated with the build out of the proposed development.

The traffic impacts are studied on the roads and intersections where significant impact is anticipated and improvements are recommended where mitigation is needed. For those not familiar with the general concepts and terms associated with traffic engineering, *The Language of Traffic Engineering* guide is included in the Appendix.

c. Study Objectives

The objectives of this study are:

i. Document how the study intersections and roadways currently operate.
ii. Forecast the amount of traffic expected to be generated by the proposed development.
iii. Determine how the study intersections and roadways will operate in the future AM and PM peak hours with the proposed development.
iv. Recommend appropriate mitigation and operation measures to improve operations if deficiencies are identified within the development or on the study intersections.

The study intersections closest to the proposed development were chosen for review as these will experience the greatest impact from traffic associated with the development. The study intersections include:

i. Alpine Drive/Puma Street
ii. Bunker Lake Boulevard/Puma Street
iii. Alpine Drive/Site Access
iv. Puma Street/Site Accesses
v. Alpine Drive/TH 10

2. Existing Conditions

a. Corridor Characteristics

As mentioned, the proposed site is located to the west of Puma Street, south of Alpine Drive, and north of Trunk Highway (TH) 10 in Ramsey, Minnesota. Table 1 shows the characteristics of the key roadway corridors around this site and within the study area.

Table 1 – Study Corridor Characteristics

Name[1]	Designation	Speed Limit	Lanes	Transit[2]	Peds/ Bicycles
Bunker Lake Boulevard (MSAS 12)	Minor Collector	30 mph	2 undivided	None	Sidewalk on north side
Puma Street (MSAS 109)	Local Street	30 mph	2 undivided	None	Sidewalk on west side
Alpine Drive (MSAS 112)	Minor Collector	40 mph	2 undivided	None	Sidewalk on north side
Trunk Highway 10	Principal Arterial	65 mph	4 divided	None	No sidewalks

[1] MSAS = Municipal State Aid Street

[2] Transit routes are available roughly 1.5 miles away at Ramsey Station & Platform

b. Traffic Volumes

48-hour intersection videos were collected at the existing study intersections under normal weekday conditions in February 2017. Using these videos, 24-hour turning movement counts were created by averaging the two days to smooth out any single day anomalies and create a typical day.

Based on these averages, the AM and PM peaks were determined to be 7:00 AM to 8:00AM and 4:45PM to 5:45 PM. The averaged turning movement counts from these two peak hours were used at the study intersections for analysis. The turning movement count data from the counts are contained in fifteen minute intervals in the Appendix.

Based on the Weekday turning movement volumes, the current daily traffic volumes on each study corridor are:

i. 38 vehicles per day on Bunker Lake Boulevard.
ii. 100 vehicles per day on Puma Street.
iii. 1,100 vehicles per day on Alpine Drive.

3. Forecasted Traffic

a. Site Traffic Forecasting

The *Institute of Transportation Engineers (ITE)* provides the *Trip Generation Manual, 9th Edition*, the standard document for determining expected traffic for proposed land uses. Using this ITE information, trip generation forecasts can be made for the development site.

The ITE manual compiles studies from across the country to provide a national average traffic for various land uses. For the proposed residential development, the designation of Single Family Homes and Townhomes were used. Based on information supplied in the site plan, the development is currently proposed to include 98 townhomes and 246 single family homes for a total of 344 units. With this information, the expected trip generation was completed based on the full build out of the development.

The resultant new trips generated by the proposed development are shown in Table 2. A detailed trip generation table showing the exact breakdowns is provided in the Appendix.

Table 2 – New Trip Generation

Land Use Code – Source	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		Total In	Total Out	Total In	Total Out	Total In	Total Out
210	Single Family Home	1,171	1,171	46	138	155	91
230	Townhomes	285	285	7	36	34	17
TOTAL		**1,456**	**1,456**	**53**	**174**	**189**	**108**

A trip distribution pattern was developed for the site generated traffic going to and from the proposed development. This pattern is based on the existing traffic volumes, access locations, location of major roadways leading to and from the site, and prior studies within the project area. The general trip distribution pattern for this study is:

i. 22 percent of the site generated traffic to/from the west on Alpine Drive.
ii. 19 percent of the site generated traffic to/from the east on Alpine Drive.
iii. 59 percent of the site generated traffic to/from the east on Bunker Lake Boulevard.

Traffic generated by the development of the site was assigned to the area roadways per this distribution pattern.

b. Non-site Traffic Forecasting

To forecast future traffic volumes for the year 2040 in the study area outside of the proposed development's traffic, additional trip generations were considered based on proposed developments within the project area. These trip generations

were based on a prior study completed by Bolton & Menk analyzing the future Business/Industrial Park developments, which included a preliminary look at the Capstone Homes Development. Using this study, the total acreage of the new proposed land uses were determined and their corresponding trip generations were completed. The developments included in this background growth can be seen, highlighted in yellow, in Figure 1, below.

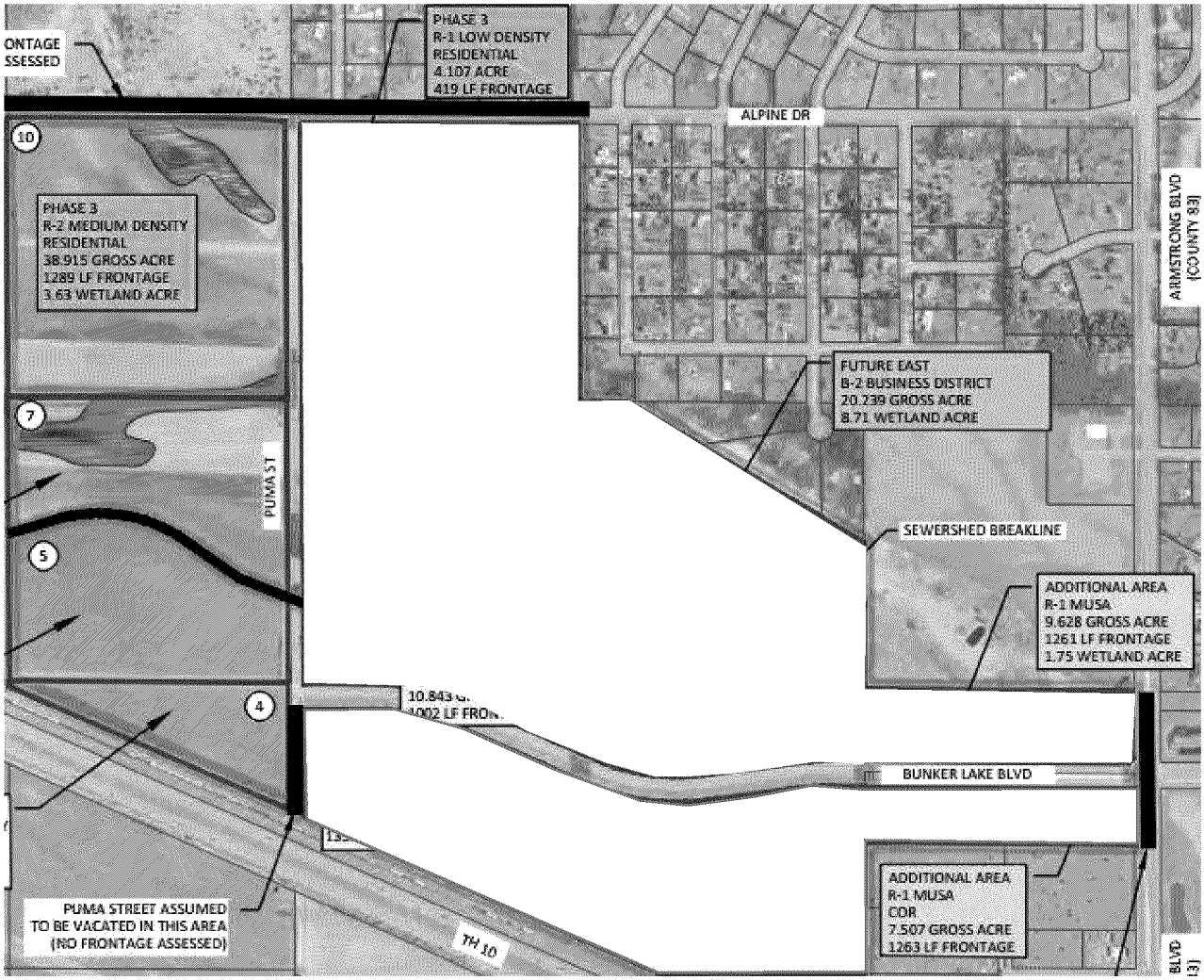


Figure 1 – Developments Included in Background Growth

To account for additional anticipated developments in the area not included in the above figure, an additional half percent per year growth rate were applied to through volumes in the roadway network. By combining the surrounding development trip generations and routes, the eleven and a half percent background growth rate, and the existing traffic volumes established the 2040 No-Build forecasts based on anticipated developments within and around the study area.

c. Total Traffic

Traffic forecasts were developed for the 2040 Build scenarios by adding the traffic generated by the proposed development to the non-site forecast volumes. Peak hour forecasts are shown in the Appendix.

4. Analyses

a. *Intersection Vehicular Analysis*

The scenarios analyzed in this study for both the a.m. and p.m. peak hours were the existing, 2040 No-Build, and 2040 Build scenarios. Capacity analyses are performed for the study intersections to determine if they need improvements such as turn lanes or an upgrade in traffic control. It should be noted that for the No-Build and Build scenarios it is assumed Puma Street will be realigned on the north end to line up with Okapai Street as shown in the site plan in the Appendix.

The existing and forecasted turning movement volumes along with the existing intersection configurations and traffic control were used to develop the average delay per intersection in each study scenario. The delay calculations were done in accordance with the *Highway Capacity Manual 6th Edition* using the Vistro software package. The full calculations for each study scenario, including Level of Service (LOS) grades and queue lengths, are included in the Appendix. Also, included in the Appendix is a guide explaining the Level of Service grade concept.

Chart 1 (a.m. peak hour) and Chart 2 (p.m. peak hour) show the 95th percentile queue lengths on the busiest stop sign controlled approach at intersections with side street stop sign control. Because the vast majority of vehicles going through the intersection are on the main roadway and have zero delay, which leads to low overall average delays, queueing is a good metric to determine the effectiveness of side-street stop controlled intersections. At side street stop sign controlled approaches to busy roadways, the average delay for all the vehicles on the approach often exceeds 60 seconds. This can be the case for a few vehicles waiting at the stop sign where improvements would not be justified for the low traffic volume. Based on our experience, in general, vehicle queuing of five to ten vehicles is considered unreasonable and could warrant mitigation.

Chart 1 – A.M. Peak Hour Queues: Side-Street Stop-Controlled Intersections

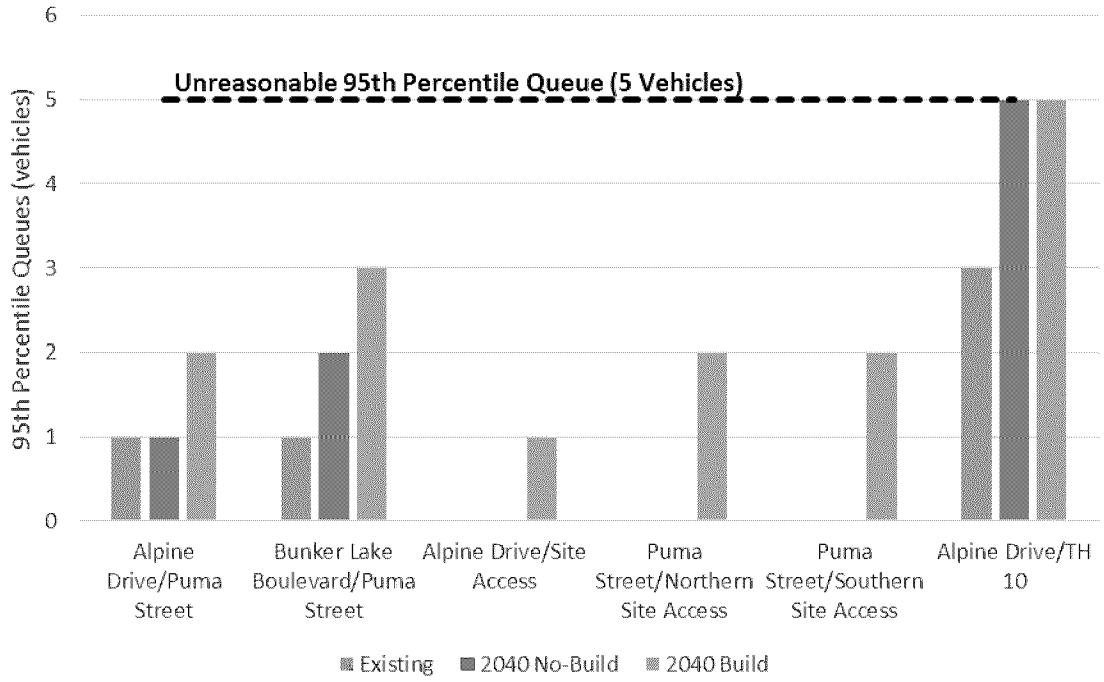
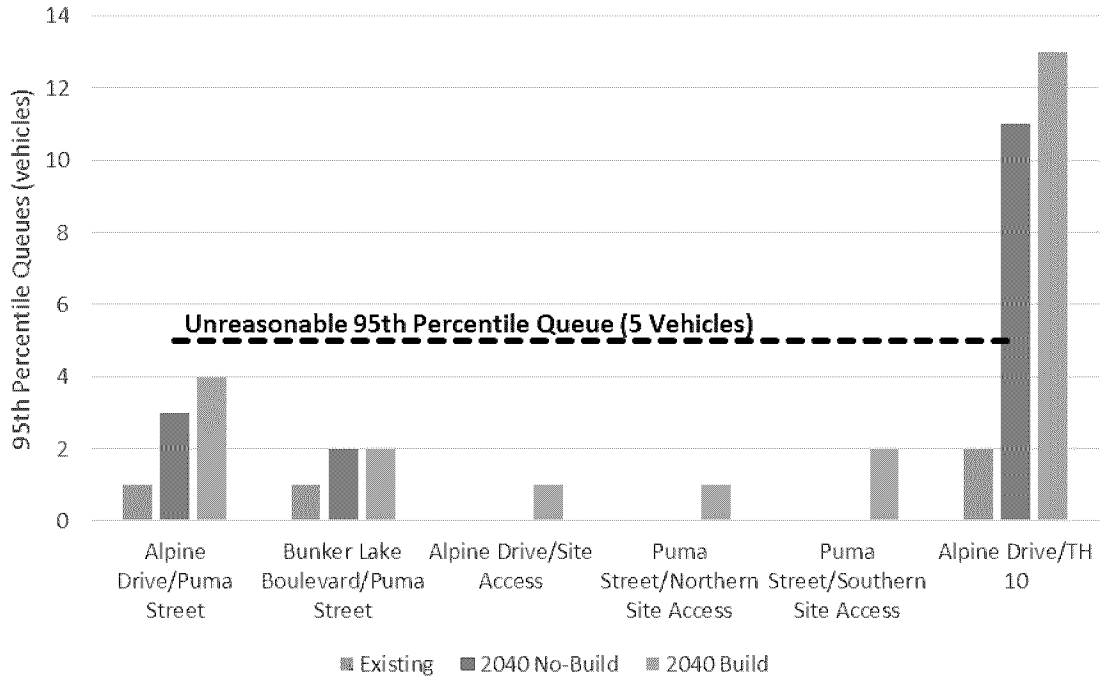


Chart 2 – P.M. Peak Hour Queues: Side-Street Stop-Controlled Intersections



An additional review of Level of Service (LOS) was completed for the existing, 2040 No-Build, and 2040 Build scenarios. Table 3 and Table 4, below, show the resulting intersection and worst movement LOS results.

Table 3 – Existing Peak Hour Level of Service (LOS)[1]

Intersection	AM Peak Hour	PM Peak Hour
Alpine Drive/Puma Street	A (a)	A (a)
Bunker Lake Boulevard/Puma Street	A (a)	A (a)
Alpine Drive/Site Access	N/A	N/A
Puma Street/ Northern Site Access	N/A	N/A
Puma Street/Southern Site Access	N/A	N/A
Alpine Drive/TH 10	A (f)	A (f)

[1] The number is the intersection delay. The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

As Table 3 shows, all intersections operate at an overall intersection LOS A with worst movements at LOS A, with the exception of the southwest bound left from Alpine Drive onto TH 10. This movement operates at a LOS F, however, with a queue of less than two vehicles there is little concern of this movement.

Table 4 – 2040 Peak Hour Level of Service (LOS)[1]

Intersection	2040 AM No-Build	2040 PM No-Build	2040 AM Build	2040 PM Build
Alpine Drive/Puma Street	A (c)	A (b)	A (c)	A (c)
Bunker Lake Boulevard/Puma Street	A (b)	A (b)	A (b)	A (b)
Alpine Drive/Site Access	N/A	N/A	A (b)	A (b)
Puma Street/ Northern Site Access	N/A	N/A	A (b)	A (c)
Puma Street/Southern Site Access	N/A	N/A	A (c)	A (c)
Alpine Drive/TH 10	B (f)	F (f)	B (f)	F (f)

[1] The number is the intersection delay. The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

It should be noted that due to the high mainline volumes along TH 10 the HCM calculations begin to break down and the results do not accurately represent the expected conditions (specifically noted in the PM scenarios highlighted in red). However, even with that in mind, the TH 10/Alpine Drive intersection does begin to experience excessive delays that should be addressed.

b. Vehicular Mitigation Analysis

The above analyses indicate all study intersections are forecast to operate acceptably, with the exception of TH 10/Alpine Drive, under all scenarios, including with the addition of traffic generated by the proposed addition of the Capstone Homes Development. As Charts 1 and Chart 2 show, the existing, no-build, and build queues stay consistent and well below the standard thresholds.

All 95th percentile queues remain at or below four vehicles per approach while delays remain significantly below the LOS D/E boundary for all intersection except TH 10/Alpine Drive.

TH 10/Alpine Drive does experience PM queues and delays above the preferred threshold. Projecting the volumes to the 2040 No-Build scenario increase these concerns with the intersection breaking down in the 2040 PM No-Build scenario, operating with 95th percentile queues of 11 vehicles for southwest bound vehicles on Alpine Drive and LOS F for the approach. Also, the left turning vehicles begin to have issues completing their movements due to very heavy through movements along TH 10. Based on these results the Peak Hour Signal Warrants were checked to determine if signalized traffic control is warranted for the intersection.

With AM and PM mainline 2040 No-Build volumes above 3,000 vehicles per hour the cross-street volume threshold to warrant a traffic signal is only 100 vehicles per hour. Both the AM and PM No-Build and Build scenarios meet this threshold, with the projected volumes, which suggests the intersection would benefit from signalized traffic control.

By installing traffic signal control, gaps in mainline traffic would be produced providing additional time for left turning and U-turning vehicles to safely complete their movements on TH 10. Also, the signal would provide green time for Alpine Drive allowing the queues to clear and prevent excessive backups. It is important to note that the traffic signal would add delay to TH 10 mainline, which is not preferred along arterial roadways.

It is also important to note that due to the extended 2040 forecast year, and due to additional volumes based on anticipated, but not guaranteed, developments within the area, these upgrades are not needed immediately upon Capstone Homes construction. Because the volumes are heavily weighted by the additional developments within the area additional monitoring of the TH 10/Alpine Drive intersection should occur as the anticipated developments are added to the area to determine when intersection volumes rise above the Eight-Hour Traffic Warrant.

Turn-Lane Warrants were also checked at each of the site accesses to determine if any additional turn treatments are required. With the existing low speed along Alpine Drive and Puma Street, the Turn-Lane Warrants published by MnDOT will not be fulfilled, as a 45 MPH minimum speed limit is not present on either roadway. The 30 MPH speed limit is consistent for a neighborhood street. A preliminary Turn-Lane Warrant analysis was completed based on volumes alone, ignoring the 45 MPH minimum speed requirement as well as sight line/sight distance checks at each access.

The daily total traffic entering and exiting the site accesses based on the collected turning movement counts, surrounding development trip generations, and the site trip generation were estimated as follows:

i. Southern site access at Bunker Lake Boulevard – 970 Vehicles per day
ii. Center site access onto Puma Street – 920 Vehicles per day
iii. Northern site access onto Puma Street – 680 Vehicles per day
iv. Site access onto Alpine Drive – 350 Vehicles per day

Main Line ADTs are roughly:

i. Puma Street – 4,400 Vehicles per day
ii. Alpine Drive – 2,700 Vehicles per day

Based on these estimated volumes and the criteria published in Warrant 9 (Vehicular Volume Warrant) from the *MnDOT Access Management Manual's Turn-Lane Warrants for Undivided Highways*, Table 5, below, was created. This table shows the estimated mainline and access volumes and the corresponding MnDOT Warrant thresholds.

Table 5 – New Trip Generation

Intersection	Left Turn Lane		Right Turn Lane	
	Street ADT	Access ADT	Street ADT	Access ADT
Southern site access at Bunker Lake Boulevard	4,400	970	4,400	970
Center site access onto Puma Street	4,400	920	4,400	920
Northern site access onto Puma Street	4,400	680	4,400	680
Site access onto Alpine Drive	2,700	350	2,700	350
Criteria	**4,000 – 4,999 -or- 1,500 – 2,999**	**> 1,000 -or- > 1,500**	**> 1,500**	**> 100**

As Table 5 shows, left-turn lanes are not warranted based on the estimated 2040 Build volumes while the right-turn lane warrant is satisfied. Again, these values are based upon a 45 MPH speed limit, which is not present on either Alpine Drive or Puma Street. If the speed along these streets are raised to 45 MPH or higher the Turn-Lane Warrants should be re-assessed. However, under the existing circumstances, safety is not a concern due to the following factors:

i. All site accesses are connected to low speed 30 MPH roadways.
ii. Sufficient sight distance is provided at all site accesses.
iii. Delays for all turning movements into developments remain at LOS B or better.
iv. All queues remain below two vehicles for any turning movement into the development.

The sight distance/sight line analysis was completed at each intersection in April 2017. The Capstone Homes accesses along Puma Street provide significant sight distance with the intersections of Puma Street/Alpine Drive and Puma Street/Bunker Lake Boulevard being visible from each site access. The site

access off Alpine Drive also provides significant sight distance to the east (left-turning sight distance) with the Puma Street/Alpine Drive intersection being visible from the proposed access location (>850 feet of sight distance). Because it was evident sight distance was not an issue for these movements at the accesses time measurements were not required. However, the Right turning movement from Alpine Drive/Site Access field measurements were taken. This was achieved by standing at the proposed access location and recording time gaps for vehicles traveling eastbound along Alpine Drive.

As discussed in the American Association of State Highway and Transportation Officials' (AASHTO) *Geometric Design of Highways and Streets*, "studies have indicated that a constant value of time gap, independent of approach speed, can be used as a basis for intersection sight distance determinations." Using time gap instead of calculated distances based on the posted speed limit can be more accurate as it accounts for actual speed of the mainline. If drivers routinely travel faster or slower than the speed limit, using time gap captures those true speeds in terms of the impact on sight distance.

Measurements were collected and used to determine the average right turn sight distance times. Table 6 shows the required right turn sight distance times for each design vehicles with the average measured sight distance to the west (right-turning sight distance) for Alpine Drive/Site Access.

Table 6 – Right Turning Sight Distance

Design Vehicle Requirements	Right Turn Sight Distance (Seconds)
Passenger Car	6.5
Single Unit Truck	8.5
Combination Truck	10.5
Alpine Drive Access Field Measurement (Average)	**9.17**

As Table 6 shows, there is sufficient sight distance provided at the Alpine Drive/Site Access for right turning Passenger Cars and Single Unit Trucks. Combination Trucks, which require 10.5 seconds of sight distance time to complete a safe right turn movement, are not provided sufficient sight distance at this intersection. This does not raise any concerns however, as the other three access surpass sight distance thresholds.

It should be noted that this analysis did not consider modification to Armstrong Boulevard & Bunker Lake Boulevard as the prior Future Business Park Traffic Memorandum completed by Bolton & Menk already defined necessary upgrades for the intersection that would be required for proper traffic flow through the intersection.

c. *Concept Site Plan & Multi-Modal Review*

The concept site plan contained in the Appendix was reviewed to determine what changes are recommended, if any, to the proposed Capstone Homes Development. Following are key transportation elements of the concept site plan that should be implemented:

i. **Car Circulation**: The proposed site plan provides sufficient vehicle circulation with four accesses spaced evenly throughout the development. These accesses allow vehicles multiple options for entering and exiting the development which will help spread traffic more evenly throughout the site

ii. **Bicycle and pedestrian infrastructure:** An additional sidewalk/trail should be considered along the southern side of Alpine Drive from the proposed site access to the intersection of Alpine Drive and Puma Street. At this intersection, an additional crosswalk should be considered, connecting pedestrians north to the existing sidewalk/trail along the northern side of Alpine Drive. This new sidewalk/trail connection will provide a safe crossing and clear route for pedestrians and bicyclist to connect to the existing infrastructure. The existing trail along the western side of Puma Street will be lengthened to the southern edge of the development and an additional leg will be brought into the development at the Center Site Access location on Puma Street. This segment will stretch to the internal park to the north. Additional internal sidewalks will also be provided on one side of each street within the development and should connect to the existing sidewalk/trail along Puma Street, as well as the proposed additional sidewalk/trail along the southern side of Alpine Drive.

iii. **Adjacent Transit:** The addition of transit near the Capstone Homes Development should be considered. Having access to other modes of travel is often seen as an amenity and a general benefit to a site, while helping to reduce the overall number of vehicles throughout the study area.

5. Conclusions and Recommendations

The traffic impacts and operation of the proposed Capstone Homes Development were thoroughly studied and the principal findings are:

- The proposed expansion is expected to generate approximately 2,912 new trips during an average weekday (1,456 entering and 1,456 exiting), approximately 227 new trips during the a.m. peak hour (53 entering and 174 exiting) and approximately 297 new trips during the p.m. peak hour (189 entering and 108 exiting).
- The existing study intersections operate with acceptable delays and vehicle queues today with slightly increased queueing and delay at TH 10/Alpine Drive.
- The study intersections are expected to operate acceptably during the 2040 no-build and build scenarios with the exception of TH 10/Alpine Drive.
- TH 10/Alpine Drive experiences slightly higher than preferred queueing along Alpine Drive, however this is expected at side street stop controlled intersections with heavy mainline volume.
- Left turn lanes are not warranted based on the expected 2040 build year volumes and mainline speeds.
- Right turn lane warrants are not fulfilled due to the mainline speeds remaining below 45 MPH, which is consistent for neighborhood streets.
- There are no safety concerns with regards to turn lanes, due to the low queues, minimal delay, and good sight distance provided at all site accesses

The following recommendations are made based on the above findings:

- No additional intersection mitigation is required to help improve capacity. However, the TH 10/Alpine Drive intersection should be monitored to determine when volumes breach the Eight-Hour Traffic Signal Warrant as the projected volumes are heavily dependent on a number of anticipated developments that are not guaranteed to occur.
- Coordinate TH 10/Alpine Drive improvements with MnDOT once the Eight Hour Warrant is exceeded.
- If the speed limits along Puma Street or Alpine Drive are increased to 45 MPH or higher, re-evaluate the Turn-Lane warrants.
- Construct a new sidewalk/trail along the southern edge of Alpine Drive connecting the proposed access to the existing Alpine Drive/Puma Street intersection. The addition of a north/south crosswalk should also be considered at this intersection to help promote safe crossing to the existing northern sidewalk/trail.
- Ensure the proposed internal sidewalks connect to the external sidewalk/trail system.
- Work with Metro Transit or their affiliates to improve transit options within the project area as the closest existing transit is located roughly 1.5 miles away at Ramsey Station and Platform.

6. Appendix

A. Site Plan

B. The Language of Traffic Engineering

C. Traffic Counts

D. Trip Generation Tables

E. Peak Hour Volumes

F. Level of Service (LOS)

G. Capacity Analysis Backup

- AM Existing
- PM Existing
- AM 2040 No-Build
- PM 2040 No-Build
- AM 2040 Build
- PM 2040 Build

TOWNHOME DETAIL

50' VILLA LOT DETAIL

50' LOT DETAIL

65' LOT DETAIL



SITE DATA

TOTAL AREA	±88.44 AC.	SETBACK DATA:	
TOTAL NUMBER OF LOTS	344	50' S.F. – SIDE	5 FT.
50' S.F.	111	65' S.F. – SIDE	7.5 FT.
65' S.F.	48	50' VILLAS – SIDE	5 FT.
50' VILLAS	87	FRONT (ALL)	25 FT.
TOWNHOMES	98	REAR	20 FT. MIN.

SOUTH HALF DATA

TOTAL NUMBER OF LOTS	172	SETBACK DATA:	
50' S.F.	55	50' S.F. – SIDE	5 FT.
65' S.F.	24	65' S.F. – SIDE	7.5 FT.
50' VILLAS	35	50' VILLAS – SIDE	5 FT.
TOWNHOMES	58	FRONT (ALL)	25 FT.
		REAR	20 FT. MIN.

N

0 50 100 200

(IN FEET)

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CAPSTONE HOMES
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PEARSON FARM
Ramsey, Minnesota

CONCEPT PLAN

1 of 1

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The Language of Traffic Engineering

Traffic Engineering, and Traffic Engineers, often use technical terms or jargon that may be confusing or tough to understand even within the context of a sentence. Key terms and acronyms that can generally be found in all types of traffic studies are defined in this document.

Types of Studies

Access Management – The practice of government agencies limiting the amount of intersections (both public roadway crossings and private driveways) along a roadway corridor based on the function of the roadway to improve safety and mobility while streamlining access.

Corridor Study – A transportation review and analysis of the existing and future traffic operations of a roadway segment. Varies in length from a couple blocks to a few miles and typically covers all modes of travel.

Intersection Control Evaluation (ICE) Report – A document that examines and determines the most appropriate type of control (stop sign, signal, roundabout, or other) at one or more intersections.

Safety Study – An examination of crash records to identify potential trends, issues, and problem intersections/ corridors. Usually includes potential mitigation options expected to decrease crash rates in the future.

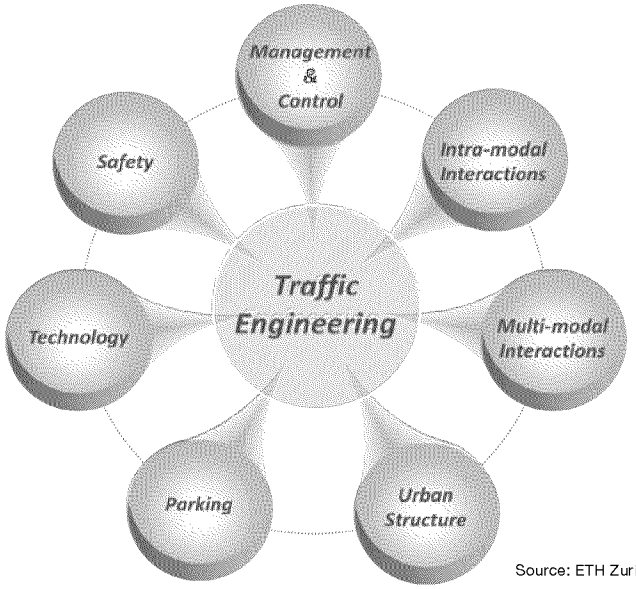
Speed Study – A review of existing travel speeds and the corridor characteristics to determine if speeding is an issue, the appropriate speed to post as the limit, and/or areas to provide reduced speed warnings.

Traffic Impact Study (TIS) – A document that addresses the expected traffic impacts of a development and, if necessary, mitigation options that will reduce or eliminate negative impacts. Also referred to as a Traffic Impact Analysis.

Transportation Plan – A document developed by a government agency to take inventory of their transportation network, identify concerns or issues and lay out the path for improvement of the system.

Travel Demand Management Plan (TDMP) – A plan that documents the existing infrastructure around a site, including transit and non-motorized vehicle options, and develops measures to be implemented to encourage those alternative modes of travel.

Warrant Evaluation – Review of traffic volumes and other characteristics at an intersection against thresholds to determine if a traffic signal or other traffic control option is needed/warranted.



Source: ETH Zurich

Traffic Engineering is a branch of civil engineering that focuses on the safe and efficient movement of people and vehicles. It is part science and part art, requiring not only technical skills for analysis but an understanding of motivations in choosing travel routes.

Key Organizations

AASHTO – American Association of State Highway and Transportation Officials. A nonprofit, nonpartisan association representing transportation departments with a primary goal of fostering the development, operation, and maintenance of an integrated national transportation system.

DOT – Department of Transportation. Government organizations within federal and state agencies dedicated to serving the transportation needs of the community and typically responsible for study, design, operation, and maintenance of all facets of transportation.

FHWA – Federal Highway Administration. An agency within the US Department of Transportation that supports State and local governments in the design, construction, and maintenance of the highway system.

ITE – Institute of Transportation Engineers. An international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.

Results

85th Percentile Speed – Speed at which 85 percent of drivers are traveling at or below. Speed limits are typically set at the 85th percentile speed.

95th Percentile Queue – The distance, generally measured in feet or number of vehicles, which will be exceeded in a lane, typically at an intersection, only five percent of the time. Usually used to help determine intersection turn lane lengths.

Control Delay – The total amount of time a motorist takes to get through a road segment or intersection minus the time it would take without stopping due to traffic controls (like stop signs or traffic signals). Control delay includes decelerating and accelerating back to full driving speed.

Functional Classification – the grouping of streets and highways into categories according to their characteristics and emphasis on mobility or access. Generally, categories include arterials (emphasizing mobility and fast travel), local roads (emphasizing access to adjoining properties), and collector roads (emphasizing a balance between the two and usually connecting arterials to local roads).

Intersection Delay – The average amount of time, usually expressed in seconds, experienced by any vehicle traveling through an intersection.

Level of Service (LOS) – Qualitative measure of traffic operations related to the amount of average delay experienced. Expressed in letter grades with LOS A representing the best operations with little to no delay and LOS F representing the worst operations with excessive delays and congestion.

Measures of Effectiveness – Performance measures that define how well traffic is moving along a corridor or thru an intersection. The common MOEs are travel time, corridor speed, delay, and queues.

Mitigation – Measures intended to reduce the impact of a development or improve an identified traffic issue by either improving capacity (like adding lanes) or reducing demand (like encouraging carpooling).

Queue – Length of line of cars waiting at an intersection or at a bottleneck in a corridor, typically measured for each individual lane of traffic in feet or number of vehicles.

Volume to Capacity (v/c) ratio – the number of vehicles through an intersection or roadway segment in a specific amount of time divided by the expected capacity of the road. Less than 1.0 indicates available capacity and above 1.0 indicates more vehicles than can be accommodated. Typically, a v/c ratio above 0.85 suggests operational issues.

Trip Generation – The amount of vehicle traffic generated by a land use. One trip is equal to one vehicle traveling from an origin to a destination (traveling to and from work equals two trips).

Warrants – Criteria based on volumes and other Measures of Effectiveness for determining when all way stop signs, roundabouts, traffic signals, or other type of control should be installed.

Important Manuals/Guides

HCM – Highway Capacity Manual (released by the Transportation Research Board, or TRB). The guide for engineers and planners to assess traffic and environmental effects of highway projects. This manual presents the foundation of traffic analysis procedures in the US.

MUTCD – Manual of Uniform Traffic Control Devices. A document that sets minimum standards and provides guidance to ensure uniformity of traffic control devices (such as messages, location, size, shapes, and colors) across the nation. All roads are subject to its jurisdiction.

HSM – Highway Safety Manual (released by AASHTO). A guide that presents a variety of methods for quantitatively estimating crash frequency or severity.

MUTCD, 2009 Edition, published by FHWA

Highway Capacity Manual, HCM2010

Highway Safety Manual, HSM

About This Brief

Spack Consulting prepared this brief as part of our company's vision to significantly improve the practice of traffic engineering and transportation planning. Transportation professionals from around the world have assisted us in developing this document. We are providing this brief under the Creative Commons Attribution License. Feel free to use-modify-share this guide, but please give us some credit in your document. To request our whole series of Design Briefs and to be included on our distribution list for new materials, please email mspack@spackconsulting.com. And please reach out if you have any comments or questions related to this Design Brief.

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File Name : 1 - Alpine Dr & Puma St, 2-15-17
Site Code : 1
Start Date : 2/15/2017
Page No : 1

Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	3
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	4
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	1	0	3	11
05:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
05:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	3	0	0	3	19
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10
06:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	11	1	0	12	16
06:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	6	0	0	6	14
06:45 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	8	2	0	10	23
Total	0	0	0	0	0	0	0	0	30	0	0	30	0	1	0	0	0	1	0	0	29	3	0	32	63

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St, 2-15-17
Site Code : 1
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	0	0	1	0	0	5	0	0	5	15
07:15 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	23	2	0	25	35
07:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	10	2	0	12	25
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	2	0	14	24
Total	0	0	0	0	0	0	0	0	42	0	0	42	0	1	0	0	0	1	0	0	50	6	0	56	99
08:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	0	0	11	0	0	11	18
08:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	1	0	8	13
08:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	15	1	0	16	22
08:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	1	0	2	0	0	11	0	0	11	22
Total	0	0	0	0	0	0	0	0	26	0	0	26	0	1	0	2	0	3	0	0	44	2	0	46	75
09:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
09:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	7	0	0	7	14
09:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	6
09:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	21	1	0	22	46
10:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
10:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	0	0	3	0	0	3	10
10:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	7	1	0	8	14
Total	0	0	0	0	0	0	0	0	20	0	0	20	0	2	0	0	0	2	0	0	17	1	0	18	40
11:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	1	0	5	9
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	1	0	6	11
11:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9	0	0	9	15
11:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	8	0	0	8	22
Total	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	0	26	2	0	28	57
12:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	4	0	0	4	10
12:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	8	0	0	8	14
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	0	0	9	1	0	10	15
12:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	8	0	0	8	16
Total	0	0	0	0	0	0	0	0	20	0	0	20	0	5	0	0	0	5	0	0	29	1	0	30	55
01:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	8	0	0	8	17
01:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	16
01:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	2	0	0	5	1	0	6	14
01:45 PM	0	0	0	0	0	0	0	1	6	0	0	7	0	1	0	1	0	2	0	0	6	0	0	6	15
Total	0	0	0	0	0	0	0	1	28	0	0	29	0	5	0	1	0	6	0	0	26	1	0	27	62

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File Name : 1 - Alpine Dr & Puma St, 2-15-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
02:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	1	0	3	0	0	3	0	0	3	14
02:30 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	1	0	1	0	0	7	0	0	7	15
02:45 PM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	1	0	1	0	0	11	1	0	12	27
Total	0	0	0	0	0	0	0	0	33	0	0	33	0	2	0	3	0	5	0	0	28	1	0	29	67
03:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	7	1	0	8	19
03:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	9	1	0	10	18
03:30 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	1	0	9	16
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	16	0	0	16	25
Total	0	0	0	0	0	0	0	0	34	0	0	34	0	1	0	0	0	1	0	0	40	3	0	43	78
04:00 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	13	0	0	13	17
04:15 PM	0	0	0	0	0	0	0	0	16	0	0	16	0	1	0	0	0	1	0	0	11	0	0	11	28
04:30 PM	0	0	0	0	0	0	0	0	16	0	0	16	0	1	0	0	0	1	0	0	10	1	0	11	28
04:45 PM	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	0	0	15	1	0	16	28
Total	0	0	0	0	0	0	0	2	46	0	0	48	0	2	0	0	0	2	0	0	49	2	0	51	101
05:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	2	0	1	0	3	0	0	17	0	1	18	31
05:15 PM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	18	0	0	18	32
05:30 PM	0	0	0	0	0	0	0	0	15	0	0	15	0	2	0	0	0	2	0	0	14	0	0	14	31
05:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	13	21
Total	0	0	0	0	0	0	0	1	46	0	0	47	0	4	0	1	0	5	0	0	62	0	1	63	115
06:00 PM	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	0	9	1	0	10	20
06:15 PM	0	0	0	0	0	0	0	0	13	0	0	13	0	2	0	0	0	2	0	0	13	1	0	14	29
06:30 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	7	0	0	7	19
06:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	17
Total	0	0	0	0	0	0	0	1	44	0	0	45	0	2	0	0	0	2	0	0	36	2	0	38	85
07:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
07:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
07:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
07:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	10
Total	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	20	0	0	20	40
08:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	8
08:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	8
08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	8	12
08:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
Total	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	19	0	0	19	39

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Oxford Street & Fairmount Avenue
Saint Paul, MN

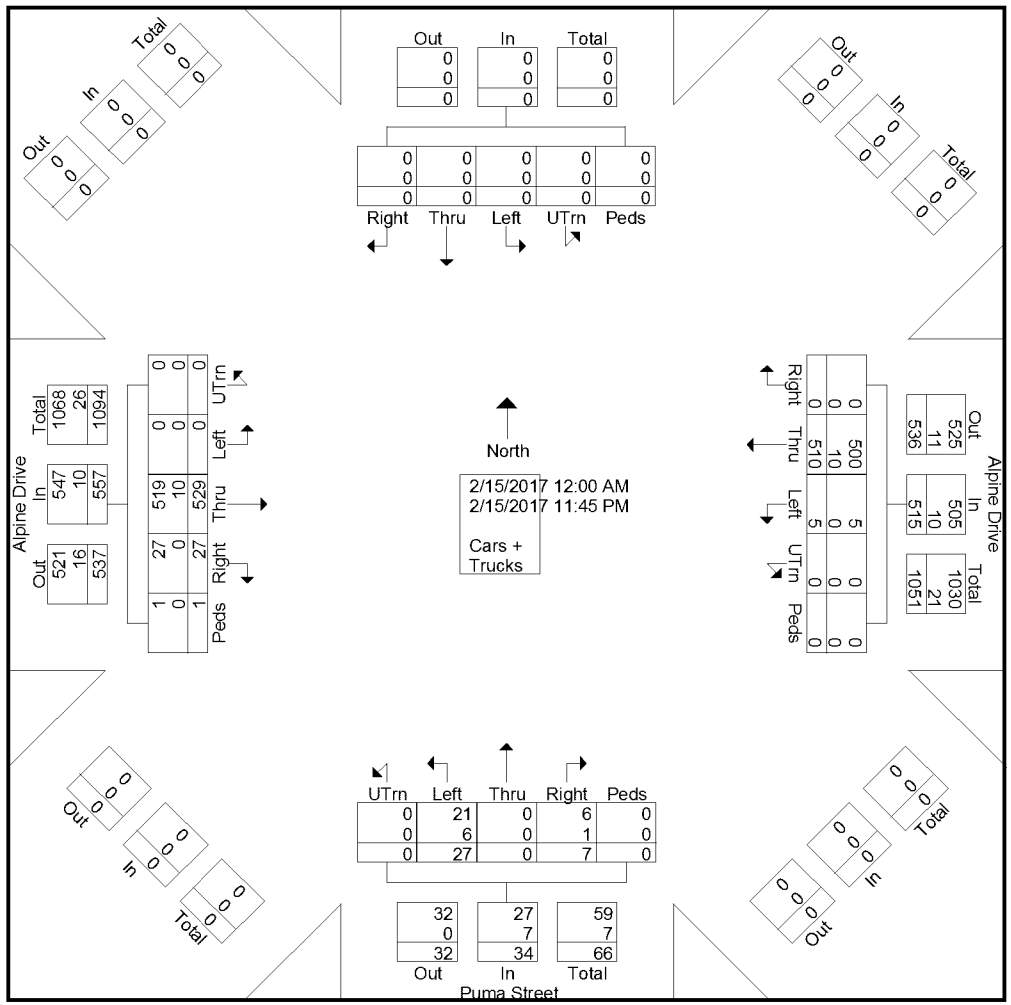
Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
09:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	7
09:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	10	1	0	11	20
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	0	0	0	0	0	5	510	0	0	515	0	27	0	7	0	34	0	0	529	27	1	557	1106
Apprch %	0	0	0	0	0		0	1	99	0	0		0	79.4	0	20.6	0		0	0	95	4.8	0.2		
Total %	0	0	0	0	0	0	0	0.5	46.1	0	0	46.6	0	2.4	0	0.6	0	3.1	0	0	47.8	2.4	0.1	50.4	
Cars +	0	0	0	0	0	0	0	5	500	0	0	505	0	21	0	6	0	27	0	0	519	27	1	547	1079
% Cars +	0	0	0	0	0	0	0	100	98	0	0	98.1	0	77.8	0	85.7	0	79.4	0	0	98.1	100	100	98.2	97.6
Trucks	0	0	0	0	0	0	0	0	10	0	0	10	0	6	0	1	0	7	0	0	10	0	0	10	27
% Trucks	0	0	0	0	0	0	0	0	2	0	0	1.9	0	22.2	0	14.3	0	20.6	0	0	1.9	0	0	1.8	2.4

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St, 2-15-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	23	2	0	25	35
07:30 AM	0	0	0	0	0	0	0	0	**13**	0	0	**13**	0	0	0	0	0	0	0	0	10	2	0	12	25
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	2	0	14	24
08:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	**1**	0	**1**	0	0	11	0	0	11	18
Total Volume	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	1	0	1	0	0	56	6	0	62	102
% App. Total	0	0	0	0	0		0	0	100	0	0		0	0	0	100	0		0	0	90.3	9.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.250	.000	.250	.000	.000	.609	.750	.000	.620	.729
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	**2**	0	0	0	**2**	0	0	**9**	**1**	0	**10**	15
12:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	8	0	0	8	16
01:00 PM	0	0	0	0	0	0	0	0	**8**	0	0	**8**	0	1	0	0	0	1	0	0	8	0	0	8	**17**
01:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	16
Total Volume	0	0	0	0	0	0	0	0	26	0	0	26	0	5	0	0	0	5	0	0	32	1	0	33	64
% App. Total	0	0	0	0	0		0	0	100	0	0		0	100	0	0	0		0	0	97	3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.813	.000	.000	.813	.000	.625	.000	.000	.000	.625	.000	.000	.889	.250	.000	.825	.941
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	0	0	0	0	**1**	11	0	0	12	0	0	0	0	0	0	0	0	15	**1**	0	16	28
05:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	**2**	0	**1**	0	**3**	0	0	17	0	**1**	**18**	31
05:15 PM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	**18**	0	0	18	**32**
05:30 PM	0	0	0	0	0	0	0	0	**15**	0	0	**15**	0	2	0	0	0	2	0	0	14	0	0	14	31
Total Volume	0	0	0	0	0	0	0	2	49	0	0	51	0	4	0	1	0	5	0	0	64	1	1	66	122
% App. Total	0	0	0	0	0		0	3.9	96.1	0	0		0	80	0	20	0		0	0	97	1.5	1.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.817	.000	.000	.850	.000	.500	.000	.250	.000	.417	.000	.000	.889	.250	.250	.917	.953

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 1 - Alpine Dr & Puma St, 2-16-17
Site Code : 1
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
03:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	7
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
05:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	6	0	0	6	18
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
06:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	1	0	2	9
06:30 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
06:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	16
Total	0	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	0	0	20	2	0	22	54

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	11	0	0	11	24
07:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	14	0	0	14	26
07:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	17	1	0	18	31
07:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	13	4	0	17	24
Total	0	0	0	0	0	0	0	0	43	0	0	43	0	2	0	0	0	2	0	0	55	5	0	60	105
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	15
08:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	1	0	8	14
08:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	2	0	13	19
08:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	38	3	0	41	63
09:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17
09:15 AM	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	1	0	4	8
09:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	5	0	0	5	9
Total	0	0	0	0	0	0	0	1	22	0	0	23	0	0	0	1	0	1	0	0	21	1	0	22	46
10:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	8	1	0	9	15
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
10:30 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	1	0	0	2	0	0	2	8
10:45 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	1	0	0	0	1	0	0	9	0	0	9	14
Total	0	0	0	0	0	0	1	1	17	0	0	19	0	3	0	0	0	3	0	0	27	1	0	28	50
11:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	1	0	7	13
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	1	1	0	0	5	0	0	5	11
11:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
11:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	0	0	6	0	0	6	13
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	1	2	0	0	18	1	0	19	42
12:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	1	0	9	11
12:15 PM	0	0	0	0	0	0	0	0	5	0	1	6	0	1	0	0	1	2	0	0	2	0	0	2	10
12:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	16	0	1	17	0	1	0	0	1	2	0	0	21	1	0	22	41
01:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	0	2	0	0	10	0	0	10	18
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	8	1	0	9	13
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	6	0	0	6	9
01:45 PM	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	1	0	2	0	0	9	0	0	9	17
Total	0	0	0	0	0	0	0	1	16	0	0	17	0	5	0	1	0	6	0	0	33	1	0	34	57

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	2	0	0	0	2	0	0	6	0	0	6	18
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	7	1	0	8	10
02:30 PM	0	0	0	0	0	0	0	1	8	0	0	9	0	1	0	1	0	2	0	0	6	0	0	6	17
02:45 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	0	2	0	0	9	2	0	11	20
Total	0	0	0	0	0	0	0	1	26	0	0	27	0	5	0	2	0	7	0	0	28	3	0	31	65
03:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	6	2	0	8	20
03:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	0	2	0	0	10	1	0	11	20
03:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	15	0	0	15	26
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	10	0	0	10	19
Total	0	0	0	0	0	0	0	0	37	0	0	37	0	4	0	0	0	4	0	0	41	3	0	44	85
04:00 PM	0	0	0	0	0	0	0	1	18	0	0	19	0	2	0	0	0	2	0	0	14	1	0	15	36
04:15 PM	0	0	0	0	0	0	0	0	13	0	0	13	0	3	0	0	0	3	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	0	1	0	0	8	0	0	8	30
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	14	2	0	16	28
Total	0	0	0	0	0	0	0	1	64	0	0	65	0	6	0	0	0	6	0	0	49	3	0	52	123
05:00 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	2	2	0	0	15	1	0	16	27
05:15 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	0	0	13	1	0	14	27
05:30 PM	0	0	0	0	0	0	0	0	18	0	0	18	0	2	0	0	0	2	0	0	14	1	0	15	35
05:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	20	1	0	21	31
Total	0	0	0	0	0	0	0	0	49	0	0	49	0	3	0	0	2	5	0	0	62	4	0	66	120
06:00 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	16	1	0	17	26
06:15 PM	0	0	0	0	0	0	1	0	7	0	0	8	0	0	0	0	0	0	0	0	11	0	0	11	19
06:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	0	3	0	0	6	1	0	7	16
06:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	1	0	27	0	0	28	0	4	0	0	0	4	0	0	39	2	0	41	73
07:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
07:15 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8	0	0	8	16
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
07:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
Total	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	24	0	0	24	41
08:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
08:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	12
08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
08:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	12	0	0	12	31

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Oxford Street & Fairmount Avenue
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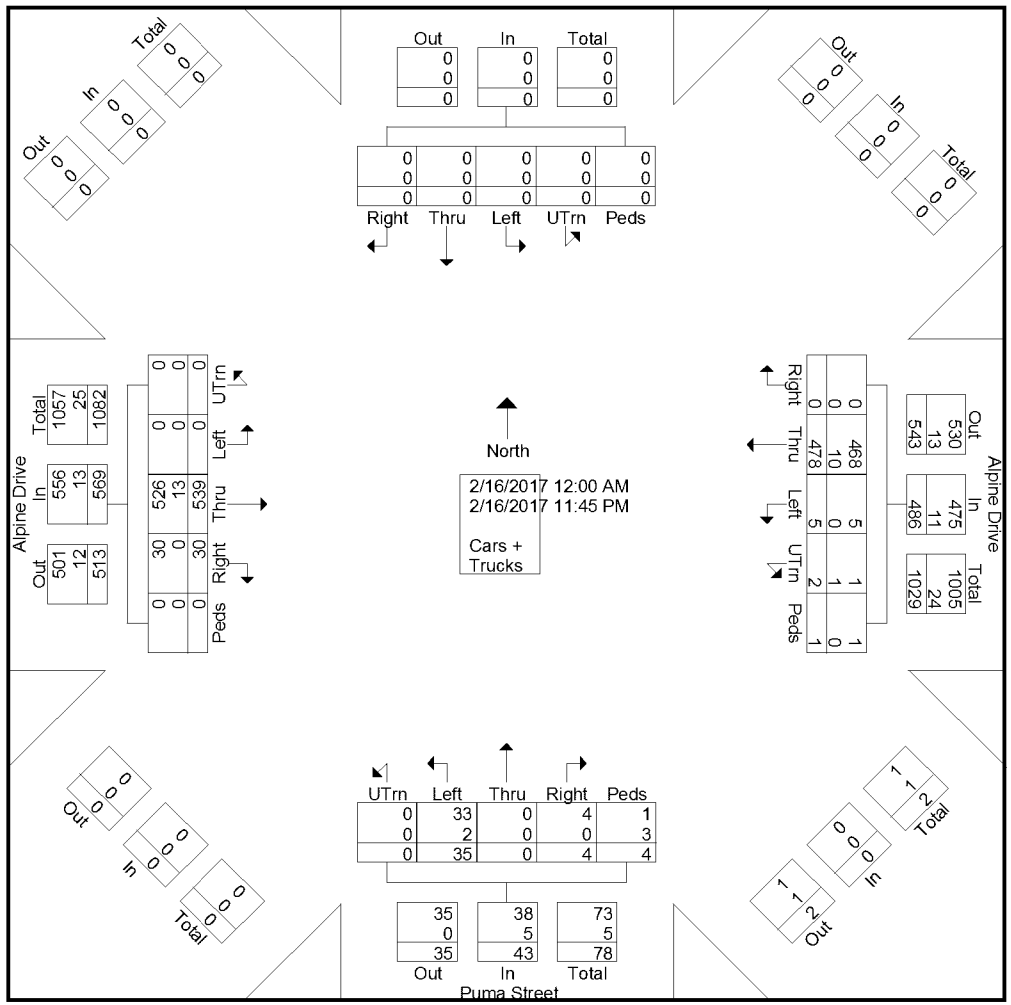
Groups Printed- Cars + - Trucks

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
09:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	5	0	0	5	8
09:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
09:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	0	0	14	0	0	14	0	1	0	0	0	1	0	0	19	0	0	19	34
10:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
Grand Total	0	0	0	0	0	0	2	5	478	0	1	486	0	35	0	4	4	43	0	0	539	30	0	569	1098
Apprch %	0	0	0	0	0		0.4	1	98.4	0	0.2		0	81.4	0	9.3	9.3		0	0	94.7	5.3	0		
Total %	0	0	0	0	0	0	0.2	0.5	43.5	0	0.1	44.3	0	3.2	0	0.4	0.4	3.9	0	0	49.1	2.7	0	51.8	
Cars +	0	0	0	0	0	0	1	5	468	0	1	475	0	33	0	4	1	38	0	0	526	30	0	556	1069
% Cars +	0	0	0	0	0	0	50	100	97.9	0	100	97.7	0	94.3	0	100	25	88.4	0	0	97.6	100	0	97.7	97.4
Trucks	0	0	0	0	0	0	1	0	10	0	0	11	0	2	0	0	3	5	0	0	13	0	0	13	29
% Trucks	0	0	0	0	0	0	50	0	2.1	0	0	2.3	0	5.7	0	0	75	11.6	0	0	2.4	0	0	2.3	2.6

Traffic Data Inc
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Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Southbound						Alpine Drive Westbound						Puma Street Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**0**	1	0	0	0	1	0	0	11	0	0	11	24
07:15 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	14	0	0	14	26
07:30 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	**17**	1	0	**18**	**31**
07:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	13	**4**	0	17	24
Total Volume	0	0	0	0	0	0	0	0	43	0	0	43	0	2	0	0	0	2	0	0	55	5	0	60	105
% App. Total	0	0	0	0	0		0	0	100	0	0		0	100	0	0	0		0	0	91.7	8.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.000	.500	.000	.000	.000	.500	.000	.000	.809	.313	.000	.833	.847
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	0	0	0	0	0	0	0	**6**	0	0	**6**	0	**2**	0	0	0	**2**	0	0	**10**	0	0	**10**	**18**
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	8	**1**	0	9	13
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	6	0	0	6	9
01:45 PM	0	0	0	0	0	0	0	**1**	5	0	0	6	0	1	0	**1**	0	2	0	0	9	0	0	9	17
Total Volume	0	0	0	0	0	0	0	1	16	0	0	17	0	5	0	1	0	6	0	0	33	1	0	34	57
% App. Total	0	0	0	0	0		0	5.9	94.1	0	0		0	83.3	0	16.7	0		0	0	97.1	2.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.667	.000	.000	.708	.000	.625	.000	.250	.000	.750	.000	.000	.825	.250	.000	.850	.792
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	0	0	0	0	0	0	0	**1**	18	0	0	19	0	2	0	0	0	2	0	0	**14**	1	0	15	**36**
04:15 PM	0	0	0	0	0	0	0	0	13	0	0	13	0	**3**	0	0	0	**3**	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	**21**	0	0	**21**	0	1	0	0	0	1	0	0	8	0	0	8	30
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	14	**2**	0	**16**	28
Total Volume	0	0	0	0	0	0	0	1	64	0	0	65	0	6	0	0	0	6	0	0	49	3	0	52	123
% App. Total	0	0	0	0	0		0	1.5	98.5	0	0		0	100	0	0	0		0	0	94.2	5.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.762	.000	.000	.774	.000	.500	.000	.000	.000	.500	.000	.000	.875	.375	.000	.813	.854

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	0	0	7	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	0	3	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
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Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
Saint Paul, MN

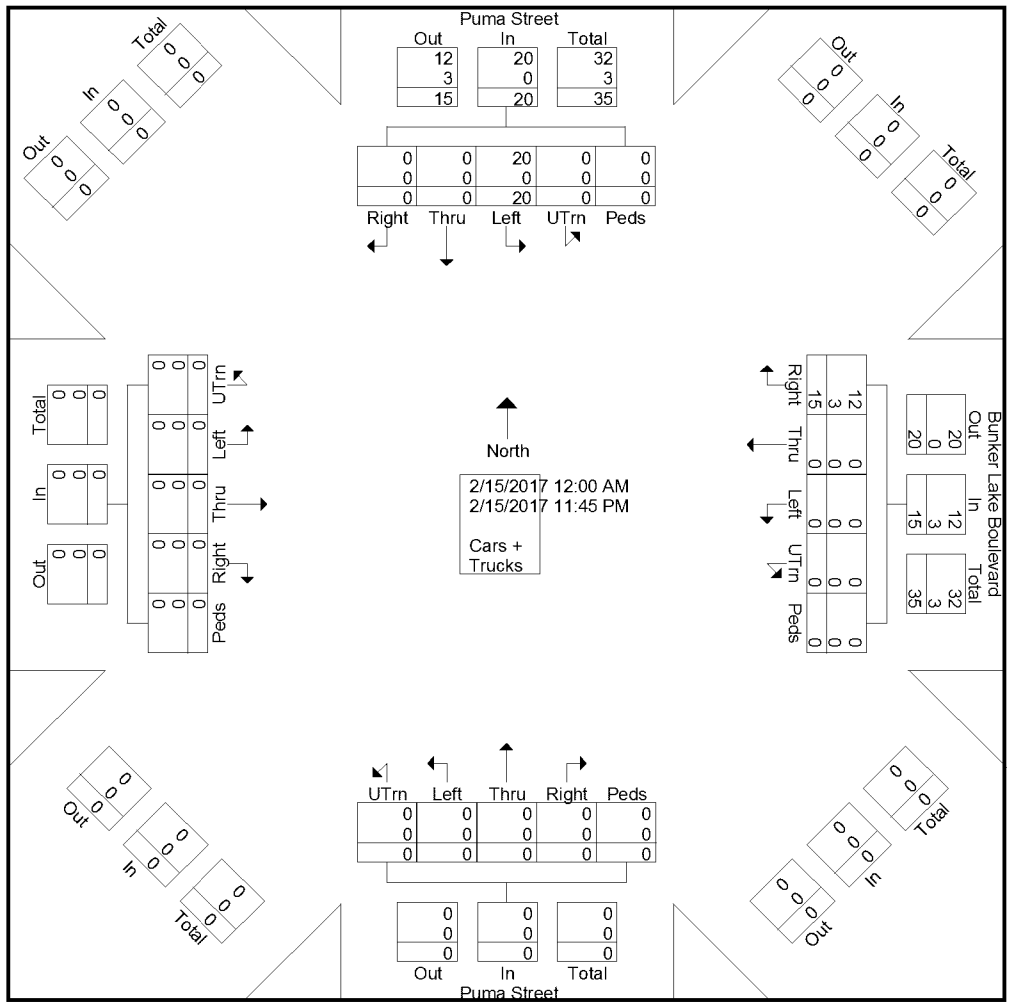
Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	0	0	0	20	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	35
Apprch %	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	57.1	0	0	0	57.1	0	0	0	42.9	0	42.9	0	0	0	0	0	0	0	0	0	0	0	0	
Cars +	0	20	0	0	0	20	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	32
% Cars +	0	100	0	0	0	100	0	0	0	80	0	80	0	0	0	0	0	0	0	0	0	0	0	0	91.4
Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	8.6

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 06:45 AM																									
06:45 AM	**0**	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
07:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	6	0	0	0	6	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.750	.000	.000	.000	.750	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 10:00 AM																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	**2**	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	3	0	0	0	3	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
% App. Total	0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.375	.000	.000	.000	.375	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	5	0	0	0	5	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	0	0	0	0	0	3
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	0	1	0	3	0	4	0	0	1	1	0	2	0	0	0	0	0	0	8
04:00 PM	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	1	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	5	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	4	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Oxford Street & Fairmount Avenue
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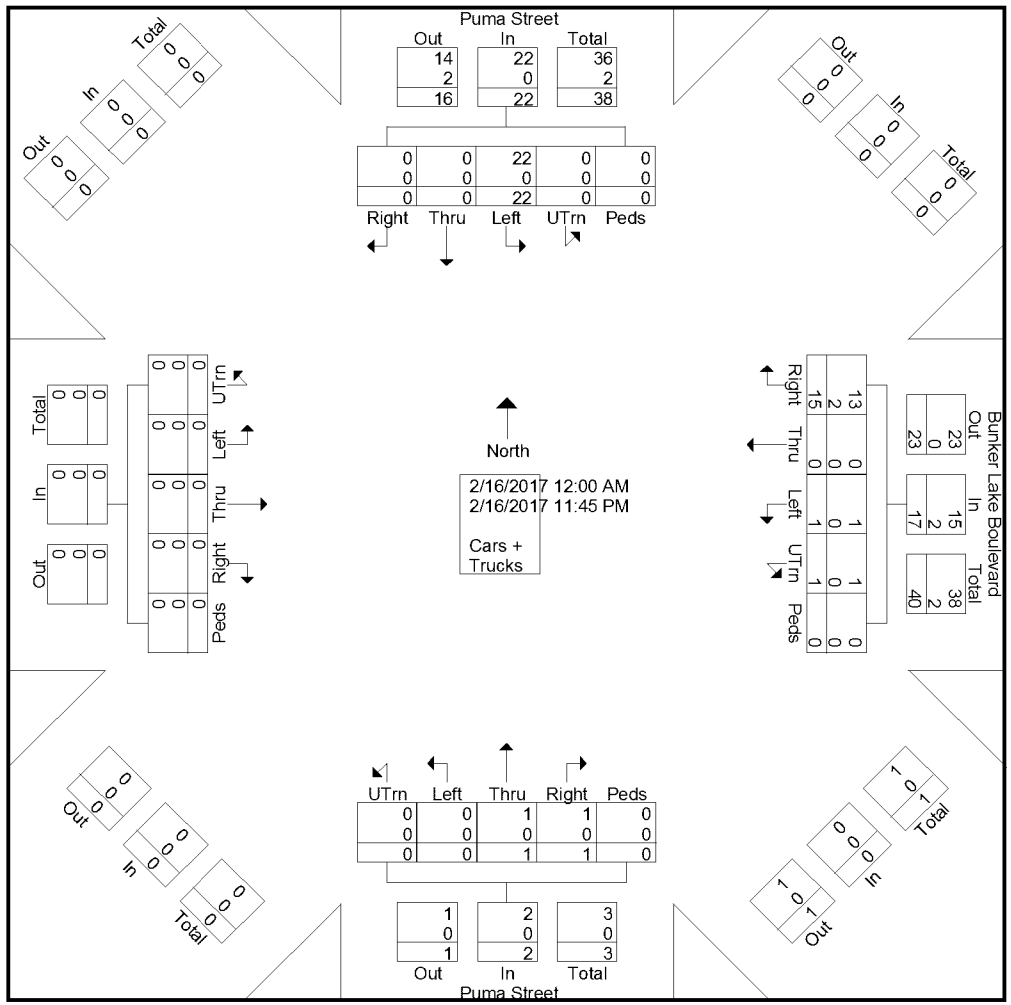
Groups Printed- Cars + - Trucks

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	22	0	0	0	22	1	1	0	15	0	17	0	0	1	1	0	2	0	0	0	0	0	0	41
Apprch %	0	100	0	0	0		5.9	5.9	0	88.2	0		0	0	50	50	0		0	0	0	0	0		
Total %	0	53.7	0	0	0	53.7	2.4	2.4	0	36.6	0	41.5	0	0	2.4	2.4	0	4.9	0	0	0	0	0	0	
Cars +	0	22	0	0	0	22	1	1	0	13	0	15	0	0	1	1	0	2	0	0	0	0	0	0	39
% Cars +	0	100	0	0	0	100	100	100	0	86.7	0	88.2	0	0	100	100	0	100	0	0	0	0	0	0	95.1
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	13.3	0	11.8	0	0	0	0	0	0	0	0	0	0	0	0	4.9

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Oxford Street & Fairmount Avenue
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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Puma Street Southbound						Bunker Lake Boulevard Westbound						Puma Street Northbound						Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
Total Volume	0	5	0	0	0	5	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	100	0	0	0		33.3	0	0	66.7	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.250	.000	.000	.000	.250	.250	.000	.000	.500	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.400
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 10:00 AM																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 03:30 PM																									
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	**1**	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	**2**	0	0	0	**2**	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
04:15 PM	0	1	0	0	0	1	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	4	0	0	0	4	0	1	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
% App. Total	0	100	0	0	0		0	14.3	0	85.7	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.500	.000	.000	.000	.500	.000	.250	.000	.500	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
05:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30 AM	0	1	0	0	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	10
05:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	0	0	0	1	0	0	16	0	0	16	0	0	0	0	0	0	0	0	2	0	0	2	19
06:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	10
06:15 AM	0	3	0	0	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	8	15
06:30 AM	0	1	0	0	1	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	9	0	0	9	19
06:45 AM	0	2	0	0	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10	0	0	10	22
Total	0	6	0	0	1	7	0	0	28	0	0	28	0	0	0	0	0	0	0	0	31	0	0	31	66

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	5	0	0	5	14
07:15 AM	0	0	0	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	21	0	0	21	31
07:30 AM	0	2	0	0	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	0	12	0	0	12	28
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	0	0	12	22
Total	0	2	0	2	0	4	0	0	40	1	0	41	0	0	0	0	0	0	0	0	50	0	0	50	95
08:00 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	17
08:15 AM	0	2	0	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	15
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	15	0	0	15	22
08:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	12	0	0	12	21
Total	0	3	0	0	0	3	0	0	26	1	0	27	0	0	0	0	0	0	0	0	45	0	0	45	75
09:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
09:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
09:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	20	0	0	20	44
10:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
10:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
10:45 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	1	7	0	0	8	15
Total	0	1	0	0	0	1	0	0	19	0	0	19	0	0	0	0	0	0	0	1	18	0	0	19	39
11:00 AM	0	1	0	0	1	2	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	10
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	11
11:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
11:45 AM	0	0	0	1	0	1	0	0	13	0	0	13	0	0	0	0	0	0	0	1	8	0	0	9	23
Total	0	1	0	1	1	3	0	0	28	0	0	28	0	0	0	0	0	0	0	1	26	0	0	27	58
12:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	9	0	0	9	12
12:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
Total	0	0	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	0	0	29	0	0	29	49
01:00 PM	0	3	0	0	0	3	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	8	21
01:15 PM	0	0	0	0	1	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	14
01:30 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	4	0	0	4	11
01:45 PM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	1	9	0	0	10	16
Total	0	3	0	0	1	4	0	0	29	1	0	30	0	0	0	0	0	0	0	1	27	0	0	28	62

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	10
02:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
02:30 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8	0	0	8	16
02:45 PM	0	0	0	1	0	1	0	0	13	1	0	14	0	0	0	0	0	0	0	0	12	0	0	12	27
Total	0	0	0	1	0	1	0	0	32	1	0	33	0	0	0	0	0	0	0	0	31	0	0	31	65
03:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	17
03:15 PM	0	1	0	0	0	1	0	0	9	1	0	10	0	0	0	0	0	0	0	0	9	0	0	9	20
03:30 PM	0	0	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	0	0	9	0	0	9	17
03:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	15	0	0	15	23
Total	0	1	0	0	0	1	0	0	33	3	0	36	0	0	0	0	0	0	0	0	40	0	0	40	77
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	13	0	0	13	18
04:15 PM	0	1	0	1	0	2	0	0	15	0	0	15	0	0	0	0	0	0	0	0	12	0	0	12	29
04:30 PM	0	0	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	0	0	0	10	0	0	10	27
04:45 PM	0	0	0	1	0	1	0	0	11	0	0	11	0	0	0	0	0	0	0	0	13	0	0	13	25
Total	0	1	0	2	0	3	0	0	46	2	0	48	0	0	0	0	0	0	0	0	48	0	0	48	99
05:00 PM	0	0	0	1	0	1	0	0	10	1	0	11	0	0	0	0	0	0	0	1	18	0	0	19	31
05:15 PM	0	0	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	0	0	1	18	0	0	19	34
05:30 PM	0	0	0	1	1	2	0	0	15	0	0	15	0	0	0	0	0	0	0	0	14	0	0	14	31
05:45 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13	0	0	13	21
Total	0	0	0	2	1	3	0	0	46	3	0	49	0	0	0	0	0	0	0	2	63	0	0	65	117
06:00 PM	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	1	8	0	0	9	18
06:15 PM	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	0	0	14	0	0	14	29
06:30 PM	0	0	0	1	0	1	0	0	9	1	0	10	0	0	0	0	0	0	0	0	7	0	0	7	18
06:45 PM	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	18
Total	0	0	0	3	0	3	0	0	41	2	0	43	0	0	0	0	0	0	0	1	36	0	0	37	83
07:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
07:15 PM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	8
07:30 PM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
07:45 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	3	0	0	3	11
Total	0	1	0	0	0	1	0	0	17	2	0	19	0	0	0	0	0	0	0	0	19	0	0	19	39
08:00 PM	0	1	0	0	0	1	0	0	3	2	0	5	0	0	0	0	0	0	0	0	5	0	0	5	11
08:15 PM	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	9
08:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
08:45 PM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
Total	0	3	0	0	0	3	0	0	20	2	0	22	0	0	0	0	0	0	0	0	19	0	0	19	44

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Saint Paul, MN

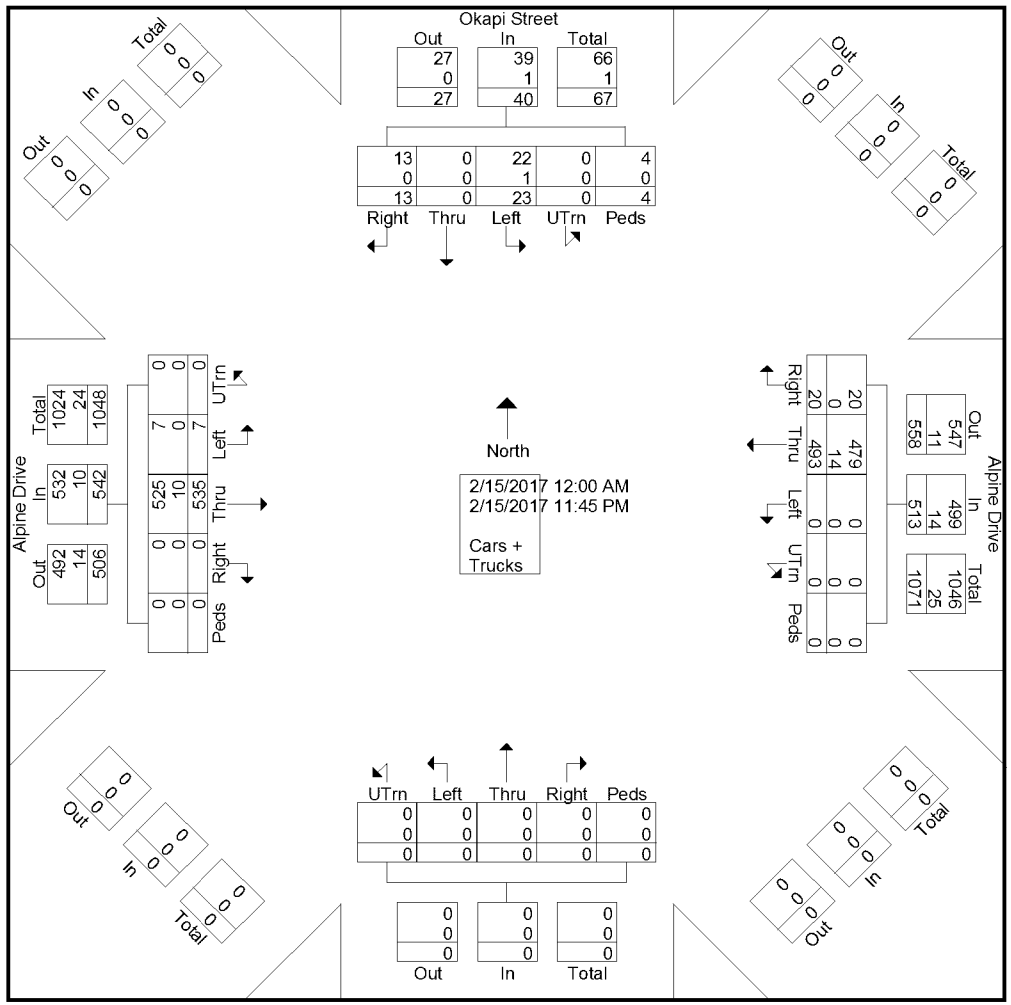
Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
09:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	5	0	0	6	9
09:30 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	1	12	0	0	13	23
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
Grand Total	0	23	0	13	4	40	0	0	493	20	0	513	0	0	0	0	0	0	0	7	535	0	0	542	1095
Apprch %	0	57.5	0	32.5	10		0	0	96.1	3.9	0		0	0	0	0	0		0	1.3	98.7	0	0		
Total %	0	2.1	0	1.2	0.4	3.7	0	0	45	1.8	0	46.8	0	0	0	0	0	0	0	0.6	48.9	0	0	49.5	
Cars +	0	22	0	13	4	39	0	0	479	20	0	499	0	0	0	0	0	0	0	7	525	0	0	532	1070
% Cars +	0	95.7	0	100	100	97.5	0	0	97.2	100	0	97.3	0	0	0	0	0	0	0	100	98.1	0	0	98.2	97.7
Trucks	0	1	0	0	0	1	0	0	14	0	0	14	0	0	0	0	0	0	0	0	10	0	0	10	25
% Trucks	0	4.3	0	0	0	2.5	0	0	2.8	0	0	2.7	0	0	0	0	0	0	0	0	1.9	0	0	1.8	2.3

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	**0**	**0**	**0**	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	21	0	0	21	**31**
07:30 AM	0	**2**	0	0	0	2	0	0	**13**	**1**	0	**14**	0	0	0	0	0	0	0	0	12	0	0	12	28
07:45 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	12	0	0	12	22
08:00 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	17
Total Volume	0	3	0	2	0	5	0	0	36	1	0	37	0	0	0	0	0	0	0	0	56	0	0	56	98
% App. Total	0	60	0	40	0		0	0	97.3	2.7	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.375	.000	.250	.000	.625	.000	.000	.692	.250	.000	.661	.000	.000	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.790
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	0	0	0	2	**1**	0	3	0	0	0	0	0	0	0	0	**9**	0	0	**9**	12
12:45 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	14
01:00 PM	0	**3**	0	0	0	**3**	0	0	**10**	0	0	**10**	0	0	0	0	0	0	0	0	8	0	0	8	**21**
Total Volume	0	3	0	0	0	3	0	0	25	1	0	26	0	0	0	0	0	0	0	0	33	0	0	33	62
% App. Total	0	100	0	0	0		0	0	96.2	3.8	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.250	.000	.000	.000	.250	.000	.000	.625	.250	.000	.650	.000	.000	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.738
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	**1**	0	1	0	0	11	0	0	11	0	0	0	0	0	0	0	0	13	0	0	13	25
05:00 PM	0	0	0	1	0	1	0	0	10	1	0	11	0	0	0	0	0	0	0	**1**	**18**	0	0	**19**	31
05:15 PM	0	0	0	0	0	0	0	0	13	**2**	0	**15**	0	0	0	0	0	0	0	1	18	0	0	19	**34**
05:30 PM	0	0	0	1	**1**	**2**	0	0	**15**	0	0	15	0	0	0	0	0	0	0	0	14	0	0	14	31
Total Volume	0	0	0	3	1	4	0	0	49	3	0	52	0	0	0	0	0	0	0	2	63	0	0	65	121
% App. Total	0	0	0	75	25		0	0	94.2	5.8	0		0	0	0	0	0		0	3.1	96.9	0	0		
PHF	.000	.000	.000	.750	.250	.500	.000	.000	.817	.375	.000	.867	.000	.000	.000	.000	.000	.000	.000	.500	.875	.000	.000	.855	.890

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
03:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	7
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 AM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	6
05:30 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total	0	1	0	0	0	1	0	0	14	0	0	14	0	0	0	0	0	0	0	0	6	0	0	6	21
06:00 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	12
06:15 AM	0	2	0	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9	0	0	9	17
06:30 AM	0	2	0	0	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10	0	0	10	22
06:45 AM	0	1	0	0	0	1	0	0	10	0	0	10	0	0	0	0	0	0	0	0	5	0	0	5	16
Total	0	6	0	0	0	6	0	0	32	0	0	32	0	0	0	0	0	0	0	0	29	0	0	29	67

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

File Name : 3 - Alpine Dr & Okapi, 2-16-17
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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12	0	0	12	24
07:15 AM	0	1	0	1	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	15	27
07:30 AM	0	2	0	0	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	0	14	0	0	14	30
07:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total	0	3	0	1	0	4	0	0	43	1	0	44	0	0	0	0	0	0	0	0	55	0	0	55	103
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	15
08:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	7	0	0	7	13
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	11	0	0	11	18
08:45 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	0	0	38	0	0	38	61
09:00 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17
09:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	12
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
09:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
Total	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	22	0	0	22	44
10:00 AM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	7	0	0	7	15
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
10:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
10:45 AM	0	0	0	0	1	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	13
Total	0	0	0	0	1	1	0	0	22	1	0	23	0	0	0	0	0	0	0	0	23	0	0	23	47
11:00 AM	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
11:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	10
11:30 AM	0	0	0	0	1	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	6
11:45 AM	0	0	0	1	0	1	0	0	6	2	0	8	0	0	0	0	0	0	0	0	5	0	0	5	14
Total	0	1	0	1	1	3	0	0	21	2	0	23	0	0	0	0	0	0	0	0	17	0	0	17	43
12:00 PM	0	0	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	8	11
12:15 PM	0	0	0	0	1	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	8
12:30 PM	0	0	0	0	1	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	3	3	0	0	15	0	0	15	0	0	0	0	0	0	0	0	21	0	0	21	39
01:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	16
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	9
01:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	9	0	0	10	15
Total	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	2	27	0	0	29	50

Traffic Data Inc
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St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	16
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	8
02:30 PM	0	1	0	0	0	1	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	0	0	6	16
02:45 PM	0	0	0	0	1	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	11	18
Total	0	1	0	0	1	2	0	0	27	0	0	27	0	0	0	0	0	0	0	0	29	0	0	29	58
03:00 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	1	6	0	0	7	18
03:15 PM	0	1	0	1	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	0	0	10	18
03:30 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12	0	0	12	24
03:45 PM	0	1	0	0	0	1	0	0	8	1	0	9	0	0	0	0	0	0	0	0	12	0	0	12	22
Total	0	2	0	1	0	3	0	0	37	1	0	38	0	0	0	0	0	0	0	1	40	0	0	41	82
04:00 PM	0	1	0	0	0	1	0	0	19	0	0	19	0	0	0	0	0	0	0	1	13	0	0	14	34
04:15 PM	0	1	0	0	0	1	0	0	14	1	0	15	0	0	0	0	0	0	0	0	13	0	0	13	29
04:30 PM	0	0	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	0	0	7	0	0	7	27
04:45 PM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	1	14	0	0	15	27
Total	0	2	0	0	0	2	0	0	64	2	0	66	0	0	0	0	0	0	0	2	47	0	0	49	117
05:00 PM	0	0	0	0	0	0	0	0	10	3	0	13	0	0	0	0	2	2	0	0	9	0	0	9	24
05:15 PM	0	0	0	2	0	2	0	0	11	1	0	12	0	0	0	0	0	0	0	0	16	0	0	16	30
05:30 PM	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	14	0	0	14	32
05:45 PM	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	19	0	0	19	30
Total	0	0	0	2	0	2	0	0	49	5	0	54	0	0	0	0	2	2	0	0	58	0	0	58	116
06:00 PM	0	0	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	0	0	0	16	0	0	16	28
06:15 PM	0	1	0	1	0	2	0	0	9	0	0	9	0	0	0	0	0	0	0	1	12	0	0	13	24
06:30 PM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	6	0	0	6	13
06:45 PM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	12
Total	0	2	0	1	0	3	0	0	29	4	0	33	0	0	0	0	0	0	0	1	40	0	0	41	77
07:00 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
07:15 PM	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	0	8	0	0	8	18
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
07:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
Total	0	0	0	0	0	0	0	0	18	3	0	21	0	0	0	0	0	0	0	0	24	0	0	24	45
08:00 PM	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
08:15 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	6	0	0	6	14
08:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	9
08:45 PM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	21	3	0	24	0	0	0	0	0	0	0	0	13	0	0	13	37

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Oxford Street & Fairmount Avenue
Saint Paul, MN

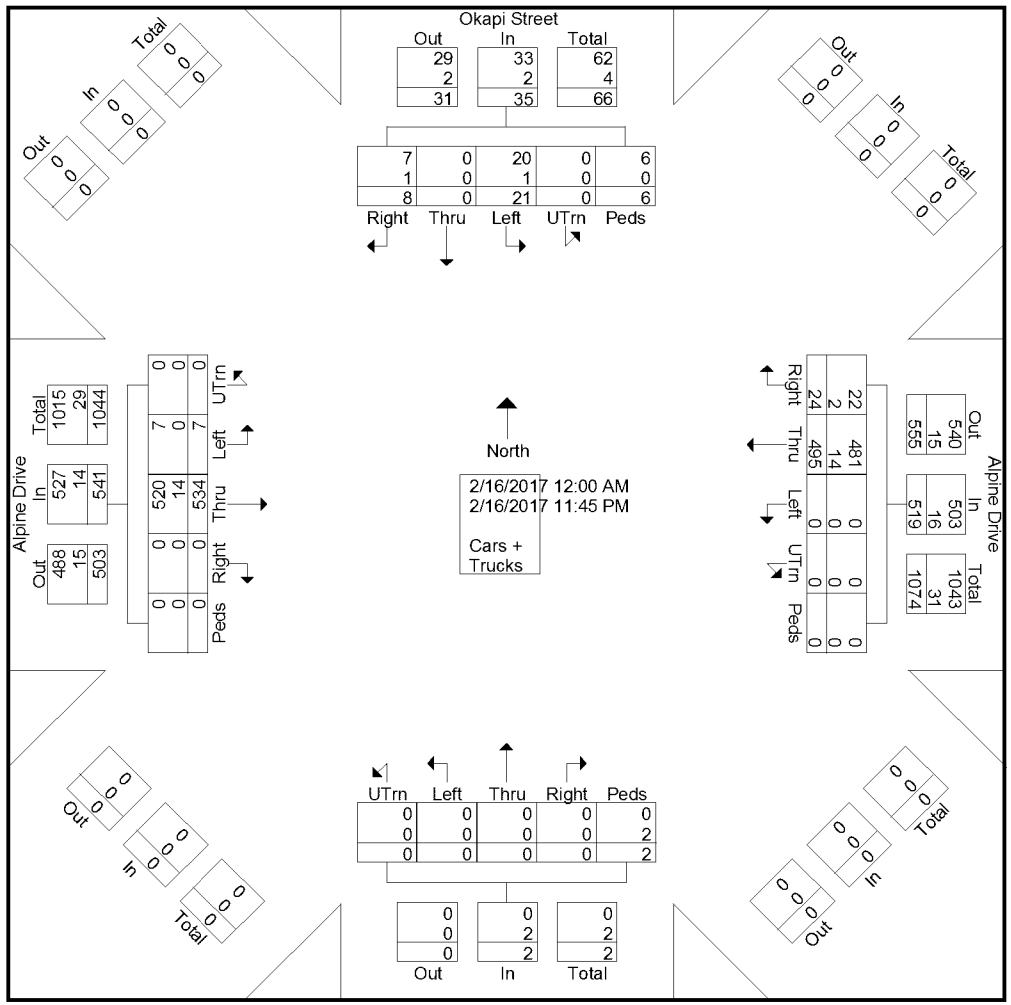
Groups Printed- Cars + - Trucks

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	1	3	0	0	4	8
09:15 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	9
09:30 PM	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	3	0	0	3	11
09:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	1	0	1	0	2	0	0	13	1	0	14	0	0	0	0	0	0	0	1	18	0	0	19	35
10:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
10:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	0	0	10	16
11:00 PM	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	5
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	13
Grand Total	0	21	0	8	6	35	0	0	495	24	0	519	0	0	0	0	2	2	0	7	534	0	0	541	1097
Apprch %	0	60	0	22.9	17.1		0	0	95.4	4.6	0		0	0	0	0	100		0	1.3	98.7	0	0		
Total %	0	1.9	0	0.7	0.5	3.2	0	0	45.1	2.2	0	47.3	0	0	0	0	0.2	0.2	0	0.6	48.7	0	0	49.3	
Cars +	0	20	0	7	6	33	0	0	481	22	0	503	0	0	0	0	0	0	0	7	520	0	0	527	1063
% Cars +	0	95.2	0	87.5	100	94.3	0	0	97.2	91.7	0	96.9	0	0	0	0	0	0	0	100	97.4	0	0	97.4	96.9
Trucks	0	1	0	1	0	2	0	0	14	2	0	16	0	0	0	0	2	2	0	0	14	0	0	14	34
% Trucks	0	4.8	0	12.5	0	5.7	0	0	2.8	8.3	0	3.1	0	0	0	0	100	100	0	0	2.6	0	0	2.6	3.1

Traffic Data Inc
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Oxford Street & Fairmount Avenue
Saint Paul, MN



Traffic Data Inc
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St. Louis Park, MN 55416

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Oxford Street & Fairmount Avenue
Saint Paul, MN

	Okapi Street Southbound						Alpine Drive Westbound						Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**24**
07:15 AM	**0**	**1**	**0**	1	0	2	0	0	10	0	0	10	0	0	0	0	0	0	0	0	15	0	0	15	27
07:30 AM	0	**2**	0	0	0	2	0	0	**13**	**1**	0	**14**	0	0	0	0	0	0	0	0	14	0	0	14	**30**
07:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total Volume	0	3	0	1	0	4	0	0	43	1	0	44	0	0	0	0	0	0	0	0	55	0	0	55	103
% App. Total	0	75	0	25	0		0	0	97.7	2.3	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.375	.000	.250	.000	.500	.000	.000	.827	.250	.000	.786	.000	.000	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.858
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	0	0	0	0	0	0	0	**11**	0	0	**11**	0	0	0	0	0	0	0	0	5	0	0	5	**16**
01:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	**1**	6	0	0	7	9
01:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	**9**	0	0	**10**	15
Total Volume	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	2	27	0	0	29	50
% App. Total	0	0	0	0	0		0	0	100	0	0		0	0	0	0	0		0	6.9	93.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.477	.000	.000	.477	.000	.000	.000	.000	.000	.000	.000	.500	.750	.000	.000	.725	.781
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:15 PM																									
05:15 PM	0	0	0	**2**	0	**2**	0	0	11	1	0	12	0	0	0	0	0	0	0	0	16	0	0	16	30
05:30 PM	0	0	0	0	0	0	0	0	**18**	0	0	**18**	0	0	0	0	0	0	0	0	14	0	0	14	**32**
05:45 PM	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	**19**	0	0	**19**	30
06:00 PM	0	0	0	0	0	0	0	0	9	**3**	0	12	0	0	0	0	0	0	0	0	16	0	0	16	28
Total Volume	0	0	0	2	0	2	0	0	48	5	0	53	0	0	0	0	0	0	0	0	65	0	0	65	120
% App. Total	0	0	0	100	0		0	0	90.6	9.4	0		0	0	0	0	0		0	0	100	0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.667	.417	.000	.736	.000	.000	.000	.000	.000	.000	.000	.000	.855	.000	.000	.855	.938

Traffic Data Inc
PO Box 16269
St. Louis Park, MN 55416

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TH 10 & Alpine Drive
Saint Paul, MN

Groups Printed- Cars + - Trucks

	TH 10 Southbound						Alpine Drive Westbound						TH 10 Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	9	0	0	9	0	1	0	1	0	2	0	0	21	0	0	21	0	0	0	0	0	0	32
12:15 AM	0	0	19	0	0	19	0	0	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	0	43
12:30 AM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	0	29
12:45 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	27
Total	0	0	51	0	0	51	0	1	0	1	0	2	0	0	75	3	0	78	0	0	0	0	0	0	131
01:00 AM	0	0	14	0	0	14	0	0	0	1	0	1	0	0	25	0	0	25	0	0	0	0	0	0	40
01:15 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	37
01:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	26
01:45 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	30
Total	0	0	45	0	0	45	0	0	0	1	0	1	0	0	87	0	0	87	0	0	0	0	0	0	133
02:00 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	32
02:15 AM	0	0	15	0	0	15	0	0	0	1	0	1	0	0	14	1	0	15	0	0	0	0	0	0	31
02:30 AM	0	1	16	0	0	17	0	1	0	1	0	2	0	0	12	0	0	12	0	0	0	0	0	0	31
02:45 AM	0	1	28	0	0	29	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	48
Total	0	2	68	0	0	70	0	1	0	2	0	3	0	0	68	1	0	69	0	0	0	0	0	0	142
03:00 AM	0	0	16	0	0	16	0	0	0	1	0	1	0	0	15	0	0	15	0	0	0	0	0	0	32
03:15 AM	0	0	31	0	0	31	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	48
03:30 AM	0	0	40	0	0	40	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	54
03:45 AM	0	0	37	0	0	37	0	0	0	2	0	2	0	0	18	0	0	18	0	0	0	0	0	0	57
Total	0	0	124	0	0	124	0	0	0	3	0	3	0	0	64	0	0	64	0	0	0	0	0	0	191
04:00 AM	0	0	60	0	0	60	0	1	0	1	0	2	0	0	19	0	0	19	0	0	0	0	0	0	81
04:15 AM	0	0	102	0	0	102	0	0	0	4	0	4	0	0	30	0	0	30	0	0	0	0	0	0	136
04:30 AM	0	0	150	0	0	150	0	1	0	3	0	4	0	0	27	0	0	27	0	0	0	0	0	0	181
04:45 AM	0	0	137	0	0	137	0	2	0	0	0	2	0	0	54	0	0	54	0	0	0	0	0	0	193
Total	0	0	449	0	0	449	0	4	0	8	0	12	0	0	130	0	0	130	0	0	0	0	0	0	591
05:00 AM	0	0	180	0	0	180	0	3	0	2	0	5	0	0	41	0	0	41	0	0	0	0	0	0	226
05:15 AM	0	0	295	0	0	295	0	5	0	4	0	9	0	0	53	0	0	53	0	0	0	0	0	0	357
05:30 AM	0	0	396	0	0	396	0	1	0	10	0	11	0	0	88	0	0	88	0	0	0	0	0	0	495
05:45 AM	0	1	388	0	0	389	0	3	0	3	0	6	0	0	111	0	0	111	0	0	0	0	0	0	506
Total	0	1	1259	0	0	1260	0	12	0	19	0	31	0	0	293	0	0	293	0	0	0	0	0	0	1584
06:00 AM	0	3	406	0	0	409	0	3	0	9	0	12	0	0	139	1	0	140	0	0	0	0	0	0	561
06:15 AM	0	4	527	0	0	531	0	8	0	8	0	16	2	0	155	1	0	158	0	0	0	0	0	0	705
06:30 AM	0	5	477	0	0	482	0	4	0	6	0	10	0	0	201	7	0	208	0	0	0	0	0	0	700
06:45 AM	0	2	440	0	0	442	0	6	0	8	0	14	0	0	183	4	0	187	0	0	0	0	0	0	643
Total	0	14	1850	0	0	1864	0	21	0	31	0	52	2	0	678	13	0	693	0	0	0	0	0	0	2609

Traffic Data Inc
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TH 10 & Alpine Drive
Saint Paul, MN

Groups Printed- Cars + - Trucks

	TH 10 Southbound						Alpine Drive Westbound						TH 10 Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	6	482	0	0	488	0	7	0	10	0	17	1	0	180	1	0	182	0	0	0	0	0	0	687
07:15 AM	0	9	477	0	0	486	0	7	0	13	0	20	0	0	189	1	0	190	0	0	0	0	0	0	696
07:30 AM	0	10	483	0	0	493	0	7	0	7	0	14	1	0	245	1	0	247	0	0	0	0	0	0	754
07:45 AM	0	5	455	0	0	460	0	6	0	15	0	21	0	0	241	3	0	244	0	0	0	0	0	0	725
Total	0	30	1897	0	0	1927	0	27	0	45	0	72	2	0	855	6	0	863	0	0	0	0	0	0	2862
08:00 AM	0	7	354	0	0	361	0	8	0	8	0	16	0	0	192	3	0	195	0	0	0	0	0	0	572
08:15 AM	0	4	355	0	0	359	0	11	0	10	0	21	0	0	189	1	0	190	0	0	0	0	0	0	570
08:30 AM	1	1	304	0	0	306	0	3	0	5	0	8	0	0	183	3	0	186	0	0	0	0	0	0	500
08:45 AM	2	1	287	0	0	290	0	6	0	7	0	13	0	0	155	2	0	157	0	0	0	0	0	0	460
Total	3	13	1300	0	0	1316	0	28	0	30	0	58	0	0	719	9	0	728	0	0	0	0	0	0	2102
09:00 AM	0	1	296	0	0	297	0	7	0	8	0	15	0	0	163	3	0	166	0	0	0	0	0	0	478
09:15 AM	0	1	262	0	0	263	0	3	0	5	0	8	0	0	169	2	0	171	0	0	0	0	0	0	442
09:30 AM	0	2	231	0	0	233	0	3	0	7	0	10	0	0	188	3	0	191	0	0	0	0	0	0	434
09:45 AM	0	4	240	0	0	244	0	4	0	3	0	7	1	0	161	6	0	168	0	0	0	0	0	0	419
Total	0	8	1029	0	0	1037	0	17	0	23	0	40	1	0	681	14	0	696	0	0	0	0	0	0	1773
10:00 AM	1	6	240	0	0	247	0	6	0	7	0	13	0	0	186	2	0	188	0	0	0	0	0	0	448
10:15 AM	1	10	206	0	0	217	0	8	0	5	0	13	0	0	179	3	0	182	0	0	0	0	0	0	412
10:30 AM	2	5	220	0	0	227	0	2	0	4	0	6	0	0	182	2	0	184	0	0	0	0	0	0	417
10:45 AM	1	3	205	0	0	209	0	0	0	4	0	4	0	0	204	2	0	206	0	0	0	0	0	0	419
Total	5	24	871	0	0	900	0	16	0	20	0	36	0	0	751	9	0	760	0	0	0	0	0	0	1696
11:00 AM	0	8	199	0	0	207	0	5	0	3	0	8	1	0	193	1	0	195	0	0	0	0	0	0	410
11:15 AM	1	5	201	0	0	207	0	1	0	4	0	5	2	0	179	1	0	182	0	0	0	0	0	0	394
11:30 AM	1	6	212	0	0	219	0	1	0	4	0	5	1	0	204	3	0	208	0	0	0	0	0	0	432
11:45 AM	1	5	231	0	0	237	0	3	0	10	0	13	2	0	189	5	0	196	0	0	0	0	0	0	446
Total	3	24	843	0	0	870	0	10	0	21	0	31	6	0	765	10	0	781	0	0	0	0	0	0	1682
12:00 PM	1	8	223	0	0	232	0	2	0	6	0	8	1	0	191	2	0	194	0	0	0	0	0	0	434
12:15 PM	0	6	196	0	0	202	0	2	0	8	0	10	2	0	185	6	0	193	0	0	0	0	0	0	405
12:30 PM	0	3	224	0	0	227	0	4	0	6	0	10	1	0	179	3	0	183	0	0	0	0	0	0	420
12:45 PM	2	4	215	0	0	221	0	4	0	3	0	7	1	0	225	2	0	228	0	0	0	0	0	0	456
Total	3	21	858	0	0	882	0	12	0	23	0	35	5	0	780	13	0	798	0	0	0	0	0	0	1715
01:00 PM	0	10	198	0	0	208	0	1	0	7	0	8	1	0	185	8	0	194	0	0	0	0	0	0	410
01:15 PM	1	4	195	0	0	200	0	1	0	3	0	4	2	0	210	5	0	217	0	0	0	0	0	0	421
01:30 PM	0	6	243	0	0	249	0	3	0	5	0	8	1	0	226	6	0	233	0	0	0	0	0	0	490
01:45 PM	1	6	214	0	0	221	0	3	0	10	0	13	2	0	235	6	0	243	0	0	0	0	0	0	477
Total	2	26	850	0	0	878	0	8	0	25	0	33	6	0	856	25	0	887	0	0	0	0	0	0	1798

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TH 10 & Alpine Drive
Saint Paul, MN

Groups Printed- Cars + - Trucks

	TH 10 Southbound						Alpine Drive Westbound						TH 10 Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	12	249	0	0	261	0	3	0	4	0	7	0	0	290	7	0	297	0	0	0	0	0	0	565
02:15 PM	2	11	226	0	0	239	0	2	0	5	0	7	1	0	315	8	0	324	0	0	0	0	0	0	570
02:30 PM	0	2	249	0	0	251	0	5	0	7	0	12	0	0	359	20	0	379	0	0	0	0	0	0	642
02:45 PM	0	7	238	0	0	245	0	3	0	8	0	11	0	0	343	15	0	358	0	0	0	0	0	0	614
Total	2	32	962	0	0	996	0	13	0	24	0	37	1	0	1307	50	0	1358	0	0	0	0	0	0	2391
03:00 PM	3	7	275	0	0	285	0	7	0	3	0	10	1	0	375	10	0	386	0	0	0	0	0	0	681
03:15 PM	4	16	265	0	0	285	0	5	0	7	0	12	0	0	433	8	0	441	0	0	0	0	0	0	738
03:30 PM	0	6	288	0	0	294	0	2	0	11	0	13	1	0	466	9	0	476	0	0	0	0	0	0	783
03:45 PM	5	9	290	0	0	304	0	11	0	8	0	19	1	0	467	2	0	470	0	0	0	0	0	0	793
Total	12	38	1118	0	0	1168	0	25	0	29	0	54	3	0	1741	29	0	1773	0	0	0	0	0	0	2995
04:00 PM	2	12	290	0	0	304	0	8	0	5	0	13	0	0	467	5	0	472	0	0	0	0	0	0	789
04:15 PM	2	11	295	0	0	308	0	6	0	9	0	15	0	0	457	4	0	461	0	0	0	0	0	0	784
04:30 PM	0	5	312	0	0	317	0	2	0	7	0	9	0	0	468	8	0	476	0	0	0	0	0	0	802
04:45 PM	0	14	325	0	0	339	0	2	0	12	0	14	0	0	464	12	0	476	0	0	0	0	0	0	829
Total	4	42	1222	0	0	1268	0	18	0	33	0	51	0	0	1856	29	0	1885	0	0	0	0	0	0	3204
05:00 PM	0	14	337	0	0	351	0	4	0	12	0	16	1	0	479	3	0	483	0	0	0	0	0	0	850
05:15 PM	4	16	276	0	0	296	0	2	0	9	0	11	1	0	472	9	0	482	0	0	0	0	0	0	789
05:30 PM	2	20	303	0	0	325	0	2	0	7	0	9	0	0	425	9	0	434	0	0	0	0	0	0	768
05:45 PM	0	15	242	0	0	257	0	6	0	7	0	13	0	0	399	19	0	418	0	0	0	0	0	0	688
Total	6	65	1158	0	0	1229	0	14	0	35	0	49	2	0	1775	40	0	1817	0	0	0	0	0	0	3095
06:00 PM	1	6	237	0	0	244	0	3	0	11	0	14	1	0	360	8	0	369	0	0	0	0	0	0	627
06:15 PM	1	9	200	0	0	210	0	1	0	9	0	10	0	0	309	6	0	315	0	0	0	0	0	0	535
06:30 PM	0	7	189	0	0	196	0	4	0	8	0	12	1	0	280	7	0	288	0	0	0	0	0	0	496
06:45 PM	0	7	169	0	0	176	0	3	0	9	0	12	2	0	227	5	0	234	0	0	0	0	0	0	422
Total	2	29	795	0	0	826	0	11	0	37	0	48	4	0	1176	26	0	1206	0	0	0	0	0	0	2080
07:00 PM	2	4	117	0	0	123	0	1	0	5	0	6	1	0	204	7	0	212	0	0	0	0	0	0	341
07:15 PM	0	7	127	0	0	134	0	6	0	4	0	10	0	0	217	6	0	223	0	0	0	0	0	0	367
07:30 PM	0	3	115	0	0	118	0	2	0	1	0	3	0	0	168	5	0	173	0	0	0	0	0	0	294
07:45 PM	0	6	110	0	0	116	0	3	0	1	0	4	0	0	171	3	0	174	0	0	0	0	0	0	294
Total	2	20	469	0	0	491	0	12	0	11	0	23	1	0	760	21	0	782	0	0	0	0	0	0	1296
08:00 PM	0	7	114	0	0	121	0	4	0	10	0	14	0	0	153	4	0	157	0	0	0	0	0	0	292
08:15 PM	0	6	128	0	0	134	0	3	0	3	0	6	1	0	158	3	0	162	0	0	0	0	0	0	302
08:30 PM	0	3	106	0	0	109	0	1	0	2	0	3	0	0	158	2	0	160	0	0	0	0	0	0	272
08:45 PM	0	12	75	0	0	87	0	12	0	5	0	17	0	0	145	4	0	149	0	0	0	0	0	0	253
Total	0	28	423	0	0	451	0	20	0	20	0	40	1	0	614	13	0	628	0	0	0	0	0	0	1119

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Saint Paul, MN

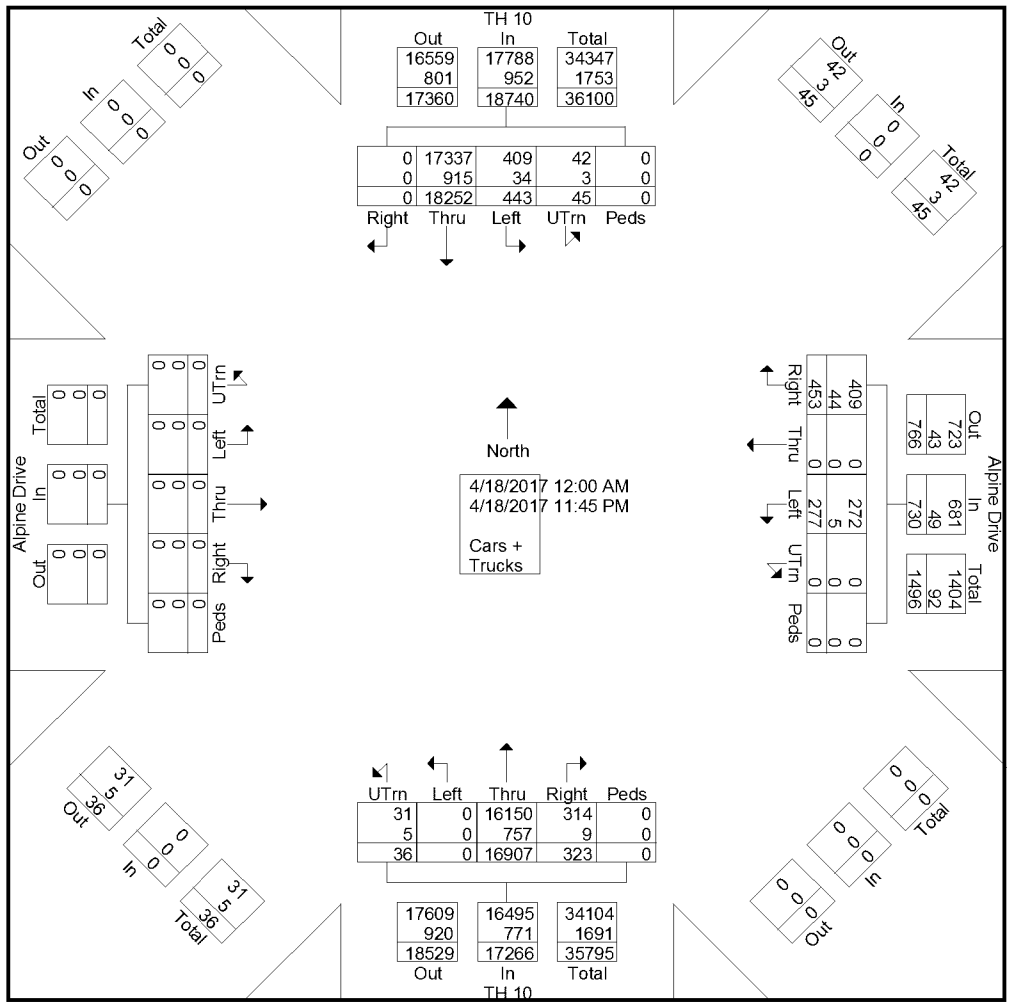
Groups Printed- Cars + - Trucks

	TH 10 Southbound						Alpine Drive Westbound						TH 10 Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
09:00 PM	0	6	87	0	0	93	0	3	0	2	0	5	0	0	131	2	0	133	0	0	0	0	0	0	231
09:15 PM	0	3	75	0	0	78	0	1	0	2	0	3	0	0	102	0	0	102	0	0	0	0	0	0	183
09:30 PM	0	2	70	0	0	72	0	0	0	0	0	0	0	0	101	2	0	103	0	0	0	0	0	0	175
09:45 PM	0	6	61	0	0	67	0	0	0	0	0	0	1	0	80	2	0	83	0	0	0	0	0	0	150
Total	0	17	293	0	0	310	0	4	0	4	0	8	1	0	414	6	0	421	0	0	0	0	0	0	739
10:00 PM	0	2	62	0	0	64	0	1	0	1	0	2	0	0	80	0	0	80	0	0	0	0	0	0	146
10:15 PM	0	1	54	0	0	55	0	0	0	0	0	0	0	0	70	1	0	71	0	0	0	0	0	0	126
10:30 PM	1	0	58	0	0	59	0	0	0	1	0	1	0	0	60	3	0	63	0	0	0	0	0	0	123
10:45 PM	0	2	42	0	0	44	0	1	0	4	0	5	0	0	52	0	0	52	0	0	0	0	0	0	101
Total	1	5	216	0	0	222	0	2	0	6	0	8	0	0	262	4	0	266	0	0	0	0	0	0	496
11:00 PM	0	1	40	0	0	41	0	0	0	0	0	0	1	0	56	0	0	57	0	0	0	0	0	0	98
11:15 PM	0	1	26	0	0	27	0	1	0	1	0	2	0	0	43	1	0	44	0	0	0	0	0	0	73
11:30 PM	0	1	22	0	0	23	0	0	0	0	0	0	0	0	57	1	0	58	0	0	0	0	0	0	81
11:45 PM	0	1	14	0	0	15	0	0	0	1	0	1	0	0	44	0	0	44	0	0	0	0	0	0	60
Total	0	4	102	0	0	106	0	1	0	2	0	3	1	0	200	2	0	203	0	0	0	0	0	0	312
Grand Total	45	443	18252												16907										
Cars +	42	409	17337	0	0	17788	0	272	0	409	0	681	31	0	16150	314	0	16495	0	0	0	0	0	0	34964
% Cars +	93.3	92.3	95	0	0	94.9	0	98.2	0	90.3	0	93.3	86.1	0	95.5	97.2	0	95.5	0	0	0	0	0	0	95.2
Trucks	3	34	915	0	0	952	0	5	0	44	0	49	5	0	757	9	0	771	0	0	0	0	0	0	1772
% Trucks	6.7	7.7	5	0	0	5.1	0	1.8	0	9.7	0	6.7	13.9	0	4.5	2.8	0	4.5	0	0	0	0	0	0	4.8

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TH 10 & Alpine Drive
Saint Paul, MN

	TH 10 Southbound						Alpine Drive Westbound						TH 10 Northbound						Alpine Drive Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	**0**	**6**	**482**	**0**	**0**	**488**	**0**	7	0	10	0	17	1	0	180	1	0	182	0	0	0	0	0	0	687
07:15 AM	0	9	477	0	0	486	0	7	0	13	0	20	0	0	189	1	0	190	0	0	0	0	0	0	696
07:30 AM	0	10	483	0	0	**493**	0	7	0	7	0	14	1	0	**245**	1	0	**247**	0	0	0	0	0	0	**754**
07:45 AM	0	5	455	0	0	460	0	6	0	**15**	0	**21**	0	0	241	**3**	0	244	0	0	0	0	0	0	725
Total Volume	0	30	1897	0	0	1927	0	27	0	45	0	72	2	0	855	6	0	863	0	0	0	0	0	0	2862
% App. Total	0	1.6	98.4	0	0		0	37.5	0	62.5	0		0.2	0	99.1	0.7	0		0	0	0	0	0		
PHF	.000	.750	.982	.000	.000	.977	.000	.964	.000	.750	.000	.857	.500	.000	.872	.500	.000	.873	.000	.000	.000	.000	.000	.000	.949
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	**10**	198	0	0	208	0	1	0	7	0	8	1	0	185	**8**	0	194	0	0	0	0	0	0	410
01:15 PM	**1**	4	195	0	0	200	0	1	0	3	0	4	**2**	0	210	5	0	217	0	0	0	0	0	0	421
01:30 PM	0	6	**243**	0	0	**249**	0	**3**	0	5	0	8	1	0	226	6	0	233	0	0	0	0	0	0	**490**
01:45 PM	1	6	214	0	0	221	0	3	0	**10**	0	**13**	2	0	**235**	6	0	**243**	0	0	0	0	0	0	477
Total Volume	2	26	850	0	0	878	0	8	0	25	0	33	6	0	856	25	0	887	0	0	0	0	0	0	1798
% App. Total	0.2	3	96.8	0	0		0	24.2	0	75.8	0		0.7	0	96.5	2.8	0		0	0	0	0	0		
PHF	.500	.650	.874	.000	.000	.882	.000	.667	.000	.625	.000	.635	.750	.000	.911	.781	.000	.913	.000	.000	.000	.000	.000	.000	.917
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	5	312	0	0	317	0	2	0	7	0	9	0	0	468	8	0	476	0	0	0	0	0	0	802
04:45 PM	0	14	325	0	0	339	0	2	0	**12**	0	14	0	0	464	**12**	0	476	0	0	0	0	0	0	829
05:00 PM	0	14	**337**	0	0	**351**	0	**4**	0	12	0	**16**	**1**	0	**479**	3	0	**483**	0	0	0	0	0	0	**850**
05:15 PM	**4**	**16**	276	0	0	296	0	2	0	9	0	11	1	0	472	9	0	482	0	0	0	0	0	0	789
Total Volume	4	49	1250	0	0	1303	0	10	0	40	0	50	2	0	1883	32	0	1917	0	0	0	0	0	0	3270
% App. Total	0.3	3.8	95.9	0	0		0	20	0	80	0		0.1	0	98.2	1.7	0		0	0	0	0	0		
PHF	.250	.766	.927	.000	.000	.928	.000	.625	.000	.833	.000	.781	.500	.000	.983	.667	.000	.992	.000	.000	.000	.000	.000	.000	.962

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Table D1
Forecasted Trip Generation

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	9.52	50%	50%	1,171	1,171
Townhomes	230	Units	98.0	5.81	50%	50%	285	285
Total							**1,456**	**1,456**

AM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	0.75	25%	75%	46	138
Townhomes	230	Units	98.0	0.44	17%	83%	7	36
Total							**53**	**174**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS	
							ENTER	EXIT
Single Family Home	210	Units	246.0	1.00	63%	37%	155	91
Townhomes	230	Units	98.0	0.52	67%	33%	34	17
Total							**189**	**108**

NOTES:

1. **All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.**
2. **A.M. Trip Generation is for the peak hour of adjacent street traffic (one hour between 7 and 9 a.m.).**
3. **P.M. Trip Generation is for the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.).**

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Table D2
Forecasted Trip Generation
South of Bunker

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	61.17	50%	50%	1,380	1,380
Total								

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	8.20	83%	17%	307	63
Total							**307**	**63**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	45.1	8.53	21%	79%	81	304
Total							**81**	**304**

NOTES:
1. All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.
2. AM Peak Trip Generation is for the AM Peak Hour.
3. PM Peak Trip Generation is for the Peak Hour of Generator

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Table D3
Forecasted Trip Generation
North of Bunker

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	61.17	50%	50%	1,137	1,137
Total							**1,137**	**1,137**

AM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	8.20	83%	17%	253	52
Total							**253**	**52**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	37.2	8.53	21%	79%	67	250
Total							**67**	**250**

NOTES:
1. All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.
2. AM Peak Trip Generation is for the AM Peak Hour.
3. PM Peak Trip Generation is for the Peak Hour of Generator

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Table D4
Forecasted Trip Generation
East of Puma

Weekday Daily Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	DAILY RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	61.17	50%	50%	979	979
Single Family Detached Housing	210	Acres	34.6	26.04	50%	50%	451	451
Total								

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	8.20	83%	17%	218	45
Single Family Detached Housing	210	Acres	34.6	2.06	31%	69%	22	49
Total							**240**	**94**

PM Peak Volumes

LAND USE	ITE CODE #	DEVELOPMENT UNITS	QUANTITY	PEAK RATE	ENTER PERCENT	EXIT PERCENT	NEW TRIPS ENTER	NEW TRIPS EXIT
Industrial Park	130	Acres	32.0	8.53	21%	79%	57	216
Single Family Detached Housing	210	Acres	34.6	2.74	66%	34%	63	32
Total							**120**	**248**

1. All trip generation rates based on "Trip Generation", Institute of Transportation Engineers, 9th Edition unless otherwise noted.
2. AM Peak Trip Generation is for the AM Peak Hour.
3. PM Peak Trip Generation is for the Peak Hour of Generator

AM Peak Volumes

Figure 1: Existing Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



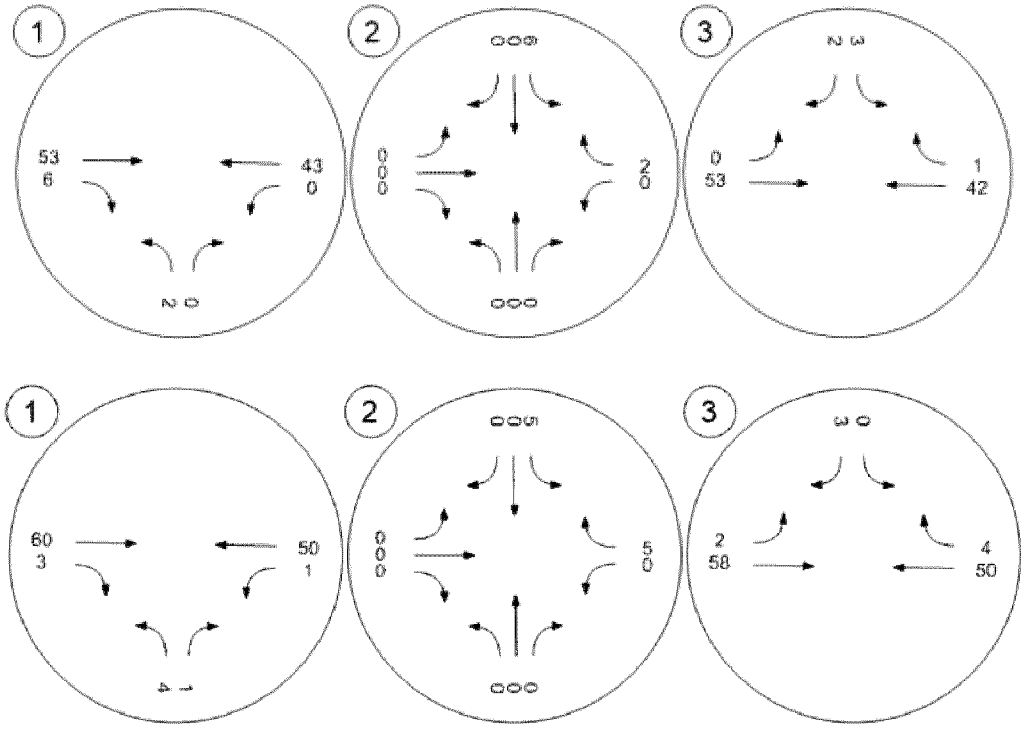


Figure 2: 2040 No-Build Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



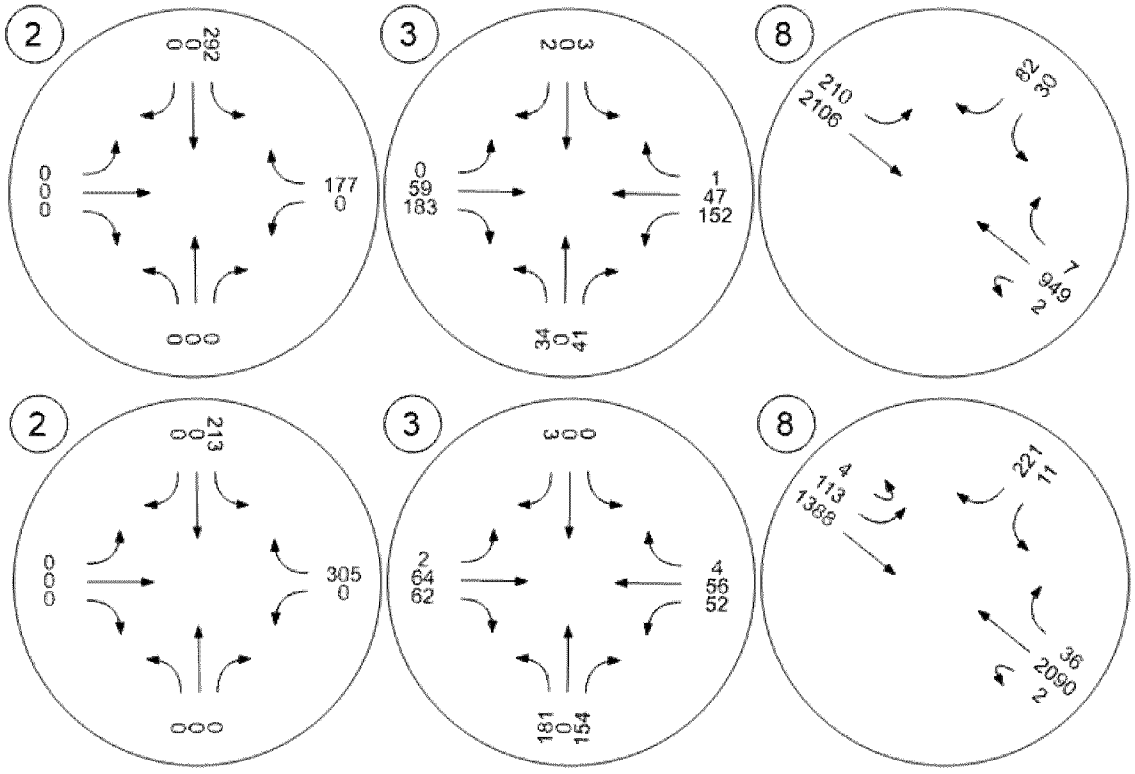
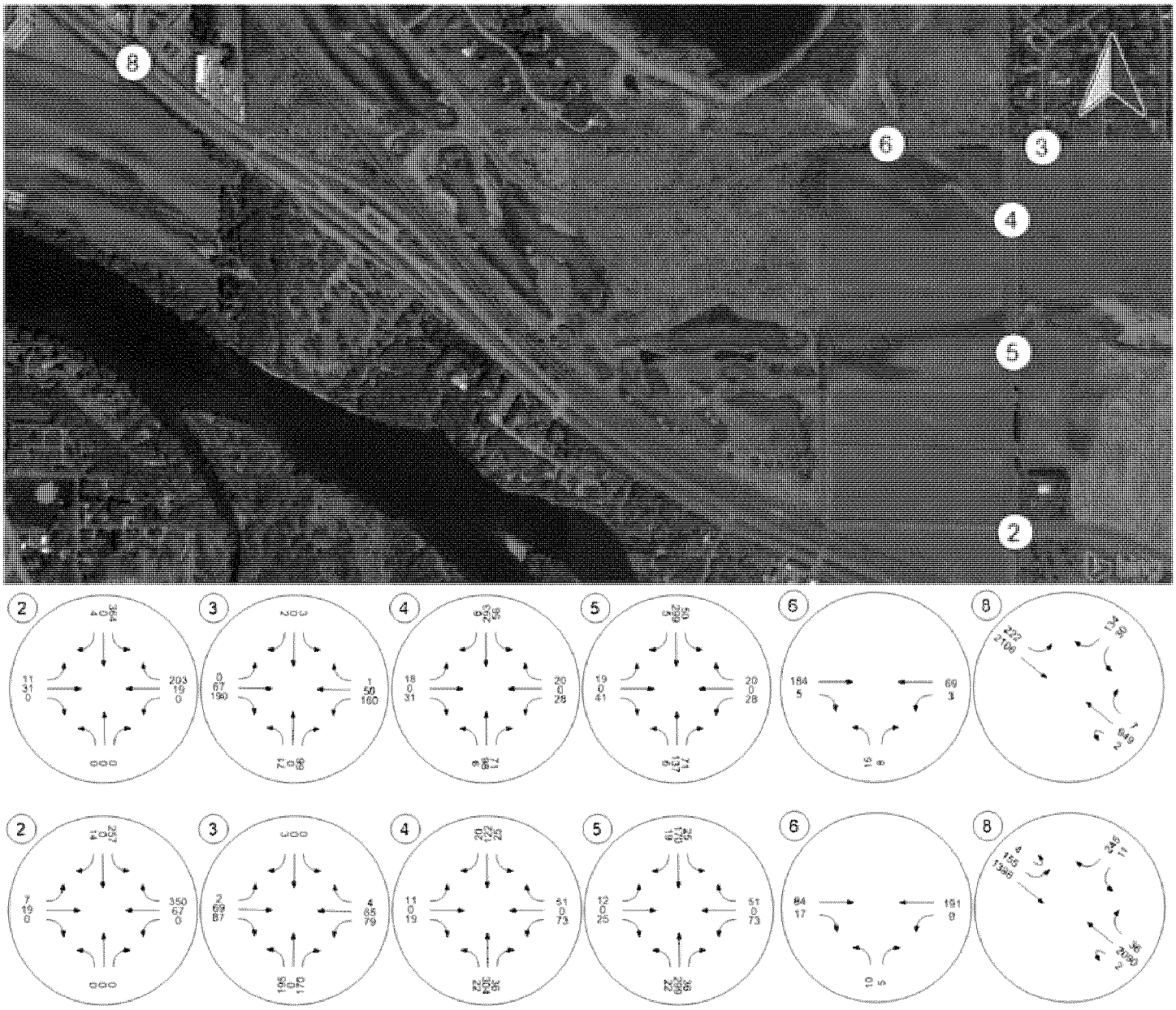


Figure 3: 2040 Build Peak Volumes

- **AM Peak Hour on top, PM Peak Hour on bottom**



Level of Service (LOS)

Level of Service (LOS) is a qualitative description, similar to typical school grades, that traffic engineers use to communicate how good or bad traffic operations are on a corridor, intersection, or interchange.

Common Factors

Traffic can be a hard thing to quantify as everyone has a different tolerance for congestion. What seems excessively long to one person may seem good enough for another. These differences are readily apparent when comparing small towns or rural areas, where five cars an hour can be the norm, to big cities or downtowns, where less than hundred cars an hour, even in the middle of night, is rare.

To combat this issue and provide a consistent measuring tool for traffic studies, a "Level of Service" rating was developed. Level of Service ratings are based on the roadway or intersection characteristics and the amount of traffic. Just like grade school, LOS A represents the best traffic operations, where traffic flows freely. LOS F, on the other hand, represents failing operations, where the road or intersection is congested and running beyond maximum capacity. LOS E is typically considered "at capacity" which means the amount of traffic is right at the level the roadway or intersection can adequately accommodate. Using Level of Service letter grades provides an easy way to convey road operations to the general public and has been adopted across the United States.

Common Factors Impacting Level of Service

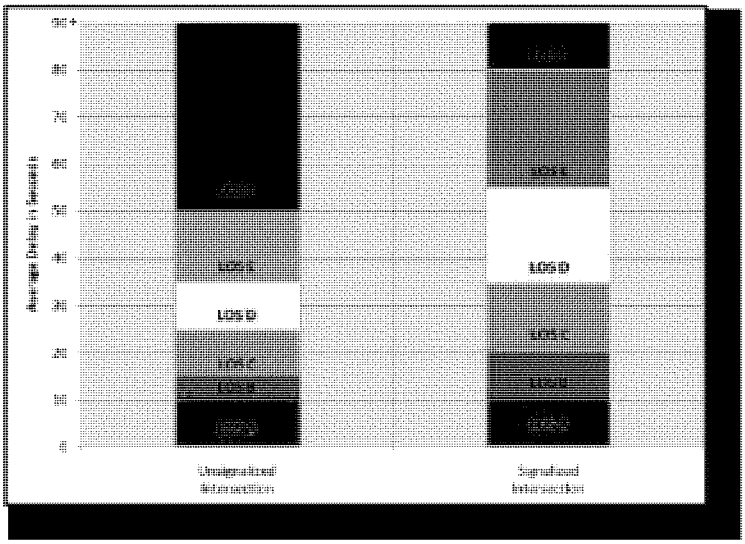
- Number of Lanes.
- Traffic Volumes.
- Intersection Control (stop sign, signal, roundabout, interchange.)
- Amount of access on a corridor.
- Percentage of turning traffic.
- Traffic signal cycle length (green time devoted to each approach) and phasing (one green for all approach movements or separate green arrows.)
- Percentage of heavy trucks.
- Roadway Grades.
- Distribution of traffic within a peak hour as well as over the course of a day.
- Pedestrian activity.
- Bicycle activity.

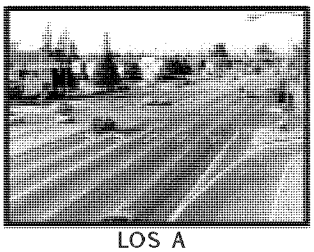
Level of Service criteria have been developed for multiple types of traffic operations including:

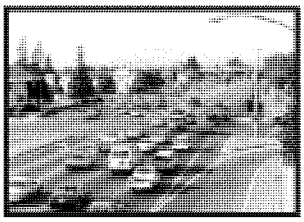
- Intersections
- Urban Corridors
- Freeways
- Transit Service
- Bicycle Operations
- Pedestrian Operations

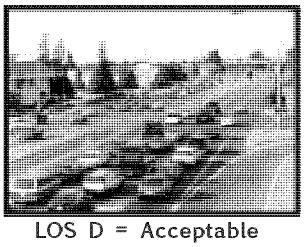
The most common LOS criteria used is for car operations at intersections; both signalized and unsignalized. For an intersection Level of Service analysis, average delay for cars travelling through the intersection is used to determine the appropriate grade. A high delay results in a poor LOS rating and equates to poor operations. Similarly, low delay results in a good LOS rating and equates to good or great operations.

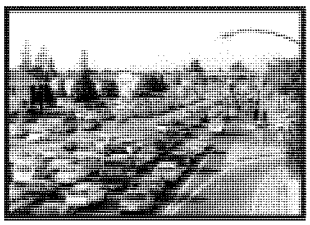
LOS can be determined for the intersection as a whole, or for individual movements. It is common during peak periods in major population areas for an intersection to have an acceptable overall LOS rating, but fail to achieve a good grade for individual movements.




LOS A


LOS C


LOS D = Acceptable

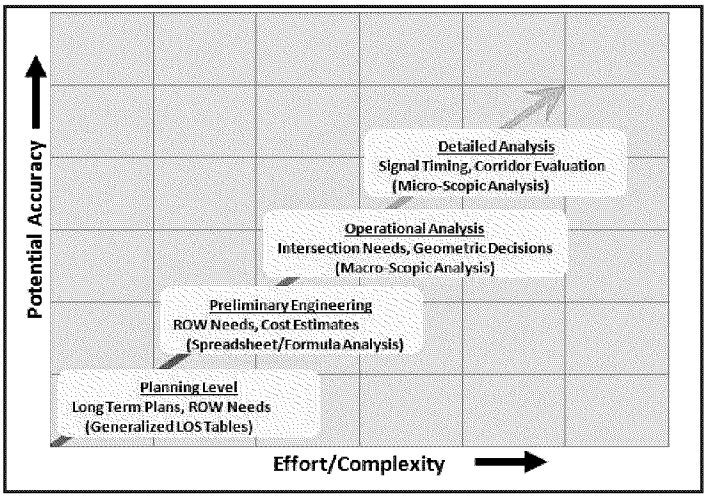

LOS F = Unacceptable

Source: City of San Jose, CA.

Although a Level of Service rating of A represents the best traffic operations, it is not always the most desirable. Providing LOS A for all corridors and all operations at all times would require a significant amount of land to be devoted to the road infrastructure, which makes it extremely costly to build and maintain. During non-peak times, like overnight, much of that infrastructure would sit unused.

On the opposite side of the spectrum, a Level of Service rating of E and F represent traffic operations close to breaking down, or that already have. These ratings mean high delays, long queues, and slow speeds, not to mention driver frustration. Instead of trying to achieve one or the other, government agencies try to strike a balance between providing acceptable operations, neither falling nor flowing too freely. Because of this, **LOS D is typically considered the lowest LOS acceptable by government agencies** and is reflective of a balanced approach between cost and benefit.

There are many tools and guidelines used to determine a roads Level of Service rating. Simple tools like generalized roadway capacities allow for planning-level efforts. While inexpensive and quick to complete, they are not as accurate as other options. More complicated tools, such as micro-simulations, provide more accurate results, but cost more and take more time. It is important to understand the trade-offs between the analysis types as well as the purpose of the study.



Source: Florida Deptarment of Transportation

- Highway Capacity Manual, fifth edition
- Nation Cooperative Highway Research Program Report 616 Multimodal Level of Service Analysis for Urban Streets
- http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf
- Florida Department of Transportation Quality/Level of Service Handbook
- http://www.dot.state.fl.us/planning/systems/programs/sm/los/pdfs/2009FDOTQLOS_Handbook.pdf

About This Brief

Spack Consulting prepared this brief as part of our company's vision to significantly improve the practice of traffic engineering and transportation planning. Transportation professionals from around the world have assisted us in developing this document. We are providing this brief under the Creative Commons Attribution License. Feel free to use-modify-share this guide, but please give us some credit in your document. To request our whole series of Design Briefs and to be included on our distribution list for new materials, please email mspack@spackconsulting.com. And please reach out if you have any comments or questions related to this Design Brief.

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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\...\Existing AM.pdf

Scenario 1 Existing AM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alpine Drive & Puma Street	Two-way stop	HCM 2010	NB Left	0.002	9.0	A
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	9.0	A
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	SB Left	0.005	9.1	A
8	TH 10 & Alpine Drive	Two-way stop	HCM 2010	SWB Left	0.556	143.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 1: Alpine Drive & Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	0	53	6	0	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	53	6	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	13	2	0	11
Total Analysis Volume [veh/h]	2	0	53	6	0	43
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	8.57	0.00	0.00	7.33	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.17	0.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.01		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	9.03	8.32	8.54	9.04	8.34	7.22	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.62			8.54			2.41			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.41											
Intersection LOS	A											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	2	0	53	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	0	53	42	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	16	12	0
Total Analysis Volume [veh/h]	4	2	0	62	49	1
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.09	8.56	7.31	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.49	0.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.91		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	143.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name							
Approach	Southwestbound		Northwestbound			Southeastbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name							
Base Volume Input [veh/h]	27	45	2	855	6	30	1897
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	45	2	855	6	30	1897
Peak Hour Factor	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	12	1	225	2	8	500
Total Analysis Volume [veh/h]	28	47	2	901	6	32	1999
Pedestrian Volume [ped/h]	0		0			0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

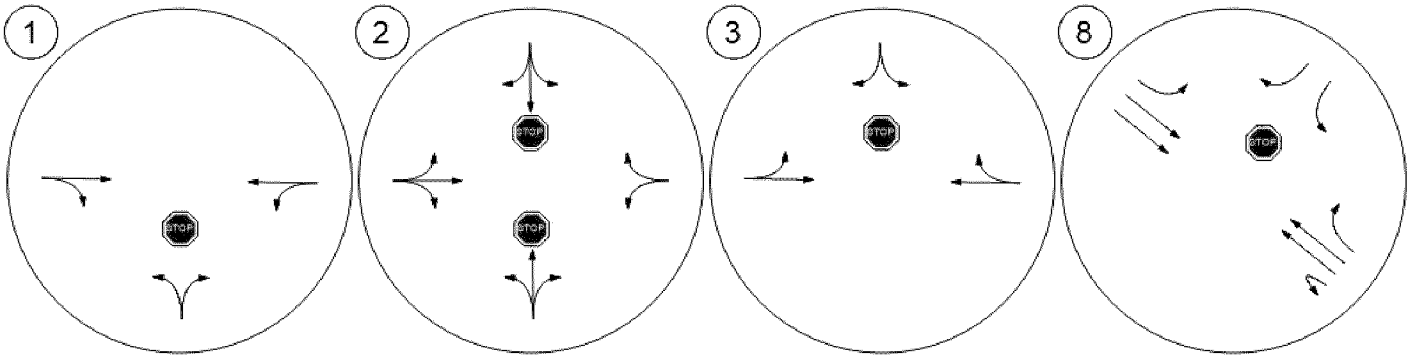
V/C, Movement V/C Ratio	0.56	0.08	0.04	0.01	0.00	0.04	0.02
d_M, Delay for Movement [s/veh]	143.53	12.07	77.72	0.00	0.00	10.04	0.00
Movement LOS	F	B	F	A	A	B	A
95th-Percentile Queue Length [veh]	2.13	0.28	0.12	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft]	53.29	6.90	2.97	0.00	0.00	3.36	0.00
d_A, Approach Delay [s/veh]	61.15		0.17			0.16	
Approach LOS	F		A			A	
d_I, Intersection Delay [s/veh]	1.68						
Intersection LOS	F						

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Lane Configuration and Traffic Control



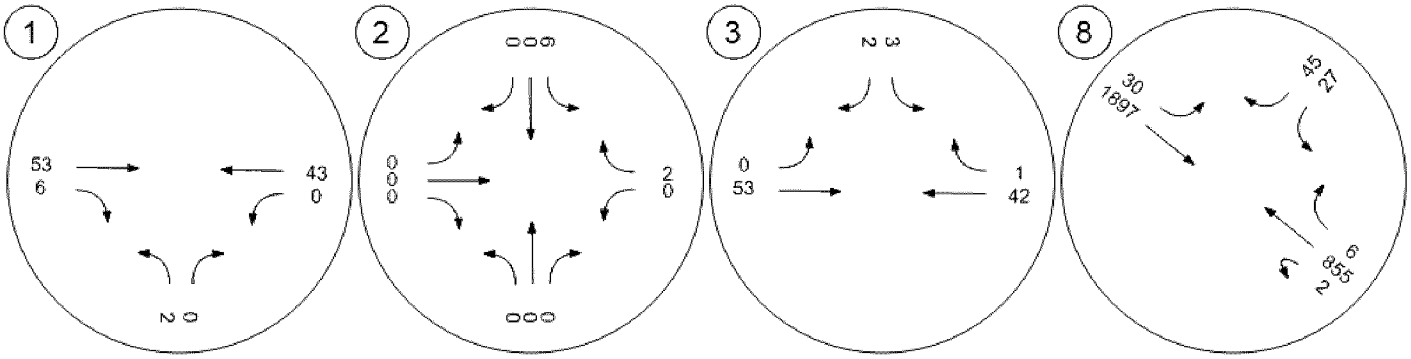


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Traffic Volume - Base Volume





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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\...\Existing PM.pdf

Scenario 2 Existing PM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alpine Drive & Puma Street	Two-way stop	HCM 2010	NB Left	0.005	9.1	A
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	9.0	A
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	SB Left	0.000	9.2	A
8	TH 10 & Alpine Drive	Two-way stop	HCM 2010	SWB Left	0.814	586.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 1: Alpine Drive & Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	4	1	60	3	1	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	60	3	1	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	15	1	0	13
Total Analysis Volume [veh/h]	4	1	60	3	1	50
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.10	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft]	0.42	0.42	0.00	0.00	2.57	2.57
d_A, Approach Delay [s/veh]	9.00		0.00		0.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.53	9.04	8.32	8.55	9.05	8.35	7.23	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63			8.55			2.41			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.27											
Intersection LOS	A											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	3	2	58	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	2	58	50	4
Peak Hour Factor	0.9023	0.9023	0.9023	0.9023	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	16	14	1
Total Analysis Volume [veh/h]	0	3	2	64	55	4
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.58	7.33	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.01	0.13	0.13	0.00	0.00
95th-Percentile Queue Length [ft]	0.22	0.22	3.34	3.34	0.00	0.00
d_A, Approach Delay [s/veh]	8.58		0.22		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	586.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name								
Approach	Southwestbound		Northwestbound			Southeastbound		
Lane Configuration								
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name								
Base Volume Input [veh/h]	10	40	2	1883	32	4	49	1250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	40	2	1883	32	4	49	1250
Peak Hour Factor	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	10	1	489	8	1	13	325
Total Analysis Volume [veh/h]	10	42	2	1958	33	4	51	1300
Pedestrian Volume [ped/h]	0		0			0		

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

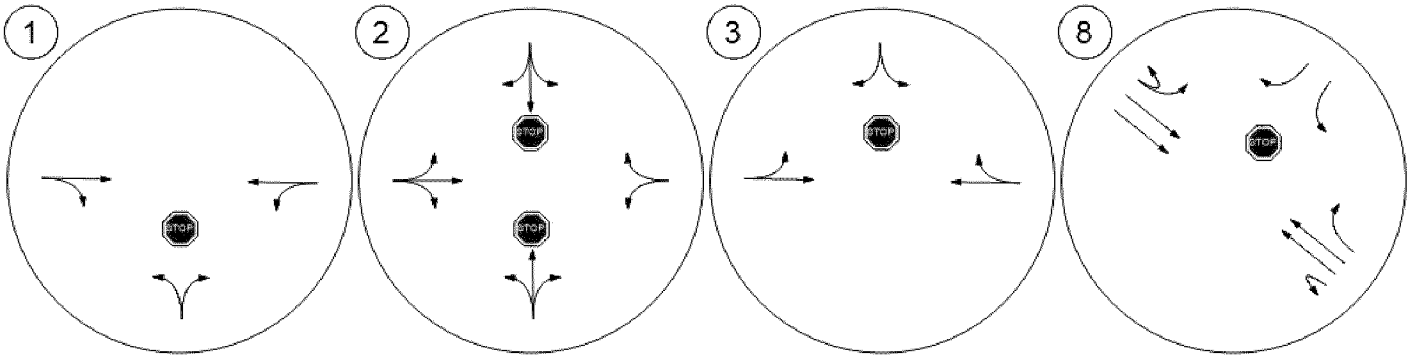
V/C, Movement V/C Ratio	0.81	0.17	0.01	0.02	0.00	0.09	0.18	0.01
d_M, Delay for Movement [s/veh]	586.45	22.33	28.24	0.00	0.00	89.90	23.83	0.00
Movement LOS	F	C	D	A	A	F	C	A
95th-Percentile Queue Length [veh]	1.80	0.59	0.04	0.00	0.00	1.03	1.03	0.00
95th-Percentile Queue Length [ft]	44.97	14.85	0.97	0.00	0.00	25.81	25.81	0.00
d_A, Approach Delay [s/veh]	130.82		0.03			1.16		
Approach LOS	F		A			A		
d_I, Intersection Delay [s/veh]	2.48							
Intersection LOS	F							

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Lane Configuration and Traffic Control



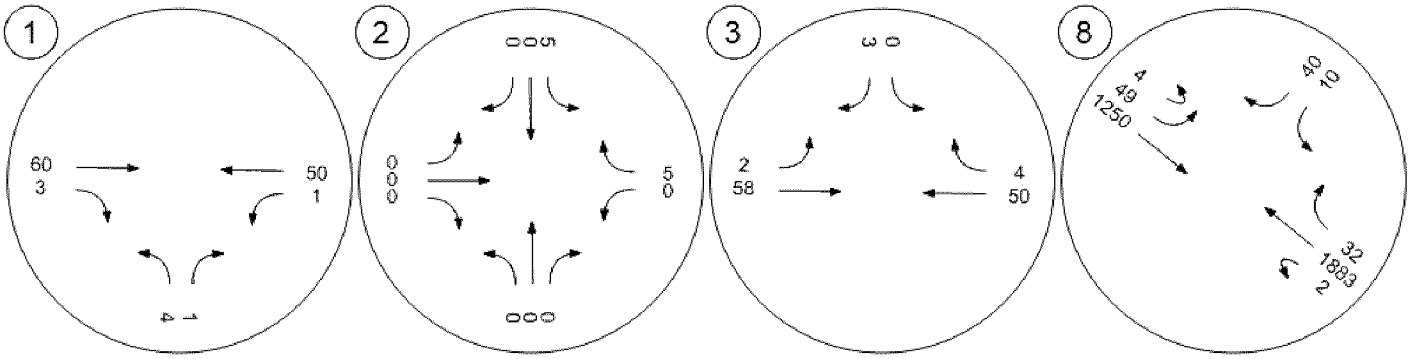


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Traffic Volume - Base Volume





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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\...\No-Build AM.pdf

Scenario 4 2040 No-Build_ AM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	11.4	B
3	Alpine Drive & Okapi/Puma Street	Two-way stop	HCM 2010	SB Thru	0.000	16.6	C
8	TH 10 & Alpine Drive	Two-way stop	HCM 2010	SWB Left	2.309	1,156.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	285	0	0	0	0	0	0	0	175
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	292	0	0	0	0	0	0	0	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	0	0	0	0	0	0	0	44
Total Analysis Volume [veh/h]	0	0	0	292	0	0	0	0	0	0	0	177
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.01	10.02	8.32	10.94	11.42	10.64	7.57	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.42	1.42	1.42	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	35.55	35.55	35.55	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.12			10.94			2.52			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.81											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi/Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	0	1	3	0	2	0	53	6	0	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.00	1.11	1.11	1.11	1.11	1.00	1.11	1.00	1.00	1.11	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	0	40	0	0	0	0	0	177	152	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	41	3	0	2	0	59	183	152	47	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	12	1	0	1	0	17	54	45	14	0
Total Analysis Volume [veh/h]	40	0	48	4	0	2	0	69	214	178	55	1
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	15.93	16.27	10.44	15.67	16.60	8.67	7.32	0.00	0.00	8.27	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.58	0.58	0.58	0.04	0.04	0.04	0.00	0.00	0.00	0.67	0.67	0.67
95th-Percentile Queue Length [ft]	14.41	14.41	14.41	1.04	1.04	1.04	0.00	0.00	0.00	16.70	16.70	16.70
d_A, Approach Delay [s/veh]	12.94			13.34			0.00			6.29		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.40											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	1,156.6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.309

Intersection Setup

Name							
Approach	Southwestbound		Northwestbound			Southeastbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name							
Base Volume Input [veh/h]	27	45	2	855	6	30	1897
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	0	177	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	82	2	949	7	210	2106
Peak Hour Factor	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	22	1	250	2	55	555
Total Analysis Volume [veh/h]	32	86	2	1000	7	221	2219
Pedestrian Volume [ped/h]	0		0			0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

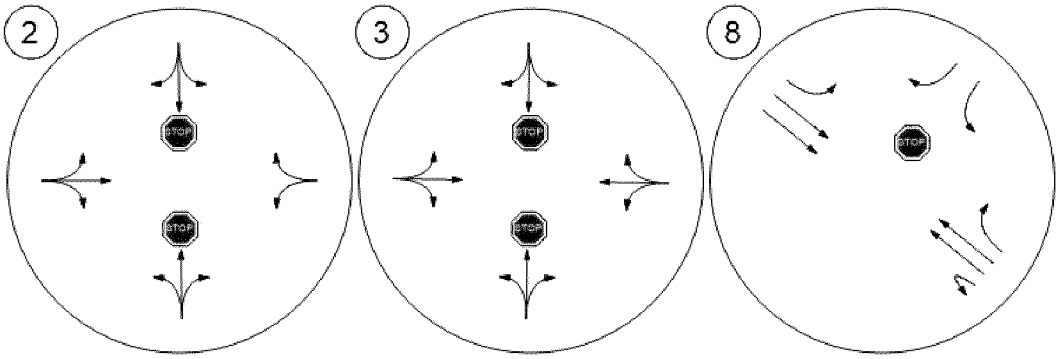
V/C, Movement V/C Ratio	2.31	0.17	0.06	0.01	0.00	0.32	0.02
d_M, Delay for Movement [s/veh]	1156.59	13.36	110.63	0.00	0.00	12.76	0.00
Movement LOS	F	B	F	A	A	B	A
95th-Percentile Queue Length [veh]	4.78	0.59	0.17	0.00	0.00	1.40	0.00
95th-Percentile Queue Length [ft]	119.47	14.83	4.24	0.00	0.00	34.97	0.00
d_A, Approach Delay [s/veh]	323.39		0.22			1.16	
Approach LOS	F		A			A	
d_I, Intersection Delay [s/veh]	11.55						
Intersection LOS	F						

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Lane Configuration and Traffic Control



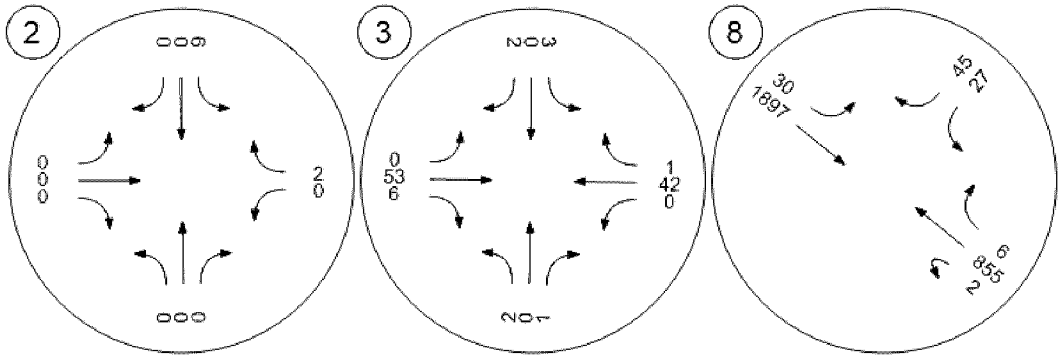


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Traffic Volume - Base Volume



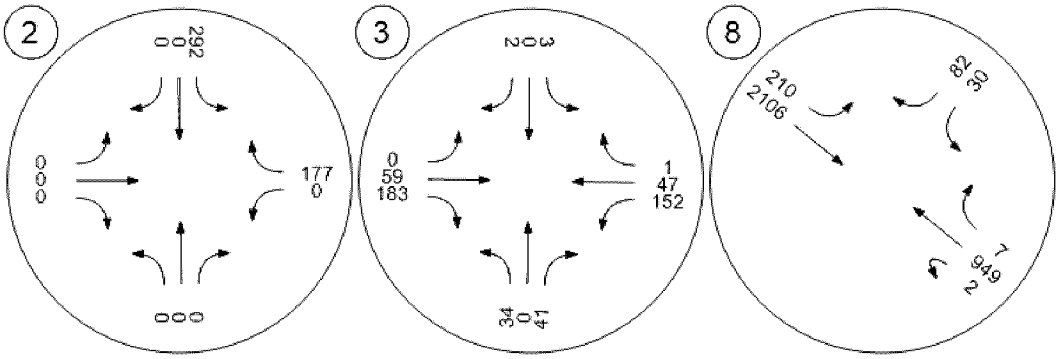


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Traffic Volume - Future Total Volume





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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\...\No-Build PM.pdf

Scenario 5 2040 No-Build_ PM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	11.4	B
3	Alpine Drive & Okapi/Puma Street	Two-way stop	HCM 2010	NB Thru	0.000	14.5	B
8	TH 10 & Alpine Drive	Two-way stop	HCM 6th Edition	SEB Left	0.500	10,000.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name											
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	207	0	0	0	0	0	0	0	299
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	213	0	0	0	0	0	0	0	305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	53	0	0	0	0	0	0	0	76
Total Analysis Volume [veh/h]	0	0	0	213	0	0	0	0	0	0	0	305
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.42	10.92	8.32	10.98	11.43	10.59	7.87	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A		A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.05	1.05	1.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	26.19	26.19	26.19	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.55			10.98			2.62			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi/Puma Street

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	0	1	0	0	3	2	58	3	1	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.00	1.11	1.00	1.00	1.11	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	177	0	153	0	0	0	0	0	59	51	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	0	154	0	0	3	2	64	62	52	56	4
Peak Hour Factor	1.0000	1.0000	1.0000	0.9023	1.0000	0.9023	0.9023	0.9023	1.0000	1.0000	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	0	39	0	0	1	1	18	16	13	16	1
Total Analysis Volume [veh/h]	181	0	154	0	0	3	2	71	62	52	62	4
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	14.11	14.54	12.39	12.34	11.16	8.61	7.35	0.00	0.00	7.57	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	2.24	2.24	2.24	0.01	0.01	0.01	0.29	0.29	0.29	0.26	0.26	0.26
95th-Percentile Queue Length [ft]	56.09	56.09	56.09	0.23	0.23	0.23	7.22	7.22	7.22	6.62	6.62	6.62
d_A, Approach Delay [s/veh]	13.32			8.61			0.11			3.34		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.29											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name								
Approach	Southwestbound		Northwestbound			Southeastbound		
Lane Configuration								
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name								
Base Volume Input [veh/h]	10	40	2	1883	32	4	49	1250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	177	0	0	0	0	59	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	221	2	2090	36	4	113	1388
Peak Hour Factor	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	57	1	543	9	1	29	361
Total Analysis Volume [veh/h]	11	230	2	2173	37	4	117	1443
Pedestrian Volume [ped/h]	0		0			0		

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

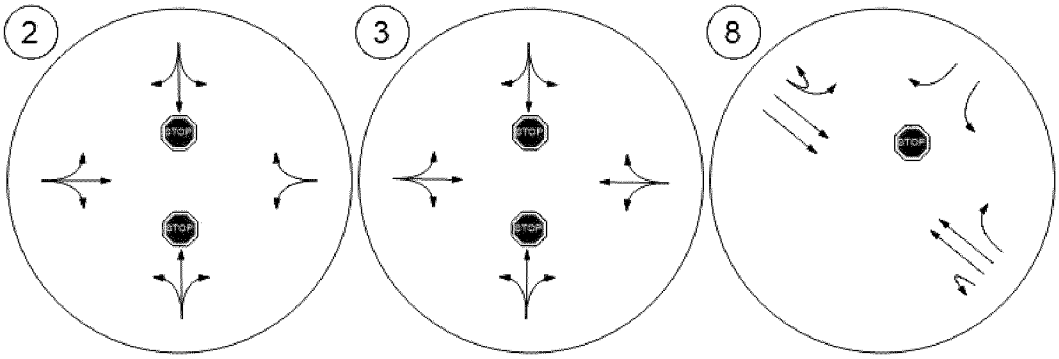
V/C, Movement V/C Ratio	2.65	1.09	0.02	0.02	0.00	0.00	0.50	0.01
d_M, Delay for Movement [s/veh]	2327.04	135.28	34.22	0.00	0.00	10000.00	10000.00	0.00
Movement LOS	F	F	D	A	A	F	F	A
95th-Percentile Queue Length [veh]	2.50	10.52	0.05	0.00	0.00	17.69	17.69	0.00
95th-Percentile Queue Length [ft]	62.60	263.07	1.21	0.00	0.00	442.25	442.25	0.00
d_A, Approach Delay [s/veh]	235.32		0.03			773.66		
Approach LOS	F		A			F		
d_I, Intersection Delay [s/veh]	315.35							
Intersection LOS	F							

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Lane Configuration and Traffic Control



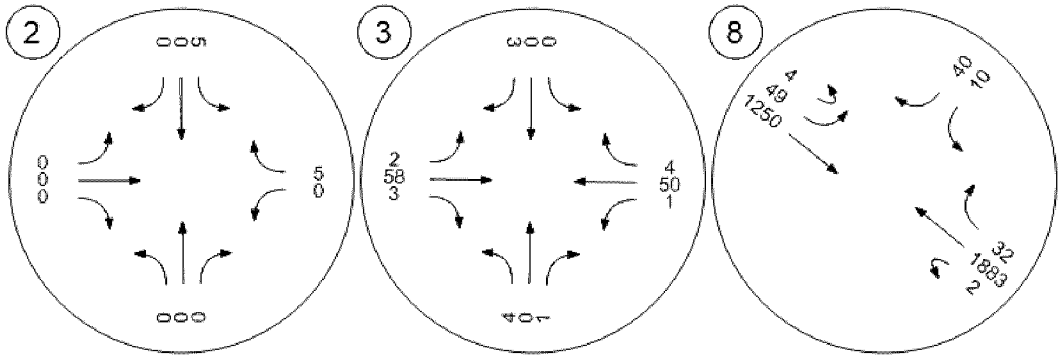


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Traffic Volume - Base Volume



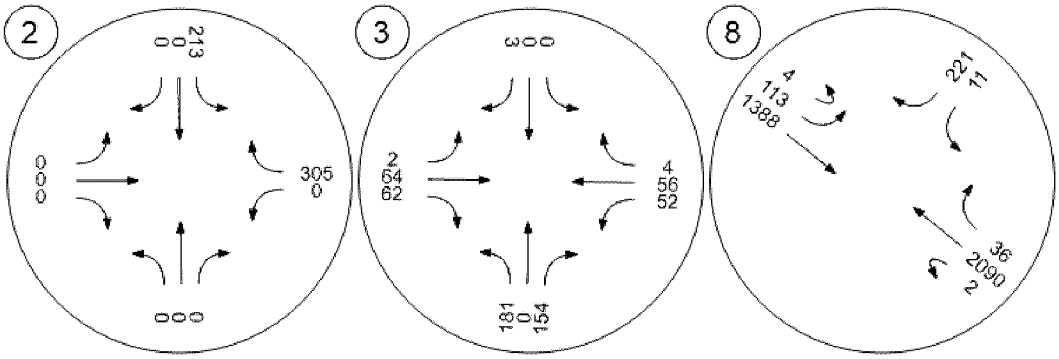


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Traffic Volume - Future Total Volume





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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\Users\Jonah\Desktop\Build AM.pdf

Scenario 6 2040 Build_ AM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	14.0	B
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	NB Thru	0.000	19.1	C
4	Puma Street & Northern Site Access	Two-way stop	HCM 2010	WB Left	0.070	14.7	B
5	Puma Street & Southern Site Access	Two-way stop	HCM 2010	WB Left	0.075	15.5	C
6	Alpine Drive & Site Access	Two-way stop	HCM 2010	NB Left	0.021	10.1	B
8	TH 10 & Alpine Drive	Two-way stop	HCM 2010	SWB Left	2.477	1,264.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	6	0	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	357	0	4	11	31	0	0	19	201
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	364	0	4	11	31	0	0	19	203
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	91	0	1	3	8	0	0	5	51
Total Analysis Volume [veh/h]	0	0	0	364	0	4	11	31	0	0	19	203
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.46	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.62	10.74	8.45	13.56	14.01	12.84	7.69	0.00	0.00	7.28	0.00	0.00
Movement LOS	A	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.52	2.52	2.52	0.10	0.10	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	63.03	63.03	63.03	2.41	2.41	2.41	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.61			13.55			2.02			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	8.03											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	0	1	3	0	2	0	53	6	0	42	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.00	1.11	1.00	1.00	1.11	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	69	0	65	0	0	0	0	8	184	160	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	66	3	0	2	0	67	190	160	50	1
Peak Hour Factor	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534	0.8534
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	19	1	0	1	0	20	56	47	15	0
Total Analysis Volume [veh/h]	83	0	77	4	0	2	0	79	223	187	59	1
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
d_M, Delay for Movement [s/veh]	18.85	19.15	12.78	17.11	17.41	8.72	7.33	0.00	0.00	8.36	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.41	1.41	1.41	0.05	0.05	0.05	0.00	0.00	0.00	0.73	0.73	0.73
95th-Percentile Queue Length [ft]	35.36	35.36	35.36	1.16	1.16	1.16	0.00	0.00	0.00	18.20	18.20	18.20
d_A, Approach Delay [s/veh]	15.93			14.31			0.00			6.33		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	5.87											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 4: Puma Street & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2	0	6	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.11	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	96	71	50	289	6	18	0	31	28	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	98	71	56	293	6	18	0	31	28	0	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	25	18	14	73	2	5	0	8	7	0	5
Total Analysis Volume [veh/h]	6	98	71	56	293	6	18	0	31	28	0	20
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.04	0.07	0.00	0.02
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	7.66	0.00	0.00	14.37	14.62	10.43	14.74	14.36	9.63
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh]	0.48	0.48	0.48	1.00	1.00	1.00	0.28	0.28	0.28	0.30	0.30	0.30
95th-Percentile Queue Length [ft]	12.03	12.03	12.03	25.08	25.08	25.08	6.99	6.99	6.99	7.58	7.58	7.58
d_A, Approach Delay [s/veh]	0.27			1.21			11.88			12.61		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 5: Puma Street & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	2	0	0	6	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.11	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	135	71	50	292	5	19	0	41	28	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	137	71	50	299	5	19	0	41	28	0	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	34	18	13	75	1	5	0	10	7	0	5
Total Analysis Volume [veh/h]	6	137	71	50	299	5	19	0	41	28	0	20
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.05	0.00	0.06	0.08	0.00	0.02
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	7.74	0.00	0.00	14.94	15.12	10.60	15.49	14.80	9.94
Movement LOS	A	A	A	A	A	A	B	C	B	C	B	A
95th-Percentile Queue Length [veh]	0.61	0.61	0.61	1.04	1.04	1.04	0.35	0.35	0.35	0.33	0.33	0.33
95th-Percentile Queue Length [ft]	15.32	15.32	15.32	26.10	26.10	26.10	8.68	8.68	8.68	8.13	8.13	8.13
d_A, Approach Delay [s/veh]	0.22			1.09			11.98			13.18		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.64											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 6: Alpine Drive & Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.11	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	8	184	5	3	69
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	8	184	5	3	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	46	1	1	17
Total Analysis Volume [veh/h]	15	8	184	5	3	69
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.11	9.35	0.00	0.00	7.60	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.09	0.09	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft]	2.32	2.32	0.00	0.00	4.11	4.11
d_A, Approach Delay [s/veh]	9.84		0.00		0.32	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	B					

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	1,264.6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.477

Intersection Setup

Name							
Approach	Southwestbound		Northwestbound			Southeastbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		Yes			Yes	

Volumes

Name							
Base Volume Input [veh/h]	27	45	2	855	6	30	1897
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	84	0	0	0	189	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	134	2	949	7	222	2106
Peak Hour Factor	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489	0.9489
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	35	1	250	2	58	555
Total Analysis Volume [veh/h]	32	141	2	1000	7	234	2219
Pedestrian Volume [ped/h]	0		0			0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

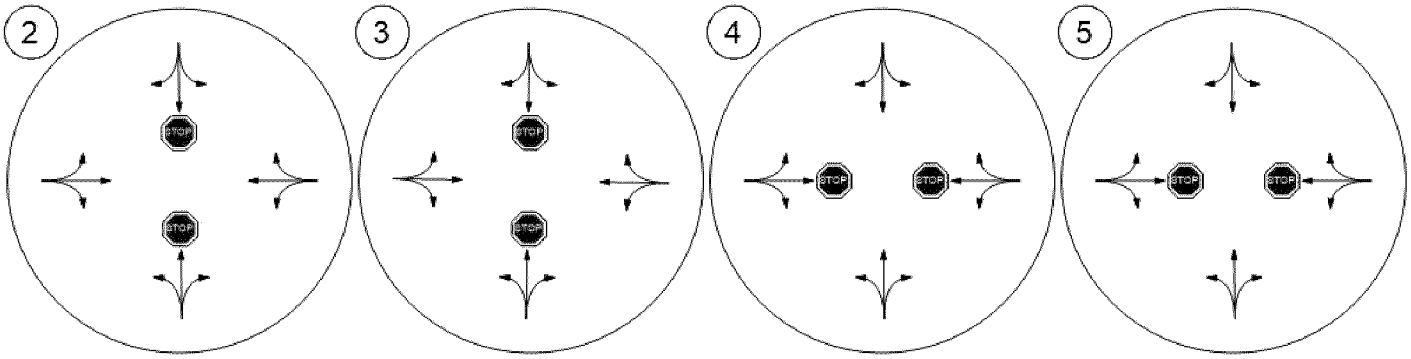
V/C, Movement V/C Ratio	2.48	0.27	0.06	0.01	0.00	0.34	0.02
d_M, Delay for Movement [s/veh]	1264.63	14.57	110.63	0.00	0.00	12.98	0.00
Movement LOS	F	B	F	A	A	B	A
95th-Percentile Queue Length [veh]	4.86	1.10	0.17	0.00	0.00	1.52	0.00
95th-Percentile Queue Length [ft]	121.40	27.54	4.24	0.00	0.00	37.99	0.00
d_A, Approach Delay [s/veh]	245.80		0.22			1.24	
Approach LOS	F		A			A	
d_I, Intersection Delay [s/veh]	12.59						
Intersection LOS	F						

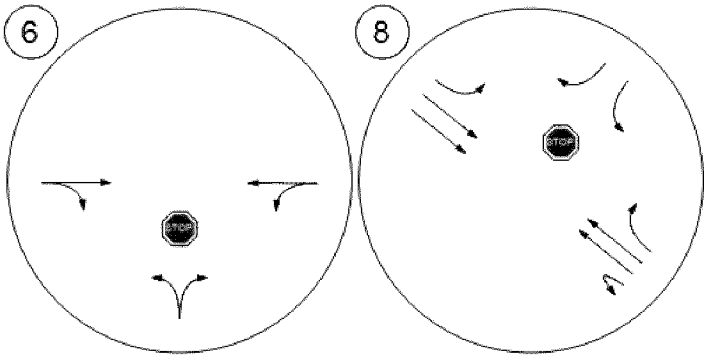
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Lane Configuration and Traffic Control





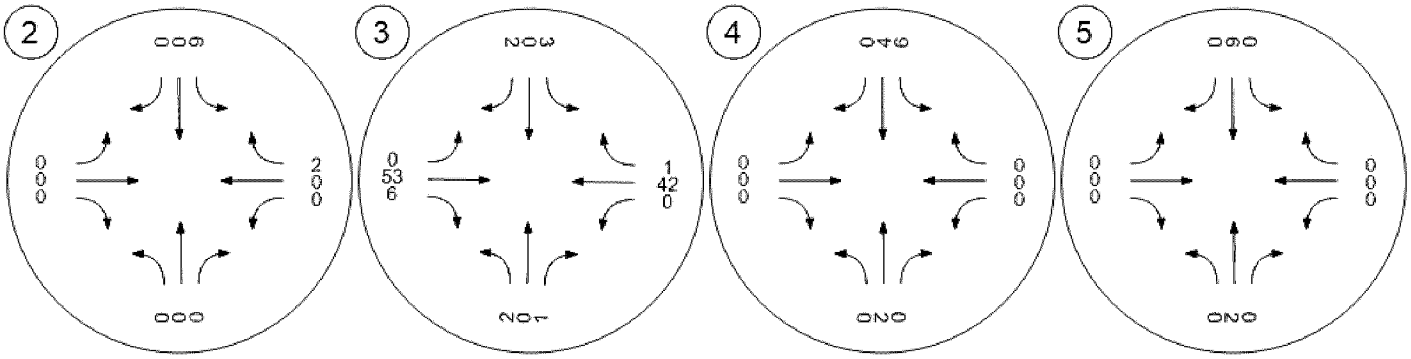


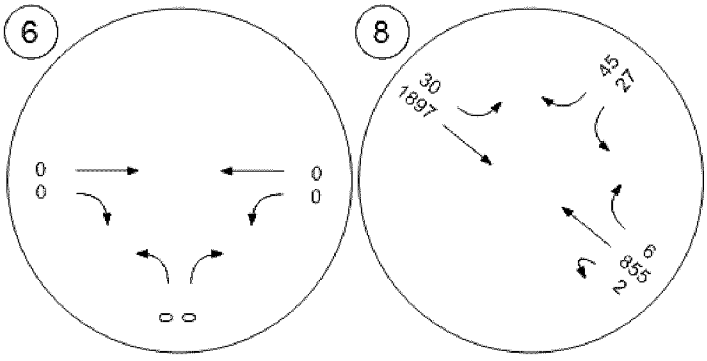
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Traffic Volume - Base Volume





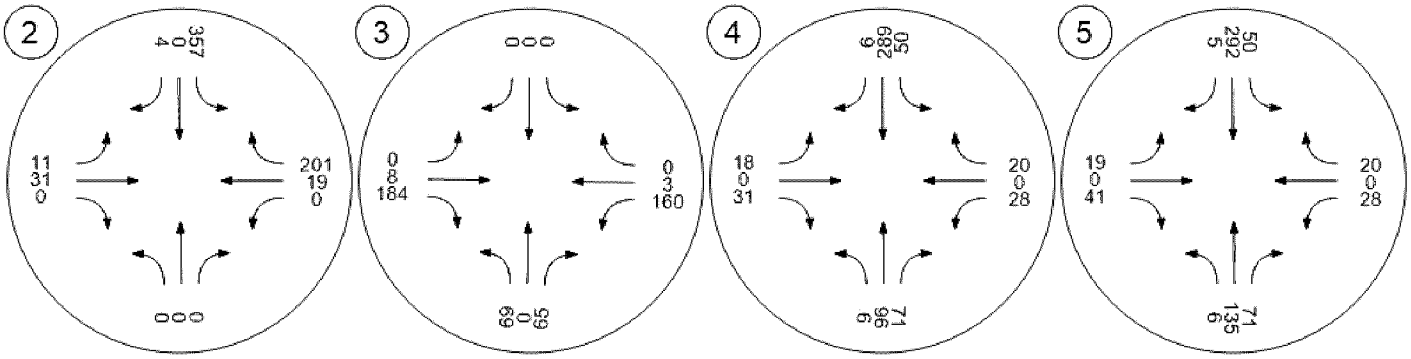


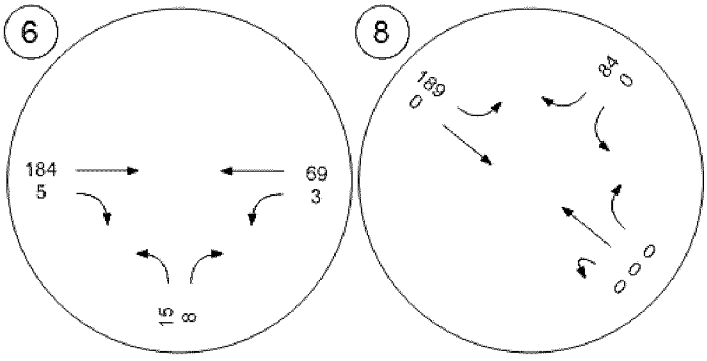
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Traffic Volume - Net New Site Trips





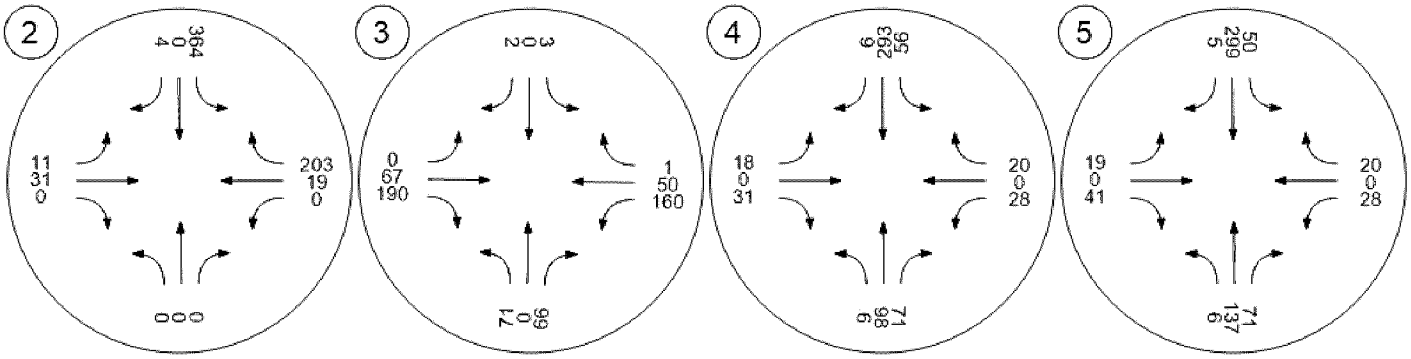


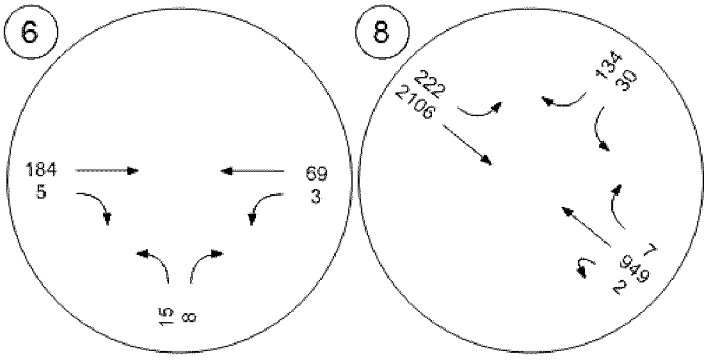
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Traffic Volume - Future Total Volume







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Vistro File: C:\...\Pearson Farm Model_updated.vistro
Report File: C:\Users\Jonah\Desktop\Build PM.pdf

Scenario 7 2040 Build_ PM Peak
5/1/2017

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Puma Street & Bunker Lake Boulevard	Two-way stop	HCM 2010	SB Thru	0.000	14.2	B
3	Alpine Drive & Okapi Street	Two-way stop	HCM 2010	NB Thru	0.000	17.3	C
4	Puma Street & Northern Site Access	Two-way stop	HCM 2010	WB Left	0.175	15.9	C
5	Puma Street & Southern Site Access	Two-way stop	HCM 2010	WB Left	0.189	16.9	C
6	Alpine Drive & Site Access	Two-way stop	HCM 2010	NB Left	0.015	10.3	B
8	TH 10 & Alpine Drive	Two-way stop	HCM 2010	SEB Left	0.688	10,000.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 2: Puma Street & Bunker Lake Boulevard

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	5	0	0	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	251	0	14	7	19	0	0	67	344
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	257	0	14	7	19	0	0	67	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	64	0	4	2	5	0	0	17	88
Total Analysis Volume [veh/h]	0	0	0	257	0	14	7	19	0	0	67	350
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.38	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.49	12.18	8.40	13.81	14.20	12.99	8.17	0.00	0.00	7.25	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.92	1.92	1.92	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	47.94	47.94	47.94	1.75	1.75	1.75	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.36			13.77			2.20			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	5.31											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 3: Alpine Drive & Okapi Street

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	4	0	1	0	0	3	2	58	3	1	50	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.00	1.11	1.00	1.00	1.11	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	191	0	169	0	0	0	0	5	84	78	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	0	170	0	0	3	2	69	87	79	65	4
Peak Hour Factor	1.0000	1.0000	1.0000	0.9023	1.0000	0.9023	0.9023	0.9023	1.0000	1.0000	0.9023	0.9023
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	0	43	0	0	1	1	19	22	20	18	1
Total Analysis Volume [veh/h]	195	0	170	0	0	3	2	76	87	79	72	4
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	16.90	17.31	14.44	13.77	12.11	8.66	7.37	0.00	0.00	7.69	0.00	0.00
Movement LOS	C	C	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	3.08	3.08	3.08	0.01	0.01	0.01	0.36	0.36	0.36	0.37	0.37	0.37
95th-Percentile Queue Length [ft]	77.11	77.11	77.11	0.23	0.23	0.23	9.09	9.09	9.09	9.20	9.20	9.20
d_A, Approach Delay [s/veh]	15.75			8.66			0.09			3.92		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	9.30											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 4: Puma Street & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	5	0	0	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.11	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	298	36	25	118	20	11	0	19	73	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	304	36	25	122	20	11	0	19	73	0	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	76	9	6	31	5	3	0	5	18	0	13
Total Analysis Volume [veh/h]	22	304	36	25	122	20	11	0	19	73	0	51
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.02	0.17	0.00	0.07
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	8.01	0.00	0.00	14.61	13.96	9.23	15.92	15.87	12.31
Movement LOS	A	A	A	A	A	A	B	B	A	C	C	B
95th-Percentile Queue Length [veh]	1.00	1.00	1.00	0.47	0.47	0.47	0.15	0.15	0.15	0.96	0.96	0.96
95th-Percentile Queue Length [ft]	24.98	24.98	24.98	11.86	11.86	11.86	3.87	3.87	3.87	23.93	23.93	23.93
d_A, Approach Delay [s/veh]	0.46			1.20			11.20			14.43		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 5: Puma Street & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.189

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	5	0	0	4	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.11	1.00	1.00	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	22	293	36	25	166	19	12	0	25	73	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	299	36	25	170	19	12	0	25	73	0	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	75	9	6	43	5	3	0	6	18	0	13
Total Analysis Volume [veh/h]	22	299	36	25	170	19	12	0	25	73	0	51
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.03	0.19	0.00	0.07
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	8.00	0.00	0.00	15.33	14.56	9.57	16.94	16.68	12.60
Movement LOS	A	A	A	A	A	A	C	B	A	C	C	B
95th-Percentile Queue Length [veh]	1.03	1.03	1.03	0.63	0.63	0.63	0.20	0.20	0.20	1.03	1.03	1.03
95th-Percentile Queue Length [ft]	25.84	25.84	25.84	15.81	15.81	15.81	4.95	4.95	4.95	25.69	25.69	25.69
d_A, Approach Delay [s/veh]	0.47			0.93			11.44			15.15		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 6: Alpine Drive & Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.11	1.00	1.00	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	5	84	17	9	191
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	5	84	17	9	191
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	21	4	2	48
Total Analysis Volume [veh/h]	10	5	84	17	9	191
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.35	8.83	0.00	0.00	7.43	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.06	0.00	0.00	0.46	0.46
95th-Percentile Queue Length [ft]	1.51	1.51	0.00	0.00	11.58	11.58
d_A, Approach Delay [s/veh]	9.84		0.00		0.33	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

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Intersection Level Of Service Report
Intersection 8: TH 10 & Alpine Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name								
Approach	Southwestbound		Northwestbound			Southeastbound		
Lane Configuration								
Turning Movement	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	1	0	1	0	0	0
Pocket Length [ft]	100.00	325.00	340.00	100.00	340.00	100.00	100.00	100.00
Speed [mph]	30.00		65.00			65.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes		Yes			Yes		

Volumes

Name								
Base Volume Input [veh/h]	10	40	2	1883	32	4	49	1250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	201	0	0	0	0	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	245	2	2090	36	4	155	1388
Peak Hour Factor	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618	0.9618
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	64	1	543	9	1	40	361
Total Analysis Volume [veh/h]	11	255	2	2173	37	4	161	1443
Pedestrian Volume [ped/h]	0		0			0		

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Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

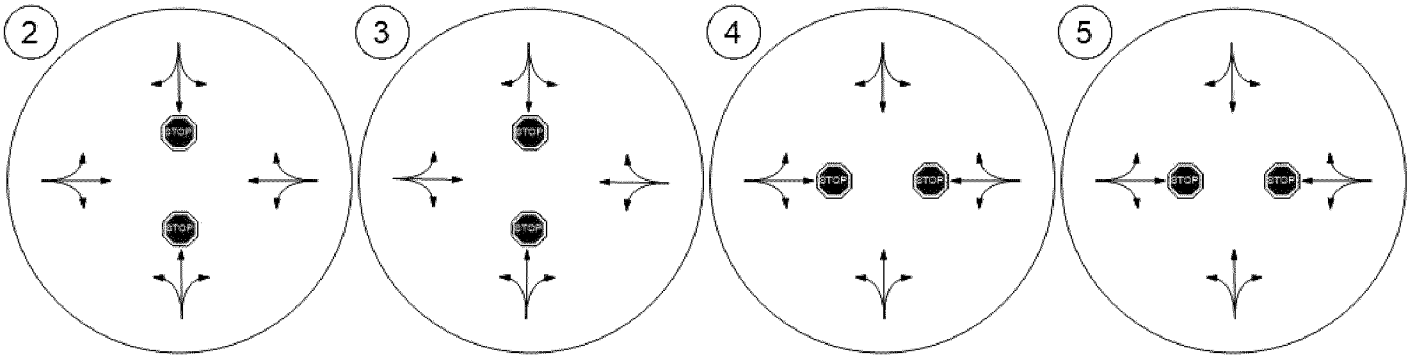
V/C, Movement V/C Ratio	4.91	1.21	0.02	0.02	0.00	0.00	0.69	0.01
d_M, Delay for Movement [s/veh]	4568.51	175.22	34.22	0.00	0.00	10000.00	10000.00	0.00
Movement LOS	F	F	D	A	A	F	F	A
95th-Percentile Queue Length [veh]	2.65	12.88	0.05	0.00	0.00	23.28	23.28	0.00
95th-Percentile Queue Length [ft]	66.27	321.93	1.21	0.00	0.00	582.06	582.06	0.00
d_A, Approach Delay [s/veh]	356.89		0.03			1026.12		
Approach LOS	F		A			F		
d_I, Intersection Delay [s/veh]	427.07							
Intersection LOS	F							

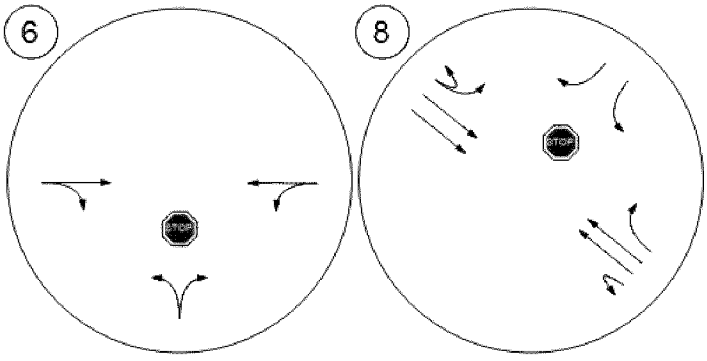
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Lane Configuration and Traffic Control





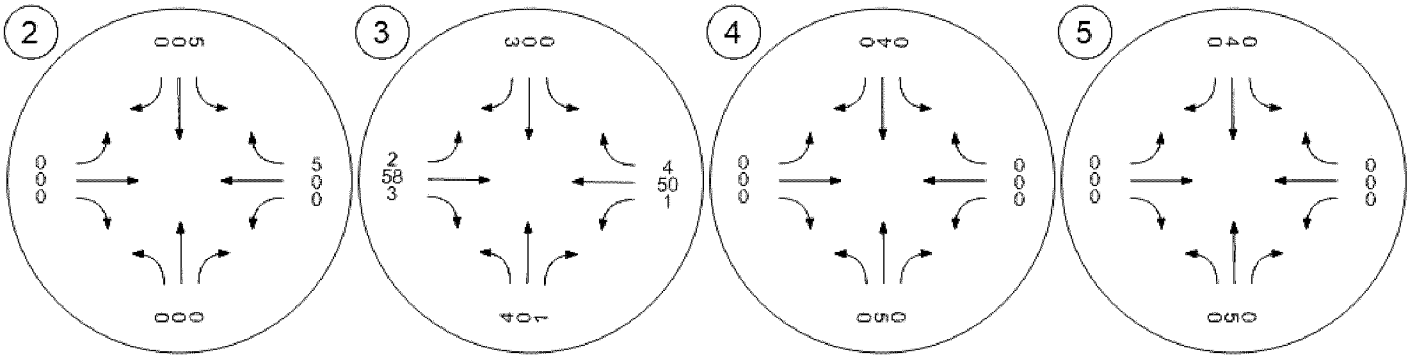


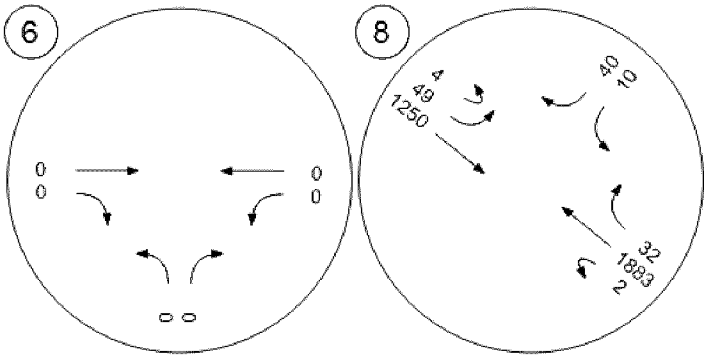
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Traffic Volume - Base Volume





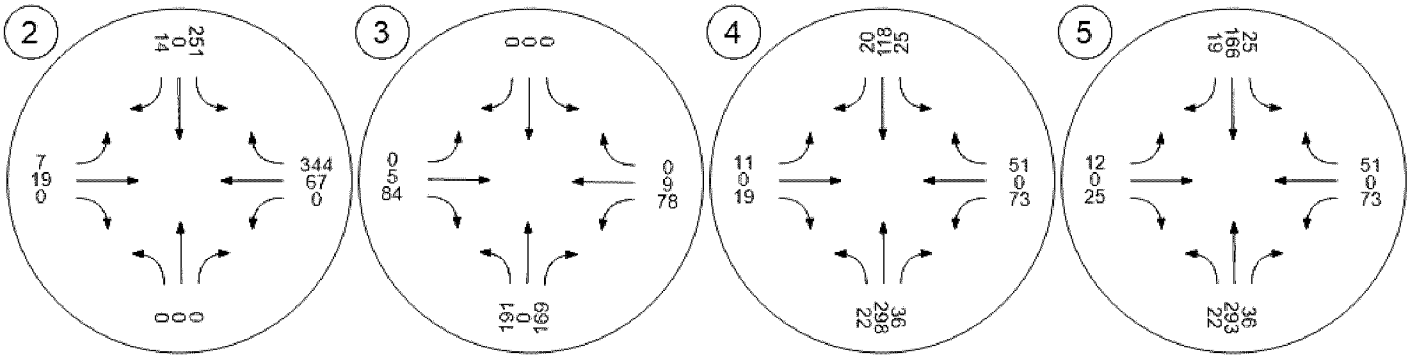


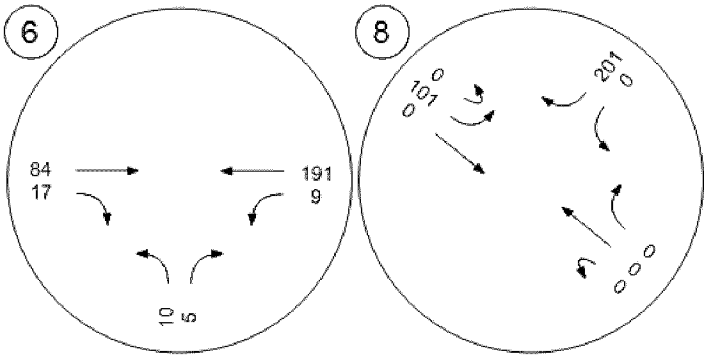
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Traffic Volume - Net New Site Trips





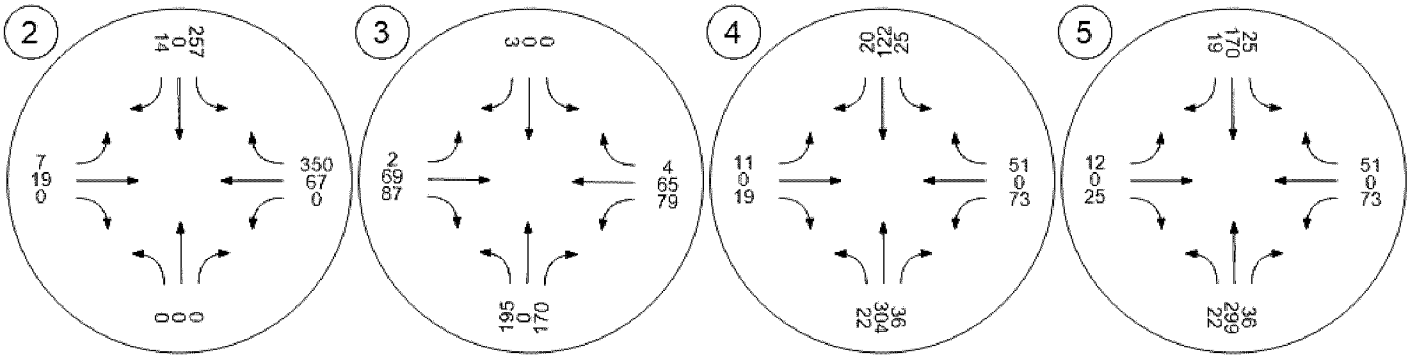


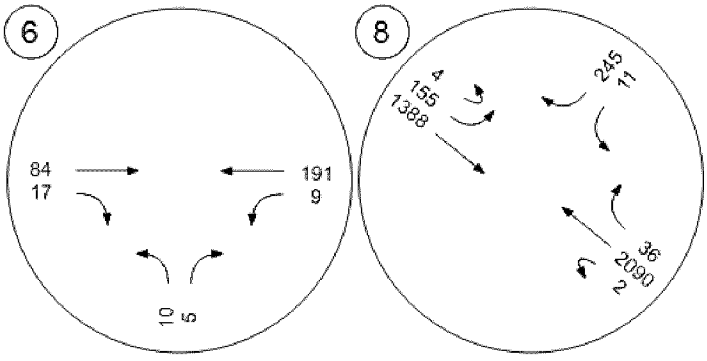
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Traffic Volume - Future Total Volume







CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	~~4/28/17~~ 6/9/17	**PROJECT ADDRESS**	14800 BLOCK PUMA ST NW
PROJECT. TITLE	RIVERSTONE ADDITION (PRELIMINARY PLAT)		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		

We offer the following comments regarding your land use application. Staff is supportive of the proposed subdivision, subject to corrections to plans identified within this report and final review for compliance with future steps (Final Plat). This preliminary plat phase is the most significant approval step in the overall process. Preliminary Plat gives entitlement to the project, in which the City cannot reverse overall layout. The last step in the phase, Final Plat, simply approves construction documents and the Final Plat Sheet for recording and legal subdivision.

NOTE: This Review Letter has been modified from the April 28, 2017 version. Additions are indicated by underline. Deletions are indicated by ~~strikethroughs~~.

Comprehensive Plan

Action Item: *Comprehensive Plan Amendment required to change areas of High Density Residential and Commercial.*

The City Council already authorized a Comprehensive Plan Amendment for the 'Armstrong West' area. The amendment will now enter Metropolitan Council review. The amendment will be consistent with the proposed subdivision.

~~Upon approval of the Comprehensive Plan Amendment, the entire site will be guided as Medium Density Residential. Please note that approximately 90% of the project site is already guided in this manner. The Comprehensive Plan Amendment adjusts two (2) minor areas based off of previous land use planning. In 2013, the City embarked on a minor Small Area Plan commonly referred to as Armstrong West. The proposed project is consistent with policy direction from that planning effort. Results of that process are attached under separate cover.~~

The Comprehensive Plan defines Medium Density Residential as areas that are within the MUSA and intended to receive medium density housing including lower density multi-family housing and higher density single-family housing. Average density will be 6 units per acre [Zoning Code allows for range of 3 – 6 units per acre].

The fact that the project requires an amendment to the Comprehensive Plan and Planned Unit Development affords the City certain discretion in approving/not approving the project.

Permitted Uses

Action Item: *Zoning Amendment required to be consistent with Comprehensive Plan Amendment noted above. Staff recommends utilizing a Planned Unit Development (PUD) due to the overall master plan for the project to be discussed below.*

The project is being generally reviewed under the standards of the R-2 Residential District (this district implements the Medium Density Residential (MDR) designation of the Comprehensive Plan. The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of three to seven dwelling units per acre and multiple-dwelling complexes within the 2002 MUSA. All lots created by subdivision located within the 2020 MUSA shall be serviced by sanitary sewer and municipal water. However, there are multiple residential types within the proposed project that make it difficult to apply one single zoning district to the project. Please note that one of the City's goal is to provide a variety of housing options for people at all life stages and income levels to encourage existing and future residents to stay in Ramsey throughout their lives and to achieve a balanced housing supply. One strategy identified in the Comprehensive Plan to achieve this is to continue to develop more affordable single family housing such as small-lot single family homes. The four (4) different types of housing proposed within the project include:

1. 65-foot-wide traditional single-family lot
2. 50-foot-wide traditional single-family lot
3. 50-foot-wide 'villa' lot (association maintained lawn care and snow removal)
4. 4-unit townhome building

Continued on next page.



Traditional Single-Family/Small-Lot Single Family Lots (65 foot width, 50 foot width)

Detached single-family lots are traditionally guided by the R-1 Residential District. However, the minimum lot width is 80 feet. The City has on multiple occasions allowed this style of development in the R-2 Residential District through the PUD process. Most recently, this was utilized for the Villages of Sunfish Lake Development (mid-2000s). These units do not meet the specific definition of detached townhomes in the R-2 Residential District, thus necessitating the need for a PUD, an appropriate tool.

Villa Lots

These would be classified as detached townhomes. The use is consistent with the R-2 Residential District. Please note that the definition of detached townhome within Zoning Code is slightly different than that of Building Code. Staff raises this point not to suggest any conflicts with the proposal, yet clarify for future steps (Building Permit Review).

Townhome Lots (Quad Units)

The use is consistent with the R-2 Residential District.

Layout

The following design standards are required for the various housing types proposed within the development. Please note that due to the variety of housing types, it is difficult to apply a single-set of layout standards to the project. Any perceived deviation to City Code appears to be reasonable with the utilization of a Planned Unit Development. A significant portion of the project area is being preserved for open space, a key component of a PUD Approval, and a requirement of the R-2 Residential District.

Traditional Single-Family/Small Lot Single-Family and Villa Lots

Miscellaneous Standards	Attached and Detached Townhomes
Lot size	None
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	None
Building setback from public street right-of-way	25 feet
Building setback from private street measured from back of curb	25 feet
Building setback from exterior development boundary line	30 feet 25 feet (detached)
Minimum separation between buildings, including any appurtenances thereto (i.e., patios, decks)	20 feet 15 feet (detached)
Parking node setback from exterior development boundary line	30 feet
Parking node setback from structure	15 feet
Maximum lot coverage	35%
Maximum building height (measured from mean ground level to mean gable)	35 feet
Accessory structure setback (measured from the development boundary line)	30 feet
Maximum number of units per structure	81 (detached)
Open space required	40% general open space 10% of which must be identifiable community space

The only deficiency in the above table would be the minimum separation between buildings. ~~The Planning Commission and City Council have already seen this project in concept, and appeared generally supportive of the overall approach. The PUD appears to be an appropriate tool in this instance~~The Planning Commission recommended approval of the PUD as an appropriate tool to deviate from this standard.

Townhome/Quad Units

Miscellaneous Standards	Twinhome or Quad
Lot size	7,000 square feet per dwelling unit
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	50 feet
Front yard setback	30 feet
Side yard setback	10 feet
Side yard setback corner lot	30 feet
Side yard interior wall setback	0
Rear yard setback	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%
Maximum building height (measured from mean ground level to mean ground gable)	35 feet
Accessory structure setbacks:	
Front	30 feet or same as principal structure, which ever is greater
Rear	5 feet
Side	6 feet
Side corner	30 feet
Maximum number of units per structure	4

The only apparent deficiency to the above table is lot width, which is measured at approximately 45 feet. There appears to be sufficient space in the common area to widen the individual lots without impacting the proposed buildings themselves.

Action Item: Adjust the lot widths of the quad units to 50 feet.

Continued on next page.

Architectural Standards

Attached are proposed architectural renderings of the different models. Please note that with approval of the Preliminary Plat, the City is approving the following models as 'master plans'. So long as the models are in substantial compliance with the approved models. The Community Development Department will make a final determination on 'substantial compliance'. Models that are not in substantial compliance shall require the approval of the Planning Commission.





Street Widths and Design [section modified from Sketch Plan Review]

The proposed street widths are shown at twenty-nine (29) feet. Traditional City Streets in Ramsey are measured at thirty-two (32) foot widths. ~~There are benefits and drawbacks for each scenario. City Staff needs policy direction from Planning Commission and City Council and cannot make a formal recommendation at this point. From a neighborhood design and traffic calming, the 29 foot width approach would be acceptable. However, the City's Public Safety and Public Works Maintenance Teams have expressed concern with this design due to maneuverability. The narrower road widths may require restricting parking to one side of the street.~~The Planning Commission recommends approval of twenty-nine (29) foot road widths with parking restricted on one (1) side of the road. Note: the City's Public Safety and Public Works team can support this recommendation; however, prefer the standard thirty-two (32) foot road width. This is ultimately a decision of the City Council.

~~The intersection of Street H and Alpine Drive is deficient in pedestrian safety. The current recommended strategy is a roundabout in this location and would include a cost share. The proposed intersection has been identified as a concern due to sight lines, geometry, and pedestrian safety. The intersection will also serve as an entrance to future Lake Itasca Park. City Staff and Developer have recently discussed alternative approaches.~~

Within the current plan set, the intersections of Puma Street and 'Street H' with Alpine Drive are deficient in pedestrian safety. The Street H intersection is a future intersection. Puma Street is an existing intersection that will be modified in the future. Plans shall be amended to show appropriate pedestrian crossings at these nodes, subject to approval of the City Engineer. City Staff has ordered a Technical Memorandum from the Toole Group for an objective analysis on appropriate pedestrian crossings. Staff has confidence in this team to provide proper guidance on this issue. These crossings will need to be reflected on an amended Preliminary Plat at the time of Final Plat for Phase 1. The City reserves the right in Preliminary Plat approval to require the appropriate scale pedestrian crossing, as determined by the City.

The Developer's Traffic Study recommended a trail connection from future Street H to Puma Street due to pedestrian travel patterns. Furthermore, no trails are planned to the west of future Street H. Another development is planned just to the west of this development.

The project also requires execution of the Armstrong West Arterial/Collector Infrastructure Project. The City Council has approved a Memorandum of Understanding (MOU) outlining cost obligations between impacted Property Owners and the City.

The proposed street between proposed Pearson Park (quasi-public park on Outlot C) and Lake Itasca Greenway (Outlot B) shall be modified to enhance pedestrian safety by introducing reduced width and smaller on-street parking bays (often referred to as 'chokers').

A Street Light Plan must be created and submitted to the City for review. The City will work with Connexus Energy to determine the final, appropriate Street Light Plan.

Please note that there appears to be objection to the current proposal to vacate road easement for former Puma Street south of Bunker Lake Boulevard. This is an item that will need to be resolved before Final Plat approval, otherwise the Preliminary Plat will need to be modified. The City requests a Letter from Connexus Energy outlining acceptable alternatives to the transmission line in question.

Action Item: ~~*Amend the plan set to include a roundabout at the intersection of Street H and Alpine Drive - OR- propose an equivalent approach the improves sight line and pedestrian safety. City Staff has requested that the Developer consider a center median pedestrian safety improvement with enhanced pedestrian signalization.*~~ *Amend the plans to include pedestrian crossings at Alpine Drive as indicated above.*

Action Item: *Amend the plan set to modify Street B as outlined above.*

Action Item: *Amend the plan set to add a trail connection along Alpine Drive from Street H to Puma Street.*

Stormwater Pond

~~Based on projects with similar stormwater pond size and depth, Staff anticipates some concerns regarding safety to be raised by Planning Commission. We encourage you to be prepared to discuss stormwater safety, especially along public trails and compliance with stormwater regulations. Please refer to the Engineering Review Memo for specific regulations.~~ The Planning Commission did raise concerns about the depth and slopes of stormwater ponds. However, the Planning Commission found the response of the Developer and City Staff appropriate to address safety and maintenance concerns.

Development Fees

Standard Development Fees are due on the plat. The Developer has indicated a desire to obtain certain Park Dedication and Trail Development Fee Credit for the open space and trail areas. Staff's recommendation is that trail easement and trail construction for the Lake Itasca Greenway internal to the site is eligible for Park Dedication Credit. Staff recommends a partial credit for the quasi-public park (Outlot C). The final details have not been ironed out, and will reviewed by the Parks and Recreation Commission on May 11. The City Council has noted that they would be open to additional options for parks and recreation.

Standard Development Fees are due on the plat at time of recording of the Final Plat. The fees will be collected at the rate in effect at time of recording of the plat for buildable lots.

- Park Dedication
- Trail Development
- Water Trunk/Connection
- Sanitary Sewer Trunk/Connection
- Stormwater Management

Park Dedication Credit will be provided as outlined in the Resolution approving the Preliminary Plat.

Environmental Review

An Environmental Assessment Worksheet (EAW) is mandatory by the State of Minnesota for this project. The City Council has authorized the draft for public comment. A Public Comment Meeting is scheduled for Thursday, May 4 at 5:30 p.m. The City Council cannot act on the Preliminary Plat until it approves the final EAW.

An Environmental Assessment Worksheet (EAW) is mandatory for this project and has been prepared. No public comment was received during the Public Comment Period nor at an optional Public Comment Meeting held on May 4, 2017. Several regulatory agencies provided comment. Responses to said comments are included in the final draft EAW. The Planning Commission was updated on the status of the EAW and expressed no concerns moving forward.

Staff has flagged two items of interest. Please note that neither of these items would likely change Staff's recommendation that a full Environmental Impact Statement (EIS) is not needed.

1. Noise Study
2. Traffic Study

Noise Study

The noise study completed by the Developer identified one (1) proposed lot that was experience noise levels in excess of maximum allowable decibels under State Rules. The Developer shall amend the plans to increase noise mitigation. Furthermore, almost all receptors used in the study are expected to experience noise levels in excess of maximum allowable decibels in the future. It is the City's responsibility to ensure that the Development takes reasonable measures to avoid noise level exceedances. Staff believes the current berming and landscaping are a reasonable measure. Staff does not believe a noise wall is necessary at this time.

Minnesota Pollution Control Agency (MPCA) Staff has raised concern about modelling methodology used for existing noise conditions. State Rules are based on one (1) hour time periods. Noise collection was not studied for an entire hour, but modelled/extrapolated from a portion of an hour study period. The City Council has two (2) options.

1. Accept the modelling approach for existing conditions as presented.
2. Require new testing for an entire hour.

Note: regardless of concerns raised by testing methodology, Staff is not likely to recommend the construction of a full noise wall. Staff would encourage additional landscaping and appropriate species of tree amendments to maximize noise mitigation as a reasonable measure.

Action Item: Amend the Preliminary Plat to extend the berm around the impacted lot and provide landscaping or fencing that demonstrates reasonable measure to mitigate the decibel exceedances.

Traffic Study

Generally speaking, traffic forecasts appear to be acceptable to previous planning efforts. Future planned infrastructure appears to accommodate the development and maintain acceptable levels of service. One node studied in the analysis (Alpine Drive and Highway 10) does forecasts that this node is forecasted to operate at a Level of Service 'F', the lowest possible rating. However, it is anticipated that planned improvements of the Highway 10 Access Planning Study will address this deficiency. The Alpine Drive/Highway 10 Node is an Opportunity/Development Driven priority. Approval of this development will increase the priority of this node.

EAW Conclusion

Staff believes that all items required of the EAW have been addressed, with actions noted above. However, Staff is still working on final comments on the Traffic Study. While Staff does not believe these outstanding items should hold up the process, there are forecasts and statements that will need to be revised for accuracy, consistency, and clarity.

Policy Document

~~During concept plan phase (unofficial review), the City prepared a Policy Document to guide discussions between Staff and Developer. This document is included as reference.~~

This document has been deleted from the Staff report, as many items are now out of date. This document is available upon request for context.

Planning and Zoning Approval Contingencies

1. Amend the lot widths for the quad/townhomes to fifty (50) feet.
2. A pedestrian crossing at the intersection of Street H and Alpine Drive must be added to a plan set. The crossing must be designed more than just a painted cross walk and a single-light pedestrian signal. These details must be finalized prior to Preliminary Plat approval by the City Council.
3. Street B shall be modified to a more pedestrian-friendly design given the adjacent parks and recreation space. Please propose a design based on recent discussions with City Staff.
4. A Master Park Dedication and Trail Development Fee Agreement Policy Framework must be approved along with City Council approval of the Preliminary Plat. The final agreement shall be approved with the Final Plat.
5. A final determination on street width will need to be made by the Planning Commission and City Council. Plan revisions may be required based on final approvals.

You will need to submit a revised Preliminary Plat with these required revisions in addition to the Final Plat for Phase 1. This will ensure clarity in approved Preliminary Approvals for future phases, credits, etc.

City Council Decision Points

The City Council will need to provide direction/confirmation on the following decision points.

1. Environmental Assessment Worksheet
    a. Adequacy of Noise Study Methodology
    b. Reasonableness of Noise Mitigation
2. Preliminary Plat
    a. Street Widths
    b. Pedestrian Crossings
    c. Trail Connections

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 8, 2017	**PROJECT ADDRESS**	WEST OF PUMA STREET, SOUTH OF ALPINE DRIVE
PROJECT. TITLE	RIVERSTONE		
ESCROW #	115626		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Preliminary Plat Exhibits for Riverstone. The submittal consists of 16 sheets prepared by Carlson McCain dated March 8, 2017. The submittal included a document with the stormwater summary and geotechnical report. *Italicized comments were included in our previous review memo and have not been addressed.*

General comments:

1. **A legend must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. A scale must be shown on all sheets.**
2. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
3. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
4. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.
5. **Underlying lines must be broken where they are under text boxes to enhance readability. Underlying text must be moved so there is not text on text.**
6. Move the typical street section to one of the Street/ Storm Sheets.
7. Add match lines and continuation notes to all sheets where part of the street is shown on a different page. Station numbers must be darker in plan view. Lines must be broken under the match lines.
8. Each pedestrian ramp requires a specific detail with walk/ trail width, ramp slope, landing pad slope, spot elevations and number of truncated domes.

9. Final plat documents must have plan and profiles for streets, sanitary sewer, storm sewer and watermain. Plan view must be shown for all pipes extending outside of the right-of-way.

Sheet Specific Comments:

Sheet 4:

1. *A drainage and utility easement must be dedicated along Puma Street for the future Lift Station. See additional comments on utility plan.*

Sheet 8:

1. *The future lift station must be placed in a drainage and utility easement outside of the public right-of-way. The lift station must have a driveway access from Puma Street.*
2. *Rim and invert elevations are required on the proposed sanitary sewer in Puma Street. The responsibility for construction of this line and the lift station has not been determined; however, design information must be shown on this plan to ensure that the proposed line will function properly.*
3. Sanitary sewer north of the lift station can be 8", not 18" diameter pipe.

Sheets 10-13:

1. The grading plan must be revised to achieve the following separation distances per the Lower Rum River Watershed Management Organization rules (LRRWMO).

   The lowest floor elevation of all development, including basements, must be at least 3 feet above the highest anticipated ground water table, 2 feet above the designated or designed 100-year flood elevation, or 1 foot above the emergency overflow, whichever is higher.

   This requirement may be waived if evidence that a lesser separation can be achieved is:
   - *submitted and certified by a geotechnical engineer*
   - *reviewed and approved by the city engineer or other party designated by the city engineer, and*
   - *approved by the LRRWMO.*

   If this process is pursued, the developer should consult with the LRRWMO Engineer before beginning the study to discuss acceptable methodologies.

   Information on the process was provided to the applicant. A table must be included on the final grading plan listing the garage elevation, lowest floor elevation, controlling elevation (groundwater or emergency overflow determined from the provided process documentation), and method used.

Stormwater Management Plan:

1. The proposed conditions section states 27.3 acres of new impervious will be created. The next paragraph states 35 acres of new impervious will be created. The locations of these areas must be identified in plan view.
2. The applicant has provided documentation from the Minnesota Department of Health and the Minnesota Pollution Control agency stating
3. Soil borings are required in the area of the infiltration practices to verify the soils are suitable for infiltration.
4. Water cannot be directly discharged to the wetland. It must be treated as noted above.
5. Detailed procedures for constructing the infiltration basins and bringing them online will be required in the final plans.
6. The narrative indicates 0.04 acres of wetlands will be lost. Wetland sequencing must be provided to document this loss. If this area is larger than the de-minimus then mitigation must be provided.
7. ***The table on page 4 lists Highway 10 as a discharge point. Drainage from this area does not reach Highway 10. The railroad tracks block flow to the south.***

Geotechnical Report:

1. The logs indicate loose to very loose sands at depth in each boring. The report must be revised to indicate how these loose to very loose sands should be addressed under the future pavements. The City must maintain the roads and requires that the subgrade be as uniform as possible to prevent differential settlement of the pavements.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 14, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	RIVERSTONE ADDITION		
ESCROW #	115626		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the Landscape Plan, prepared by Carlson McCain and dated March 8, 2017:



The City's Natural Resources Inventory (NRI) does not identify any natural areas over the roughly ninety (90) acres other than a small segment of an altered/non-native plant community. Furthermore, there is essentially no tree cover on the property other than a small portion in the northwest corner, which will be developed in a later phase of the overall project. Generally speaking, this project would convert agricultural cropland into residential homes and townhomes.

The project is being proposed as a Planned Unit Development (PUD) and includes smaller lot single family homes and townhomes. Traditionally, single family residential lots require two (2) trees per lot. While not every lot has two (2) trees, overall, the project is proposed landscaping in excess of that required by City Code. However, there appears to be a discrepancy in terms of the total number of trees proposed. Sheet L5 notes that 1,003 trees will be planted; however, when adding up quantities in the Overall Landscape Schedule, that totals 758 trees. This needs to be clarified.

The Landscape Plan does include plantings along a berm separating the homes from the railroad tracks, along some of the trails, and within a proposed small, neighborhood park. The Landscape Plan also is providing boulevard trees along all public streets, including Puma St, which is along the rear yard of many lots.

While not shown on the plans, City Staff and the Developer spoke about how the berm would be landscaped with ground cover. Staff has suggested that the berm be finished with a native seed mixture that is pollinator friendly and, in the long term, would require less intensive maintenance than if traditional turf grass were established. The Developer was open to this suggestion.

As proposed, the project includes landscaped medians. While Staff believes that this adds overall value to the project and enhances the streetscape, it will be critical to have Home Owners Association documents clearly specifying maintenance responsibilities. These documents will need to be reviewed and approved by the City.

Note that the proposed landscaping for the berm, along the trails and neighborhood park, as well as in some of the outlots (and even possibly some of the boulevard plantings) will need to be installed as a Stage I Improvement as they are not directly adjacent to a lot. Furthermore, these trees will be subject to a Maintenance Guarantee to ensure their survival for two (2) years after acceptance by the City.

It is anticipated that this overall subdivision will be phased in over a number of years. A greater review of landscaping for the subsequent additions will be conducted when those additions come forward. Similarly, the only tree cover existing is in the northwest corner of the site. At this time, a Tree Inventory is not critical but will need to be provided eventually. Finally, a phasing plan for the development as a whole, along with the landscaping, should be prepared so that there is no misunderstanding as to what landscaping is being installed with each addition of the project.

The Landscaping Plan is generally acceptable with the following required revisions:

Required Sheet Revisions

Sheet L1

- Suggested Plant List needs to be updated with species names.
- Identify proposed vegetation (ground cover) for the berm.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).
- Update label of US Highway NO. 10 & 169 (references 69).

Sheet L2

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L3

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L4

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).

Sheet L5

- Add note/label identifying all trees in center islands/medians and in outlots are to be privately maintained.
- Add note that no trees shall be planted within the Vision Clearance Triangle as defined in City Code Section 117-348 (g).
- Revise Planting Detail to specify that the first set of primary roots shall be at finished grade and to only prune out dead/broken branches at time of planting.
- Topsoil meeting the City's specification shall be required for each lot. Copies of the load tickets shall be provided to the City. A topsoil inspection shall be requested and completed prior to installation of sod.
- No topsoil (or other fill) shall be placed within any wetland or wetland setback area.
- Reconcile the number of trees to be planted with the quantities shown in the Overall Planting Schedule.
- Advisory comment: irrigation system should include some sort of water efficient technology (e.g. soil moisture sensors, ET sensors, smart controller, etc.).

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-144

RESOLUTION DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT NECESSARY AND GRANTING PRELIMINARY PLAT APPROVAL OF RIVERSTONE ADDITION

WHEREAS, Riverstone Development LLC, hereafter referred to as "Developer", properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

That part of Northwest Quarter of Northwest Quarter, Section 29, Township 32, Range 25 lying northeaster of northeasterly right of way line of Burlington Northern Rail Road and lying westerly and southerly of the north 60 feet of east 40 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Northwest Quarter of Southwest Quarter of Section 20, township 32, Range 25 except east 40 feet of said Quarter Quarter lying southerly of southerly right of way line of Alpine Drive NW and except north 40 feet of south 100 feet of west 40 feet of east 80 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25 lying west of east 40 feet thereof, except road subject to easement of record, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City has received an Application for Preliminary Plat Approval for Riverstone Addition, which includes up to 246 detached single-family homes and 98 attached townhome units (293 total units); and

WHEREAS, Minnesota Rules 4410.4300, Subp. 19.C, requires that an EAW be prepared for a residential development of this size; and

WHEREAS, the Planning Commission reviewed the sketch plan on April 6, 2017; and

WHEREAS, by April 24, 2017, copies of the EAW were distributed to all persons and agencies on the official Environmental Quality Board (EQB) distribution list and other interested parties; and

WHEREAS, on April 24, 2017, the EAW was publicly noticed in the EQB Monitor, commencing the 30-day public comment period; and

WHEREAS, a press release and public notice for the EAW was submitted to the Anoka County Union Herald and published on April 21, 2017, announcing the completion of the EAW, its availability to interested parties, and the process for submitting comments on the EAW; and

WHEREAS, the Planning Commission held a Public Comment Meeting on the EAW and Public Hearing and reviewed the Preliminary Plat on May 4 and recommended approval of said plat; and

WHEREAS, the 30-day comment period for the EAW ended May 24, 2017 at 4:30 p.m., and the City of Ramsey accepted and responded to all written comments received; and

WHEREAS, none of the comments received recommended preparation of an EIS, and none suggested that the project had the potential to cause significant environmental effects.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1. That the Ramsey City Council hereby determines that an Environmental Impact Statement is not required for the Riverstone Addition based on the following [standard contingency].
    a. The EAW was prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, Parts 4410.1000 to 4410.1700 (2015),
    b. The EAW satisfactorily addressed the environmental issues for which existing information could have been reasonably obtained,
    c. Based on the criteria established in Minnesota Rules 4410.1700, the project does not have the potential for significant environmental effects,
    d. The City makes a "Negative Declaration,"
    e. The City adopts the Response to Comments, Findings of Fact, and Record of Decision for Riverstone Addition Environmental Assessment Worksheet (Record of Decision) and directs the Community Development Director to maintain the Record of Decision and to distribute it in accordance with the EQB rules.
2. That the Ramsey City Council hereby grants preliminary plat approval of Riverstone Addition in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with City Staff Review Letter dated June 9, 2017 [standard contingency].
    b. The Developer entering into a Development Agreement with the City [standard contingency].
    c. Metropolitan Council approving the request for a Comprehensive Plan Amendment [standard contingency].
    d. Revising the Preliminary Plat to add pedestrian crossings on Alpine Drive at Puma Street and Street H [unique contingency].
    e. Revising the Preliminary Plat to modify Street B as outlined in the Staff Review Letter [unique contingency].
    f. Vacating Road Easement for former Puma Street south of Bunker Lake Boulevard [standard contingency].
    g. Revising the Landscape Plan to increase planting to better mitigation noise decibel exceedances, subject to approval of the City Planner [unique contingency].
3. That the Ramsey City Council hereby sets the following Park Dedication and Trail Development Fee Credit Parameters [unique contingency].
    a. Lake Itasca Greenway
        i. 100% Park Dedication Cash Credit for that square footage area necessary for the trail (7' foot on either side of the centerline of the 10' foot bituminous trail(s). This credit is at $1.74 per square foot.

ii. No credit for land acquisition.

iii. Actual construction costs at $50 per lineal foot, plus actual cost for other necessary costs, limited to retaining walls (the $50 per foot includes ancillary costs).

iv. 5 benches on slabs, at a not-to-exceed cost of $9,600.

v. The City responds with the standard hold harmless agreement for public use, in favor of Capstone Homes and associated Home Owners Association.

b. Pearson Park

i. Actual construction costs pursuant to 'Alternative2' as detailed in the May 23rd City Council meeting and June 8th Park and Recreation Commission.

ii. Unique, predominately Nature-Based Recreation Facility to be defined as part of Final Plat, subject to the approval of the Parks Superintendent.

iii. Total not to exceed Park Dedication Credit amount of $275,300.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

ORDINANCE #17-06

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties or portions thereof, are hereby rezoned from R-1 Residential (Rural Developing) to PUD (Planned Unit Development).

That part of Northwest Quarter of Northwest Quarter, Section 29, Township 32, Range 25 lying northeaster of northeasterly right of way line of Burlington Northern Rail Road and lying westerly and southerly of the north 60 feet of east 40 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Northwest Quarter of Southwest Quarter of Section 20, township 32, Range 25 except east 40 feet of said Quarter Quarter lying southerly of southerly right of way line of Alpine Drive NW and except north 40 feet of south 100 feet of west 40 feet of east 80 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25 lying west of east 40 feet thereof, except road subject to easement of record, Anoka County, Minnesota

(the "Subject Property")

The following table outlines approved zoning bulk standards:

Traditional Single-Family/Small Lot Single-Family and Villa Lots

Standards	Requirement
Lot size	None
Minimum density (net)	3.0
Maximum density (net)	7.0

Lot width	None
Building setback from public street right-of-way	25 feet
Building setback from private street measured from back of curb	25 feet
Building setback from exterior development boundary line	25 feet (detached)
Minimum separation between buildings, including any appurtenances thereto (i.e., patios, decks)	10 feet (detached)*
Parking node setback from exterior development boundary line	30 feet
Parking node setback from structure	15 feet
Maximum lot coverage	35%
Maximum building height (measured from mean ground level to mean gable)	35 feet
Accessory structure setback (measured from the development boundary line)	30 feet
Maximum number of units per structure	81 (detached)
Open space required	40% general open space 10% of which must be identifiable community space

Townhome/Quad Units

Miscellaneous Standards	Twinhome or Quad
Lot size	7,000 square feet per dwelling unit
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	50 feet
Front yard setback	30 feet
Side yard setback	10 feet
Side yard setback corner lot	30 feet
Side yard interior wall setback	0
Rear yard setback	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%
Maximum building height (measured from mean ground level to mean ground gable)	35 feet
Accessory structure setbacks:	
Front	30 feet or same as principal structure, which ever is greater
Rear	5 feet
Side	6 feet

Side corner	30 feet
Maximum number of units per structure	4

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2017.

_____
Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 7.**

Meeting Date: 06/13/2017

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #17-06-139 Accepting Bids and Awarding Contract for Improvement Project #17-00, Sunwood Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #17-06-139 accepting bids and awarding a contract for construction for Improvement Project #17-00, Sunwood Drive Reconstruction.

Background:

Final plans were prepared by City staff for Improvement Project #17-00, Sunwood Drive Reconstruction, per Council direction on March 14, 2017.

This segment of Sunwood Drive is part of the City's Municipal State Aid System of streets therefore plans had to be reviewed and approved by MnDOT State Aid. Attached is a copy of State Aid's approval letter authorizing advancement of the project to construction.

On May 9, 2017, Council accepted plans and specifications and authorized advertisements for bids. Bids were advertised on May 12 and May 19, 2017. On June 7, 2017, two (2) sealed bids were received and were publicly opened and read aloud. The bids were checked for errors and omissions, and were tabulated. Both bids were found to be competitive and favorable, complied with the advertisement for bids, and no adjustments were required. A summary of the bids is included below and in the attached resolution.

CONTRACTOR	TOTAL BID
North Valley, Inc.	$409,385.03
Hardrives, Inc.	$431,941.00
Engineer's Estimate	$461,127.24

The bid of North Valley, Inc. of Nowthen, Minnesota, in the amount of $409,385.03 for the total bid for construction of said improvements in accordance with the approved plans and specifications and advertisement for bids, is the lowest responsible bidder. Their bid is $51,742.21, or 11.2%, less than the engineer's estimate of $461,127.24.

Following award of contract, staff will immediately issue a Notice of Award to North Valley, Inc. to initiate execution of a contract and issuance of the required bonds and insurance. The City Attorney will verify that the contract, bonds, and insurance are in proper legal form prior to execution of the contract. Once a contract is executed, staff will issue a Notice to Proceed and construction may then begin. At this time it is anticipated that construction will begin in late June or early July.

A preconstruction meeting will also be conducted before construction begins. Staff will then contact all abutting property and business owners to provide updates on the proposed construction schedule and operations based on the Contractors input at the preconstruction meeting.

Substantial completion will occur by September 1, 2017 to allow school buses unimpeded access to their normal routes before the next school year begins, and final completion will occur by September 22, 2017.

The Assessment Hearing is scheduled for October 10, 2017.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

Staff has contacted all abutting businesses and property owners to inform them of the pending construction and project schedule outlined above. The primary focus of staff's discussions with property owners has been to ensure them adequate access is provided to all throughout construction. The plans call for all cross gutters at driveways and streets to be reconstructed. This means all driveways will need to be closed while the concrete valley gutters cure. Staff has attempted to minimize this time by using high-early concrete, which sets up quicker than standard concrete, typically within 3 days or so, depending on weather.

Alternatives:

Alternative #1 – Motion to adopt Resolution #17-06-139 accepting bids and awarding a contract for construction for Improvement Project #17-00, Sunwood Drive Reconstruction, to North Valley, Inc, in the amount of $409,385.03.

Alternative #2 – Motion of other.

Funding Source:

The low bid submitted by North Valley, Inc. of Nowthen, Minnesota, is $409,385.03. After adding indirect costs for administrative (6%), engineering (15%), finance (1%), and legal (1%) costs, total project costs become $503,543.59

The improvements are proposed to be funded using a combination of street reconstruction bond proceeds, special assessments to benefiting properties, and stormwater utility funds.

Recommendation:

Staff recommends alternative #1.

Action:

Motion to adopt Resolution #17-06-139 accepting bids and awarding a contract for construction for Improvement Project #17-00, Sunwood Drive Reconstruction, to North Valley, Inc, in the amount of $409,385.03.

Attachments

Resolution 1706139

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:20 PM
Form Started By: Bruce Westby		Started On: 06/06/2017 07:18 AM

Final Approval Date: 06/08/2017

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-139

RESOLUTION ACCEPTING BIDS AND AWARDING CONTRACT FOR IMPROVEMENT PROJECT #17-00, SUNWOOD DRIVE RECONSTRUCTION

WHEREAS, pursuant to Ramsey City Council resolution #16-08-139, adopted August 8, 2016, the City Engineer prepared a Feasibility Report for City Improvement Project #17-00 which proposes improvements to Sunwood Drive between Ramsey Boulevard/ County State Aid Highway 56 and Bunker Lake Boulevard/County Road 116 including reconstruction of bituminous pavement, replacement of damaged concrete curb and gutter, and other appurtenant work as needed; and

WHEREAS, pursuant to Ramsey City Council resolution #17-01-028, adopted January 24, 2017, the Feasibility Report was received and preliminarily accepted, pending input from impacted property owners, and a Public Hearing was ordered for February 14, 2017 to consider the proposed improvements for said street in accordance with the revised Feasibility Report; and

WHEREAS, pursuant to Ramsey City Council motions adopted February 14 and February 28, 2017, the Public Hearing was postponed until March 14, 2017; and

WHEREAS, benefiting properties are proposed to be assessed for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, Chapter 8 of the City Charter, applicable City codes, and the City of Ramsey's adopted Special Assessments Policy; and

WHEREAS, the City Clerk gave mailed and published notice of such hearing and improvements as required by law; and

WHEREAS, pursuant to Ramsey City Council resolution #17-03-057, adopted March 14, 2017, a Public Hearing was conducted, after which the Feasibility Report was accepted and the City of Ramsey Engineering Department was ordered to prepare final plans and specifications for the proposed improvements; and

WHEREAS, pursuant to Ramsey City Council resolution #17-05-103, adopted May 9, 2017, the City Council accepted final plans and specifications and authorized advertisements for bids for said improvements; and

WHEREAS, bids were received, opened, and tabulated on June 7th, 2017, and the following bids were found to comply with the advertisement for bids; and

CONTRACTOR	TOTAL BID
North Valley, Inc.	$409,385.03
Hardrives, Inc.	$431,941.00
Engineer's Estimate	$461,127.24

WHEREAS, the bid of North Valley, Inc. of Nowthen, Minnesota, in the amount of $409,385.03 for the total bid for construction of said improvements in accordance with the approved plans and specifications and advertisement for bids, is the lowest responsible bidder and their bid shall be and hereby is accepted; and

WHEREAS, benefiting properties are proposed to be assessed for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes, Chapter 429, and in accordance with Chapter 8 of the City Charter, applicable City codes, and the City of Ramsey's adopted Special Assessments Policy.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) The Mayor and City Administrator are hereby authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey.

2) The City Administrator is hereby authorized and directed to return forthwith to all bidders the deposits made with their bids at such time that a contract has been executed.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 8.**

Meeting Date: 06/13/2017

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #17-06-140 Accepting Bids and Awarding Contract for Improvement Project #17-01, Alpine Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #17-06-140 accepting bids and awarding a contract for construction for Improvement Project #17-01, Alpine Drive Reconstruction.

Background:

Final plans were prepared by City staff for Improvement Project #17-01, Alpine Drive Reconstruction, per Council direction on January 24, 2017.

This segment of Alpine Drive is part of the City's Municipal State Aid System of streets therefore plans had to be reviewed and approved by MnDOT State Aid. Attached is a copy of State Aid's approval letter authorizing advancement of the project to construction.

On May 9, 2017, Council accepted plans and specifications and authorized advertisements for bids. Bids were advertised on May 12 and May 19, 2017. On June 7, 2017, three (3) sealed bids were received and were publicly opened and read aloud. The bids were checked for errors and omissions, and were tabulated. All three bids were found to be competitive and favorable, complied with the advertisement for bids, and no adjustments were required. A summary of the bids is included below and in the attached resolution.

CONTRACTOR	TOTAL BID
North Valley, Inc.	$341,407.52
Douglas-Kerr Underground, LLC	$351,264.43
Hardrives, Inc.	$358,943.60
Engineer's Estimate	$425,449.94

The bid of North Valley, Inc. of Nowthen, Minnesota, in the amount of $341,407.52 for the total bid for construction of said improvements in accordance with the approved plans and specifications and advertisement for bids, is the lowest responsible bidder. Their bid is $84,042.42, or 19.8%, less than the engineer's estimate of $425,449.94.

Following award of contract, staff will immediately issue a Notice of Award to North Valley, Inc. to initiate execution of a contract and issuance of the required bonds and insurance. The City Attorney will verify that the contract, bonds, and insurance are in proper legal form prior to execution of the contract. Once a contract is executed, staff will issue a Notice to Proceed and construction may then begin. At this time, it is anticipated that

construction will begin in early July.

A preconstruction meeting will also be conducted before construction begins. Staff will then contact all abutting property owners to provide updates on the proposed construction schedule and operations based on the Contractors input at the preconstruction meeting.

Substantial completion will occur by September 1, 2017 to allow school buses unimpeded access to their normal routes before the next school year begins. Final completion will occur by September 22, 2017.

Notification:
Notifications are not required for this case.

Observations/Alternatives:

Observations:
Alpine Drive is proposed to be closed to traffic during construction to ensure construction can be completed as quickly and safely as possible, not only for the traveling public, but also for people working on the project. Since the residential properties along the west end of the project all have their primary driveways on Armstrong Boulevard, and since garbage hauling and mail delivery services are provided from Armstrong Boulevard, closing Alpine Drive will not appreciably impact access to or services to these properties. The proposed detour route occurs along Ramsey Boulevard/CSAH 56, Bunker Lake Boulevard/CSAH 116, and Armstrong Boulevard/CSAH 83, and Anoka County has approved the proposed detour route.

Alternatives:
Alternative #1 – Motion to adopt Resolution #17-06-140 accepting bids and awarding a contract for construction for Improvement Project #17-01, Alpine Drive Reconstruction, to North Valley, Inc, in the amount of $341,407.52.

Alternative #2 – Motion of other.

Funding Source:
The low bid submitted by North Valley, Inc. of Nowthen, Minnesota, is $341,407.52. After adding indirect costs for administrative (6%), engineering (15%), finance (1%), and legal (1%) costs, total project costs become $419,931.25.

The improvements are proposed to be funded using a combination of street reconstruction bond proceeds and stormwater utility funds. No special assessments are proposed with this project.

Recommendation:
Staff recommends alternative #1.

Action:
Motion to adopt Resolution #17-06-140 accepting bids and awarding a contract for construction for Improvement Project #17-01, Alpine Drive Reconstruction, to North Valley, Inc, in the amount of $341,407.52.

Attachments

Resolution 1706140

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:21 PM
Form Started By: Bruce Westby		Started On: 06/06/2017 07:19 AM
Final Approval Date: 06/08/2017		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-140

RESOLUTION ACCEPTING BIDS AND AWARDING CONTRACT FOR IMPROVEMENT PROJECT #17-01 ALPINE DRIVE RECONSTRUCTION

WHEREAS, pursuant to Ramsey City Council resolution #16-08-139, adopted August 8, 2016, the City Engineer prepared a Feasibility Report for City Improvement Project #17-01 which proposes improvements to Alpine Drive between Armstrong Boulevard/CSAH 83 and Variolite Street, including reconstruction of bituminous pavement, replacement of damaged concrete curb and gutter, and other appurtenant work as needed; and

WHEREAS, pursuant to Ramsey City Council resolution #17-01-029, adopted January 24, 2017, the City Council received and accepted the Feasibility Report, and the City of Ramsey Engineering Department was ordered to prepare final plans and specifications for the proposed improvements; and

WHEREAS, pursuant to Ramsey City Council resolution #17-05-104, adopted May 9, 2017, the City Council accepted final plans and specifications and authorized advertisements for bids for said improvements; and

WHEREAS, bids were received, opened, and tabulated on June 7th, 2017, and the following bids were found to comply with the advertisement for bids; and

CONTRACTOR	TOTAL BID
North Valley, Inc.	$341,407.52
Douglas-Kerr Underground, LLC	$351,264.43
Hardrives, Inc.	$358,943.60
Engineer's Estimate	$425,449.94

WHEREAS, the bid of North Valley, Inc. of Nowthen, Minnesota, in the amount of $341,407.52 for the total bid for construction of said improvements in accordance with the approved plans and specifications and advertisement for bids, is the lowest responsible bidder and their bid shall be and hereby is accepted.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) The Mayor and City Administrator are hereby authorized and directed to enter into a contract with said lowest responsible bidder for the construction of said improvements for and on behalf of the City of Ramsey.

2) The City Administrator is hereby authorized and directed to return forthwith to all other bidders the deposits made with their bids at such time that a contract has been executed.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of June, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **7. 9.**

Meeting Date: 06/13/2017

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Maple Investments LLC (dba Sharp & Associates) Purchase Agreement [portions of this case may be closed to the public]

Purpose/Background:

PURPOSE

Consider the attached purchase agreement (purchase offer of $606,622) from Maple Investments LLC (dba Sharp & Associates). for a 9.33-acre City-owned property located just south of Vision Ease Lens for an industrial development, including the immediate construction of a 50,000 square foot speculative industrial building.

BACKGROUND

Site Information

This site is zoned E-2 Employment District; which generally allows for "business park" type users. This site is located in one of the City of Ramsey's established business parks, with access to 143rd Ave and Jaspar Street.

The City of Ramsey purchased the "Bury & Carlson" site in 2008 for $1.75M, or $1.90 psf (1.84 psf for land only). The City purchased the roughly 20 acre Bury & Carlson site for the purpose of locating a new City Public Works Campus. In late 2015, the City completed a Space Needs Analysis for a new Public Works Campus. As a result of that exercise, it was identified, a 9.33 acre portion of land was unneeded for the Public Works Campus, on the north side of the former Bury & Carlson site. Per informal Council direction, staff was asked to market this parcel for economic development purposes.

The City purchased this site with the following funding sources:
-TIF 2 $134K, Water Fund $292K
-Sewer Fund $292K
-Stormwater Fund $292K
-Water Utility Fund) $719K.

The InterFund loan has a current balance of $513K, and is being paid back by the General Fund/ General Levy. If this transaction moves forward, staff will recommend the InterFund loan be paid back first, as much as possible, with the benefit of removing a debt service burden from the General Levy.

Property Listing

The City has not officially listed this property with a broker. However, staff was informally provided direction to begin marketing this property, with CBRE, for sale in late 2015. Because this property is not officially listed, the City has not established an official asking price; or subsequent formal deal range. Traditionally, City owned parcels with similar zoning, and the City's future business park (privately owned), carry asking prices ranging from $1.75 per square foot on the low end up to $2.50 per square foot on the high end. NOTE: asking price is not the same as deal range prices.

Sharp & Associates

Sharp & Associates is perhaps the most well known "business park" developer in Ramsey. Sharp has several

properties in Ramsey, and several others located in Anoka, Maple Grove, and Elk River. The majority of Sharp's buildings are small-bay multi-tenant buildings. This type of product is rare for a developer to specialize in, and to do so successfully.

Staff believes the buildings that Sharp has established in Ramsey have played a major role in Ramsey's overall success in economic development. Reason being, Sharp has created a model very close to a private sector business incubator(s). Sharp attracts new and small business to his affordable, right-sized multi-tenant buildings... then, when they are ready to expand or build a new building, they work with Sharp (and typically stay in Ramsey). Sharp has constructed 10+ owner-occupied buildings in Ramsey for said tenants. Staff believes Sharp is one of Ramsey's greatest development relationships/ partners. This project generally fits the mold outlined above.

Proposed Project

Sharp is proposing using about half of the property for a 50,000 square foot multi-tenant, small-bay, industrial building. Sharp plans to construct the first building immediately. Please see attached concept map and renderings.

The other half of the property will be used by Sharp, in the future, to construct owner occupied projects (2-3, 15,000-30,000 facilities). Sharp is currently working with multiple prospects interested in the owner-occupied land. Staff believes Sharp's approach is to Ramsey's benefit--as the type of user interested in owning a new 15,000-30,000 sf building usually doesn't have the resources or expertise to mange such a project. Sharp works well with these prospects, as he is affordable, does quality work, makes the process turn-key, and allows the buyers to own their new building (many business park developers will only lease back).

Notification:

Observations/Alternatives:

OBSERVATIONS

Listed below are terms/ conditions/ observations related to the attached purchase agreement that staff considers important to highlight for potential discussion.

(1) Policy Compliance

Staff has no policy compliance concerns.

This project is not requesting a formal business subsidy, the City's Revolving Loan Fund, or State DEED Programs. The attached PA is simply an edited version of the City's adopted "template PA." Therefore, generally appears to be in compliance with City's Land Sale Policies.

(2) Offer Price

$1.50 per square foot or $606,622.

The buyer is making an offer that is below the City's standard asking prices for industrial land ($1.75-$2.50 psf). However, it is within the City's acceptable deal range. If desired, this item should be discussed in closed session.

Staff did add a contingency RE this item in the agreement (See Section 29). We are asking for a $150,000 letter of credit. If the speculative building is not constructed by the deadline, we would receive an additional $150,000 in land proceeds, and push us well within the City's asking price.

Lastly, the buyer has completed geotechnical soil evaluations on the property. It appears 1-3 feet of topsoil will need to be removed from the property, and replaced with buildable soils. Additionally, the site will need to be slightly raised allow for proper drainage. Finally, this site will require some minor redevelopment work/ minor clean up, as it is not a green-field site. With these three items in mind, the buyer has indicated the cost to remediate will be in the hundreds of thousands of dollars. Therefore, buyer has indicated he cannot pay more than $1.50 per square foot--as the property is not shovel ready. If there was not soil remediation issues, the buyer indicated they could pay closer to $2.00 per square foot.

(3) Earnest Money
$10,000, to become hard after inspection period.

(4) Inspection Period
September 29, 2017 (close 30 days after).

(5) Extension Option
If the buyer decides to extend the PA, they will be required to place $5,000 of additional non-refundable dollars in earnest for each 60 day extension.

(6) Construction Deadline
07/01/2019, 50,000 square foot certificate of occupancy issued.

(7) Removal of Materials
The subject property includes stockpiles of con-bit and a large quantity of retaining wall blocks (concrete blocks). The City shall retain ownership of said items, and will remove from the subject property by September 15, 2017

Funding Source:

NA

Recommendation:

STAFF REVIEW

If there are questions, concerns, or desire to make a counter offer on price, staff will suggest the attached purchase agreement be discussed in closed session. At this point, staff is not making that request. RE price, staff would note, a negotiation on price has gone back-and-forth between staff and Sharp over the past few weeks. $1.50 was not Sharp's first offer.

Below are some project benefits worth noting:

- This project does not include any incentives, such as TIF. As a result, it will have an immediate positive impact to the general tax levy. This project is estimated to generate about $90,000 in total annual property taxes.
- This project is speculative--meaning, tenants are unknown at this point. Therefore, job count predictions are challenging to make. However, at full occupancy, staff would predict the creation of 30-200 jobs, depending on the tenants.
- This project will collect development fees, estimated at about: Park $20K, Trail 5K, Water 30K, Sewer $17K, Storm 22K.
- This project does help Ramsey accomplish goals outlined in the Council Strategic Action Plan and EDA Workplan.
- The above benefits do NOT account for the roughly 4.5 acres of extra land Sharp will utilize for owner occupied buildings. In other words, the long-term benefit to the City for this transaction will be greater.
- Staff believes Sharp is a quality developer with a good track record in Ramsey; especially with Ramsey's business community.
- Staff believes this project compliments the new business park (PSD's projects) well. Sharp is looking at a 18' clear building, with small bays, for small tenants. He will have land available for small, 15,000-30,000 sf owner occupied buildings. PSD is constructing 24' clear buildings, with large bays, for medium to large size tenants. PSD would only consider selling land, or constructing owner occupied buildings, for medium to large size tenants (40,000+ sf).

EDA REVIEW

- EDA reviewed this case on 06/08/2017. The EDA is generally supportive of, and excited for, this proposed project.
- The EDA voted 5-1 to recommend the City Council approve the attached purchase agreement.
- The EDA unanimously suggested the CBRE 5% commission payment be pulled from this agreement. That update has been made by staff.

- The EDA did not move into closed session. The EDA did not feel price needed to be discussed.
- One EDA member did vote against the attached purchase agreement. Said EDA member is not opposed to the project or the concept. They are simply opposed to the deal structure. They do not support two items. (1) they are not comfortable using the proposed $150,000 letter of credit to ensure performance on the 50,000 s.f. speculative building. This EDA member would prefer the developer pay full price of land upfront (i.e. $2.00 psf rather than $1.50 psf). Then, if the developer performs, they would be reimbursed the delta (much like the previous deal structure with Platinum Properties). Staff noted the developer was opposed to this arrangement. (2) this EDA member is also not comfortable with the second half of this 9.33 acre site development occurring on a speculative basis. In other words, no performance guarantees are built into this agreement.

Action:

Motion to:

[Approve/ deny/ amend] the attached purchase agreement between the City of Ramsey and Maple Investments LLC for 9.33 Acres of City-owned land.

Attachments

Maple Investments PA

Ref Map

Site Concept and Renderings

060817 Draft EDA Minutes

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	06/08/2017 03:42 PM
Form Started By: Patrick Brama		Started On: 06/06/2017 11:06 AM
Final Approval Date: 06/08/2017		

PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **Maple Investments LLC**, a Minnesota limited liability company ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is June 21, 2017 (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the Property, legally described as follows:

   The roughly northern 9.33 acres of Lot 1, Block 1, Bury & Carlson Addition, Anoka County, Minnesota (part of County PID 27-32-25-34-009). The property size and legal description to be agreed upon by the Buyer and Seller through the City of Ramsey's official platting process.

3. **PURCHASE PRICE.** The purchase price for the Property is $609,622.20 (the "Purchase Price"). The Purchase Price shall be adjusted on the gross square footage of the Property. Such price adjustment will be determined by multiplying the gross square footage of the Property by $1.50 per square foot.

4. **EARNEST MONEY.** Within ten (10) business days after the Effective Date, Buyer must deposit the sum of $10,000.00 (the "Earnest Money") with Commercial Partners Title Company, 200 South 6th Street, Suite 1300, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

   a. If Buyer does not deposit the Earnest Money with Escrow Agent as required above, then Seller may terminate this Agreement by written notice to Buyer; provided; however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.

   b. Unless Buyer has previously terminated this Agreement pursuant to Section 9, $10,000.00 of the Earnest Money (the "Initial Disbursement") becomes non-refundable to Buyer (except in accordance with Section 24 as a result of a default

by Seller) on September 29, 2017 and on that date Escrow Agent must disburse the Initial Disbursement to Seller.

c. In the event Buyer requests an extension of the Inspection Period, and the extension is agreed to in writing by Seller, all remaining Earnest Money shall become non-refundable and released to the Seller by the Escrow Agent.

d. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 23 as a result of a default by Seller).

e. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer, other than Earnest Money Escrow Agent is obligated to disburse to Seller pursuant to Sections 4(b) and (c).

f. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.

5. PLATTING & DEVELOPMENT AGREEMENT. This agreement is conditional upon Buyer obtaining an approved final plat and a development agreement with the City of Ramsey for the development of an approximately 50,000 square foot building on the Property before Closing. Development Agreement and Site Plan must comply with all local zoning ordinances and design standards. The Development Agreement required for development of the Land shall include, as exhibits, the site design and the front, side and rear elevations of the proposed structure(s). Seller expressly reserves the right to approve the site design and elevations to be utilized on this Property.

6. TITLE COMMITMENT.

a. Seller makes no representations or warranties with respect to the status of title to the Property. Within ten (10) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

b. Buyer shall have until the date twenty (20) business days after the receipt of the Title Commitment to review Title and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on

Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 14, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 14, Buyer may, at any time with five (5) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money (other than Earnest Money that Escrow Agent has disbursed to Seller pursuant to Sections 4(b) and (c)) ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the five (5) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the expiration of the Inspection Period (as defined in Section 9), Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests, and additional survey work, subject to the following conditions:

   a. Upon the earlier of the date one week after Buyer's completion of its activities on the Property or the date one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.

   b. Buyer must defend and indemnify Seller from and against and hold Seller harmless from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or

Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.

c. Buyer must comply with and shall cause its employees, agents, and contractors to comply with all applicable laws, while on the Property.

d. Buyer may not commence any environmental testing on the Property until Buyer submits a work plan for such testing to Seller, and Seller approves the work plan, in writing. Seller may not unreasonably withhold condition or delay Seller's approval of a work plan.

e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

f. The cost of any test or additional survey work will be borne solely by Buyer.

8. PROPERTY SOLD AS IS. Subject to Buyer's right to terminate this Agreement pursuant to Sections 5,6, and 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose).

b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property, except as described in Section 32.

c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing, and

d. The condition of the Property is fit for Buyer's intended use.

e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous

Substance is located on or under the Property or has migrated from or to the Property.

9. INSPECTION PERIOD.

a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to September 29, 2017 (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to apply for all governmental approvals and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds, other than Earnest Money Escrow Agent is obligated to disburse to Seller pursuant to Sections 4(b) and (c).

d. During the Inspection Period, Buyer will conduct pre-leasing for the Property (including the installation of a real estate sign), seek city approval of site plans and proposed uses, apply for governmental approvals and entitlements, commence negotiations with a source of financing, order due diligence items such as survey, appraisal, environmental assessments, etc.

10. DEFINITIONS. As used in this Agreement:

"**Claim**" or "**Claims**" means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

"**Environmental Law**" means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

"**Hazardous Substance**" or "**Hazardous Substances**" means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

11. **RELEASE.** Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

12. **INDEMNITY.** Buyer agrees to indemnify, hold harmless and defend Seller or anyone acting on its behalf for, from and against any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) past, present and future, existing and contingent, known and unknown arising out of, resulting from, or relating to the condition of the Property. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property, regardless of whether the foregoing condition of the Property was caused in whole or in part by the Seller's actions or inactions.

13. **NOTICES.** Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail, fax or e-mail. Notices are effective two business

days after they are mailed via certified mail, return receipt requested or, if delivered in any other manner, when the party to whom the notice is directed actually receives the notice. If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator
City of Ramsey
7550 Sunwood Drive N.W.
Ramsey, MN 55303

Buyer: Dennis Sharp
Maple Investments, LLC
500 Bunker Lake Boulevard
Anoka, Minnesota 55303

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

14. CLOSING. This transaction shall close on the date agreed to by Buyer and Seller, which shall be on a date no more than thirty (30) days after Buyer delivers a Notice of Suitability to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

a. Seller's Obligations at Closing. At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

i. A warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;

ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and

iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.

b. Buyer's Obligations at Closing. At Closing, Buyer must:

i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay to or will receive from Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value.

15. OPTION TO EXTEND. In the event Buyer requests a 60-day extension of the Inspection Period, and the extension is agreed to in writing by Seller, Buyer must deposit an additional $5,000 Earnest Money with the Escrow Agent. Both the original Earnest Money, and the additional Earnest Money, is nonrefundable, and will comply with terms outlined in Section 4 of this Agreement. A total of two (2) 60-day extensions may be granted to the Buyer from the Seller.

a. Closing Costs.
   i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:
      1. Seller's portion of the prorated property taxes.
      2. Seller's own attorney's fees.
      3. One-half the cost of any closing fees.
      4. State deed tax.
      5. The cost of providing Title Commitment as prescribed in Section 6
      6. The cost of real estate broker commission fees as prescribed in Section 16.

   ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:
      1. Buyer's portion of prorated property taxes.
      2. Buyer's own attorney's fees.
      3. One-half the cost of any closing fees.
      4. Documentary and recording fees for the deed(s).
      5. The cost of the owner's title insurance policy if Buyer elects to purchase an Owner's title insurance policy.

b. Possession. Seller must deliver possession of the Property to Buyer at Closing.

16. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction. Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's and Buyer's

Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

17. **ASSIGNMENT.** This Agreement may not be assigned without the express written consent of the non-assigning Party. The Seller will not unreasonably withhold Buyer's ability to reassign this Agreement.

18. **THIRD PARTY BENEFICIARY.** There are no third party beneficiaries of this Agreement, intended or otherwise.

19. **JOINT VENTURE.** Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint ventures or partners.

20. **CAPTIONS.** The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.

21. **ENTIRE AGREEMENT / MODIFICATION.** This written Agreement, and the related Development Agreement, if any, constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties. In the event the terms of this Agreement conflict with the terms of the Development Agreement, the latter shall control.

22. **BINDING EFFECT.** This Agreement binds and benefits the Parties and their successors and assigns.

23. **CONTROLLING LAW.** This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

24. **REMEDIES.**

    a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

    b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the

Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

25. WAIVER. Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

26. SURVIVAL OF TERMS AND CONDITIONS. The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

27. SEVERABILITY. Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

28. CONSTRUCTION. The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

29. DEVELOPMENT REQUIREMENTS & CONSTRUCTION DEADLINES.

a. If following conditions are not satisfied by the Buyer, a $150,000 payment must be paid to the Seller immediately.

    i. Buyer must obtain a certificate of occupancy from the City of Ramsey for the construction of an approximately 50,000 square foot building, by July 01, 2019.

b. The Buyer must supply the Seller an irrevocable letter of credit in the amount of $150,000.
    i. This letter of credit will remain in place until the Buyer obtains certificates of occupancy as outlined in Section 29 of this Agreement.
    ii. The Seller shall immediately draw on this letter of credit in the event the Buyer defaults on Section 29(b) of this Agreement.
    iii. This letter of credit shall be furnished and executed before Closing.
    iv. This letter of credit shall meet City of Ramsey Finance Department standards, and must be approved by the Seller before Closing.
    v. This letter of credit is separate from the letter of credit that will be required by the City of Ramsey through the city's standard platting and development agreement processes.

30. BUSINESS SUBSIDY ACT NOT APPLICABLE. This Agreement does not constitute and formal business subsidy as defined by Minnesota Statues, Sections 116J.993 to 116J.995. The land price determined in this Agreement is a result of negotiations, based on the conditions of the Property.

31. COUNTERPARTS; DIGITAL COPIES. This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

32. DEADLINE FOR REMOVAL OF CITY PROPERTY. The City shall have until September 15, 2017 to remove: all bunker blocks located on the perimeter of the property (approximately 250+), approximately 100 tons of stock-piled boulders/ rocks, and approximately 500 tons of stock-piled con-bit (class 5).

33. IRS SECTION 1031 TAX-DEFERRED EXCHANGE. The Seller herein acknowledges that it is the intention of the Buyer to complete an IRS Section 1031 Tax-Deferred Exchange and that the Buyer's rights under this Agreement shall be assigned to Commercial Partners Exchange Company, LLC, for the purpose of completing such exchange. Further, this Agreement may be assigned to an exchange accommodation title holder for the purpose of structuring build-to-suit construction exchange under Section 1031 according to Revenue Procedure 200-37. Seller agrees to cooperate with the Buyer and/or its assigns in a manner necessary to complete said exchange.

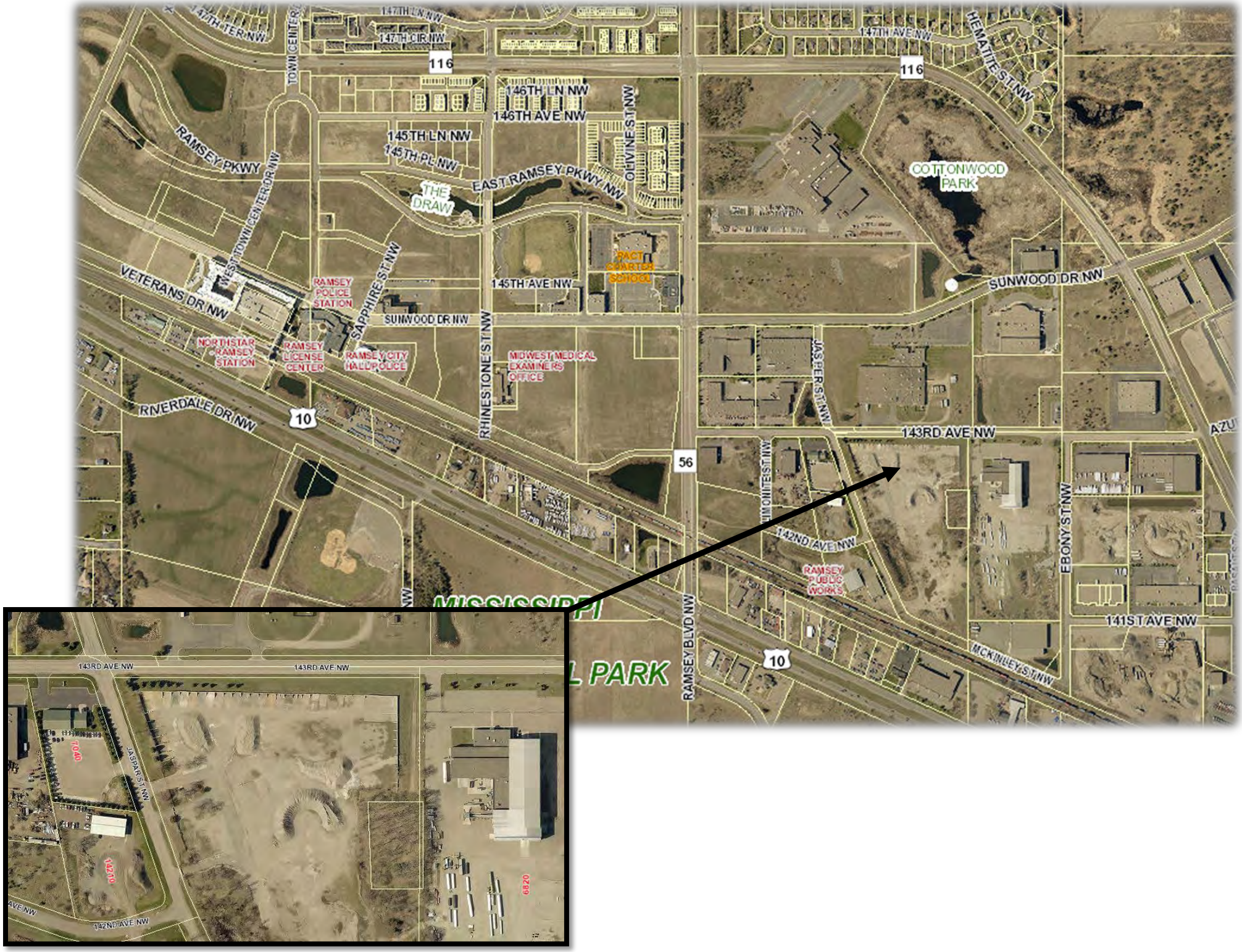
SELLER: The City of Ramsey, Minnesota

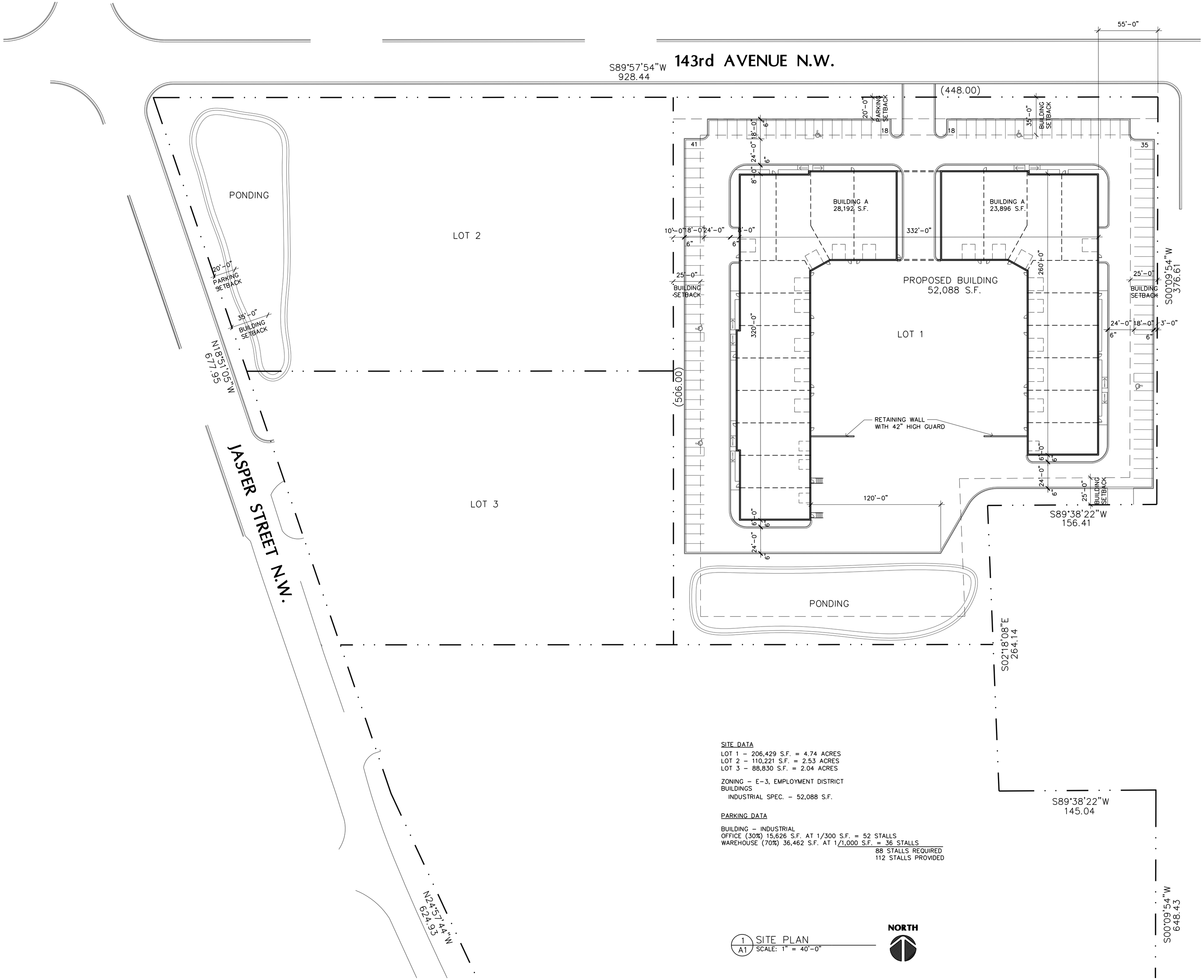
By: _____ Dated: _____ 2017
Sarah Strommen, Mayor

By: _____
Kurt Ulrich, City Administrator

BUYER: Maple Investments, LLC.

By: _____ Dated: _____, 2017
Dennis Sharp, Registered Agent


147TH TER NW
147TH LN NW
147TH CIR NW
TOWN CENTER
116
147TH AVE NW
HEMATITE ST NW
146TH LN NW
146TH AVE NW
OLIVINE ST NW
145TH LN NW
145TH PL NW
RAMSEY PKWY
EAST RAMSEY PKWY NW
THE DRAW
WEST TOWN CENTER DR NW
COTTONWOOD PARK
PACT CHARTER SCHOOL
SUNWOOD DR NW
VETERANS DR NW
RAMSEY POLICE STATION
SAPPHIRE ST NW
145TH AVE NW
NORTHSTAR RAMSEY STATION
RAMSEY LICENSE CENTER
RAMSEY CITY HALL/POLICE
RHINESTONE ST NW
MIDWEST MEDICAL EXAMINERS OFFICE
JASPER ST NW
RIVERDALE DR NW
10
56
143RD AVE NW
WHITE ST NW
142ND AVE NW
EBONY ST NW
RAMSEY PUBLIC WORKS
141ST AVE NW
RAMSEY BLVD NW
MCKINLEY ST NW
143RD AVE NW
143RD AVE NW
JASPER ST NW
14210
6820
142ND AVE NW



SITE DATA

LOT 1 – 206,429 S.F. = 4.74 ACRES
LOT 2 – 110,221 S.F. = 2.53 ACRES
LOT 3 – 88,830 S.F. = 2.04 ACRES

ZONING – E-3, EMPLOYMENT DISTRICT
BUILDINGS
INDUSTRIAL SPEC. – 52,088 S.F.

PARKING DATA

BUILDING – INDUSTRIAL
OFFICE (30%) 15,626 S.F. AT 1/300 S.F. = 52 STALLS
WAREHOUSE (70%) 36,462 S.F. AT 1/1,000 S.F. = 36 STALLS
88 STALLS REQUIRED
112 STALLS PROVIDED

1 / A1 SITE PLAN
SCALE: 1" = 40'-0"

NORTH

Filename: JASPER INDUSTRIAL BUILDING\JASPER REC BUILDING-A1

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY
NOT FOR CONSTRUCTION

SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
DATE

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425-2002
Fax (763) 425-6428

JASPER INDUSTRIAL PARK
Ramsey, Minnesota

Copyright 2017
Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

5/31/17	PRELIMINARY

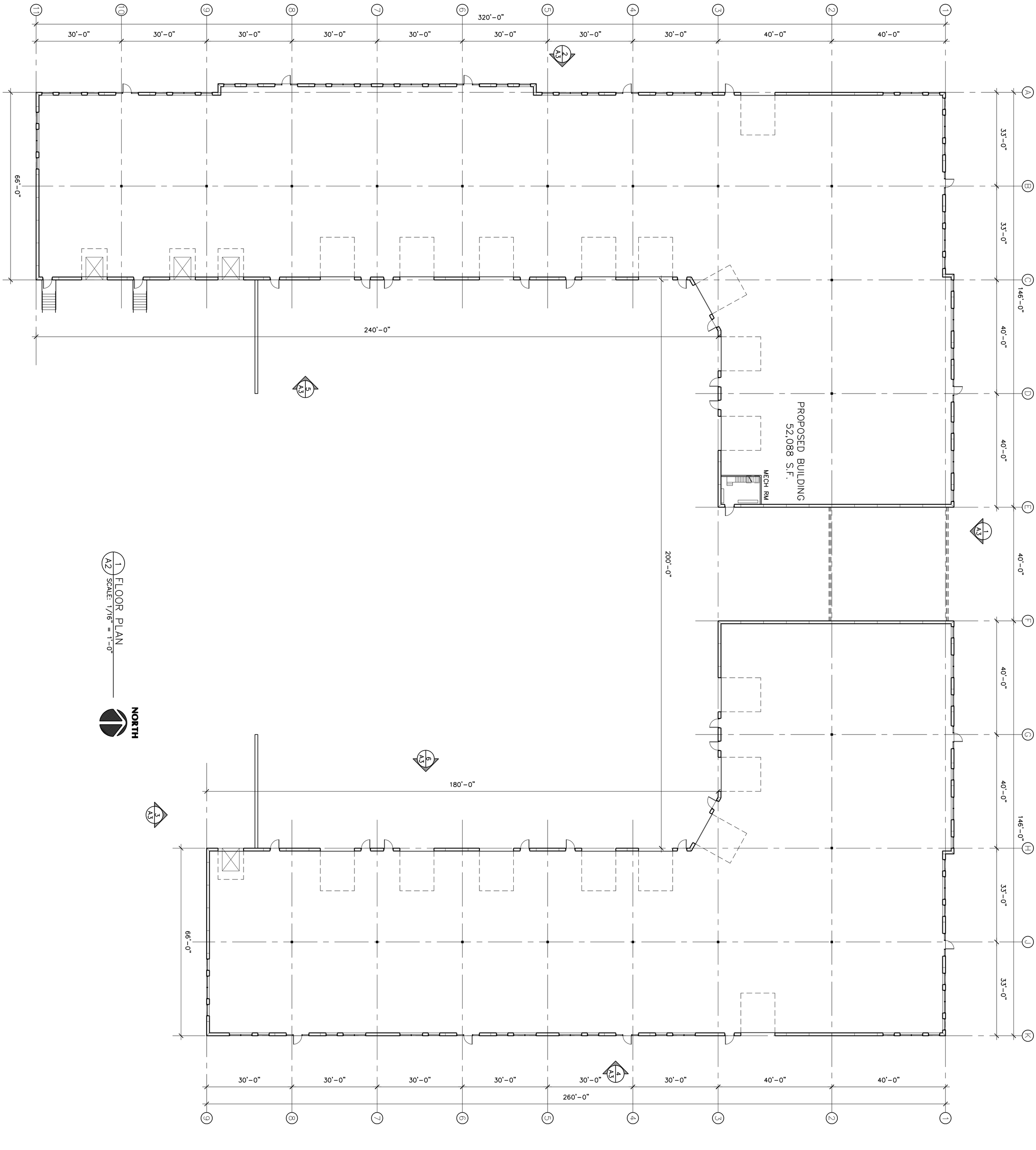
SITE PLAN

Sheet Number

A1

Project No. 170418-2

Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL-A2



1 A2 FLOOR PLAN
SCALE: 1/16" = 1'-0"

NORTH

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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DATE

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Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425-2002
Fax (763) 425-6428

JASPER
INDUSTRIAL BUILDING
Ramsey, Minnesota

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Leonard Lampert Architects, P.A.

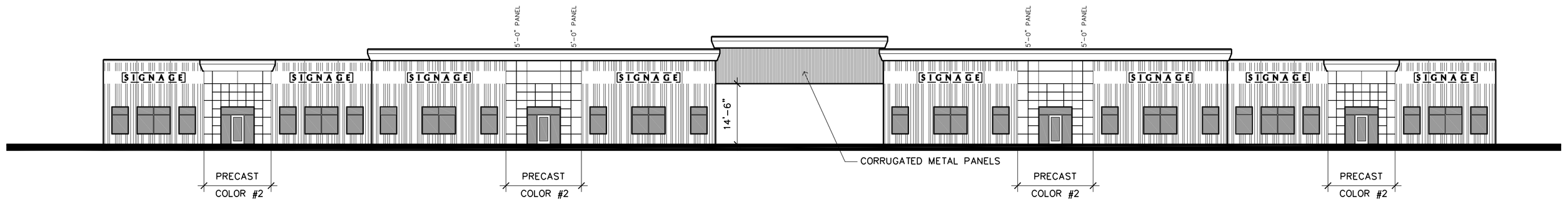
Project Designer: JAMES B
Drawn By: AE
Checked By: LL
Revisions
5/31/17 PRELIMINARY

FLOOR PLAN

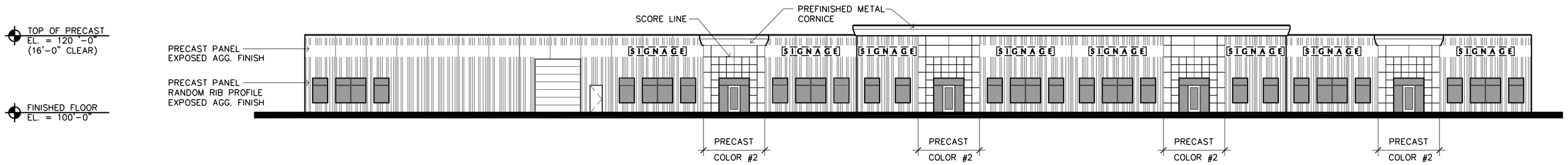
Sheet Number

A2

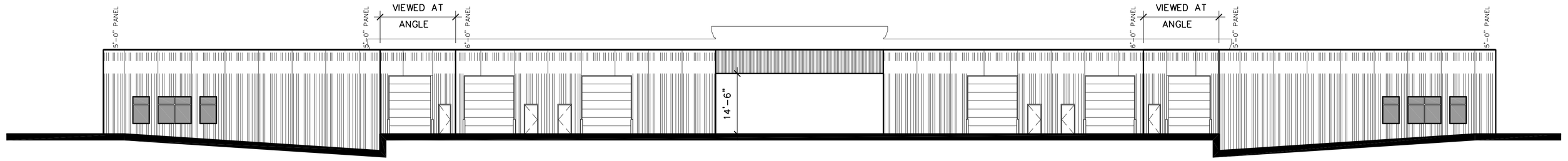
Project No. 170418-2



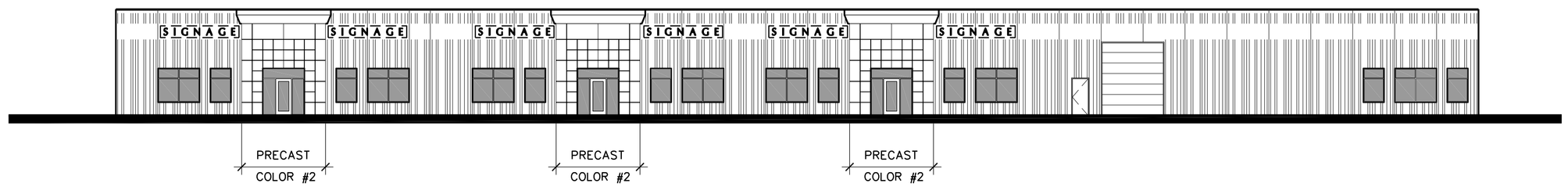
1 A3 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



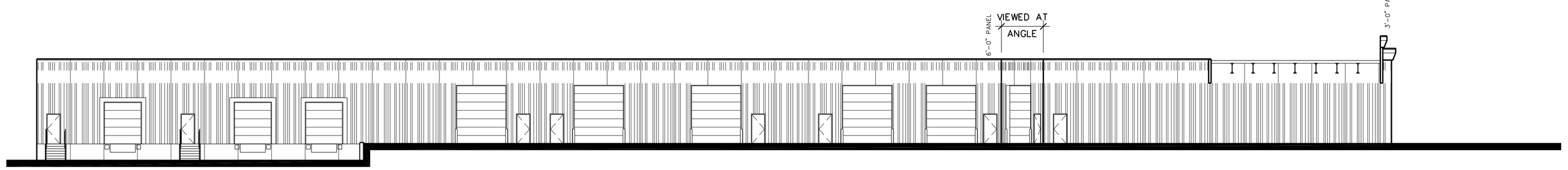
2 A3 WEST ELEVATION
SCALE: 1/16" = 1'-0"



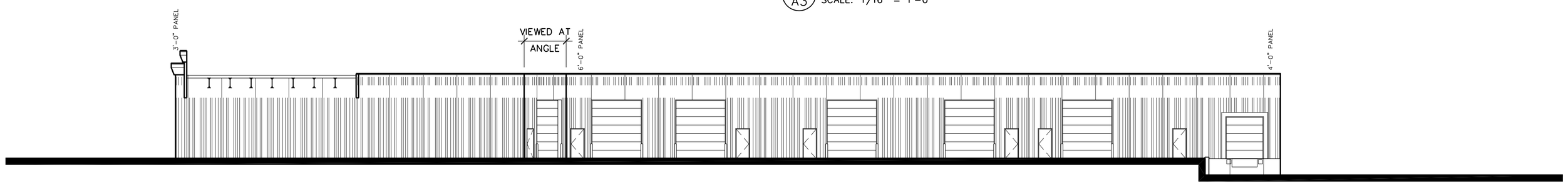
3 A3 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 A3 EAST ELEVATION
SCALE: 1/16" = 1'-0"



5 A3 EAST ELEVATION
SCALE: 1/16" = 1'-0"



6 A3 WEST ELEVATION
SCALE: 1/16" = 1'-0"

Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL-A3

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

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JASPER INDUSTRIAL BUILDING
Ramsey, Minnesota

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Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

5/31/17	PRELIMINARY

BUILDING ELEVATIONS

Sheet Number

A3

Project No. 170418-2

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, June 8, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Jim Steffen Member Brian Burandt Member Glen Hardin Member Chris Riley Member Wayne Skaff Member Kristine Williams (arrived at 7:42 a.m.)
Members Absent:	Member Philip Brunt
Also Present:	Patrick Brama, Econ. Dev. Mgr/Assistant City Administrator Tim Gladhill, Development Services Manager Kurt Ulrich, City Administrator Brian Pankratz, CBRE Jason Aarsvold, Ehlers and Associates

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:30 a.m.

2. APPROVE AGENDA

Motion by Member Skaff, seconded by Member Hardin, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated May 25, 2017

Motion by Member Skaff, seconded by Member Hardin, to approve the May 25, 2017, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

DRAFT - Unedited

4. EDA BUSINESS

4.01: Aeon Purchase Agreement: Multiple Actions

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Member Hardin asked if the parcels were being purchased under separate entities and received confirmation that is correct.

Motion by Member Skaff, seconded by Member Hardin, to recommend to City Council to approve the second amendment to the original Purchase Agreement between the City and Aeon and to approve the second Purchase Agreement with Aeon, for the second phase of their proposed development.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Hardin, Burandt, and Riley. Voting No: None. Absent: Members Brunt and Williams.

4.02: Sharp and Associates Purchase Agreement

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report.

Chairperson Steffen asked if the geotechnical was discovered as part of the last offer on the property.

Economic Dev. Mgr/Assistant City Administrator Brama explained that the issue was discovered during due diligence and was not part of the shovel ready process during the last offer. He confirmed that the soil test had an impact on the purchase price.

Member Hardin asked if there have been estimates on the soil corrections.

Dennis Sharp stated that there would need to be soil corrections and the site would need to be brought up to grade. He estimated $300,000 to $400,000, depending what is needed.

Chairperson Steffen asked and received confirmation that there is room for a second building on the site.

Member Riley asked and received confirmation that Mr. Sharp is comfortable with the language staff suggested regarding the building.

Economic Dev. Mgr/Assistant City Administrator Brama clarified that the building language is tied to phase one, the first building, and there is nothing tied to the second building. He provided additional information on the process Mr. Sharp follows in developing sites in this manner.

Member Hardin asked if this parcel has not been listed.

DRAFT - Unedited

Economic Dev. Mgr/Assistant City Administrator Brama stated that this parcel has never been listed with CBRE.

Member Hardin stated that he would be opposed to paying a broker fee for a parcel that has never been listed with the broker.

Member Williams arrived.

Brian Pankratz, CBRE, stated that he had been working with developers to find a parcel and attention was brought to this parcel through that process.

Member Hardin stated that the City has a long relationship with Mr. Sharp and the purchase agreement was drafted with staff, and therefore he would be opposed to paying a broker fee.

Chairperson Steffen asked how Mr. Sharp had discovered this parcel.

Mr. Sharp stated that he was alerted to the parcel through conversations with Economic Dev. Mgr/Assistant City Administrator Brama. He stated that the land is near his other parcels and is a good location for him. He stated that he thought the land was fairly undisturbed prior to the soil testing. He stated that most of his building have been speculative, noting that his last one was in 2009. He believed that there is a demand for this smaller space. He explained that when bigger companies come that tends to draw smaller companies as well and he enjoys working with the smaller companies. He stated that those businesses eventually grow and then he often builds a larger building for them. He confirmed that he builds the shell and the interior is then built out to match the size and needs of the company.

Member Riley asked for the input of staff on the brokerage commission.

Economic Dev. Mgr/Assistant City Administrator Brama stated that the property was identified as available land and was directed to work with CBRE to market the land. He noted that almost immediately a purchase agreement was brought forward from CBRE with Platinum Properties. He stated that it has been a fluid situation that Mr. Sharp and Platinum Properties were working on together and evolved into just Mr. Sharp. He stated that perhaps the EDA concern is expressed and he can have a discussion with CBRE prior to the Council review.

Chairperson Steffen noted that in the previous case CBRE brought forth the developer while in this case they did not, although there may have been a tie. He stated that he likes the project and is excited to have another project with Mr. Sharp.

Motion by Chairperson Steffen, seconded by Member Hardin, to recommend to City Council to approve/deny the purchase agreement between the City of Ramsey and Sharp & Associates LLC for 9.33 acres of City owned land, with direction for further discussion regarding the CBRE commission.

Further discussion: Member Hardin stated that he is opposed to the CBRE commission. Economic Dev. Mgr/Assistant City Administrator Brama stated that if there is strong consensus

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that would be good to know prior to the Council review. He noted that another option would be to reduce the payment to CBRE. City Administrator Ulrich stated that it would be helpful to have input as to whether the EDA is opposed to the full commission or whether a lower commission would be allowed. Member Hardin suggested amending the purchase agreement to remove the commission for CBRE. Members Skaff and Burandt agreed that the commission should not be paid. Member Hardin suggested amending the language in the purchase agreement to remove paragraph 16.

Motion by Chairperson Steffen, seconded by Member Hardin, to amend the motion to recommend to City Council to approve the purchase agreement between the City of Ramsey and Sharp & Associates LLC for 9.33 acres of City owned land, removing paragraph 16.

Further discussion: Member Williams stated that this deal has a structure different than the original purchase agreement. She was concerned that it would be more difficult to obtain funds after the fact rather than refunding the funds. Economic Dev. Mgr/Assistant City Administrator Brama provided additional details on the structures of the purchase agreements. Member Hardin noted that these are two different deals and that is why the structure is different. Economic Dev. Mgr/Assistant City Administrator Brama provided additional information on the letter of credit. Community Development Director Gladhill stated that letters of credit are used frequently and you can draw on them without approval from the developer. He did agree that there is some risk, compared to having straight cash. He noted that every project that goes before the Planning Commission has a letter of credit. He noted that in the mid-2000's there were several times the City had to draw on letters of credit. Mr. Pankratz stated that there is a difference in what Platinum was proposing compared to what Mr. Sharp is proposing. He noted that Platinum was going to build two buildings, while Mr. Sharp is proposing to build the first building and then future buildings as needed to client needs. He stated that the additional geotechnical information also changes the deal. Chairperson Steffen asked when Mr. Sharp would begin construction. Mr. Sharp stated that he would like to start construction this year but at the latest would be spring 2018.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Burandt, Riley, and Skaff. Voting No: Member Williams. Absent: Member Brunt.

4.03: PSD LLC Business Park: Approve MOU Related to New Internal Public Roadway

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report and reviewed all three requests from PSD, which are split between three cases.

Chairperson Steffen stated that at the last meeting this was discussed and there was one building, but now there are two buildings. He noted that the City cost requested was not changed.

Motion by Member Skaff, seconded by Member Burandt, to recommend to City Council to adopt the Memorandum of Understanding (MOU), authorizing a not to exceed $250,000 reimbursement to PSD LLC for the construction of a new public roadway located within the City's new business park.

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Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Hardin, Riley, and Williams. Voting No: None. Absent: Member Brunt.

4.04: PSD LLC Business Park: Establish TIF District 16 and Approve TIF Agreement (Building #1)

Economic Dev. Mgr/Assistant City Administrator Brama presented the staff report with the previous case.

Jason Aarsvold, Ehlers and Associates, stated that they review the project costs, total development costs, rents that will be charged, and other costs attached to evaluate that those are in line with the request for assistance. He stated that they are comfortable with the requests, given the nature of the building. He stated that the next step will be to determine the impact to the developer's return on investment to ensure that is not outside of the range of seven to nine percent. He noted that providing the assistance will help the developer obtain financing and will not be outside of the typical range of the return on investment.

Matt Kuker, PSD, stated that the first building is always the toughest and once that is established people will want to come into the business park.

Motion by Member Skaff, seconded by Chairperson Steffen, to recommend to City Council to Adopt Resolution #17-06-131 to Modify Development District 1, Establish TIF District 16, and Adopt a Plan for TIF District 16, subject to changes by the City Attorney; Adopt Resolution #17-06-132 Authorizing Execution of a TIF Agreement, subject to changes by the City Attorney; and Adopt Resolution #17-06-133 Authorizing the Establishment of an Inter Fund Loan for TIF District 16.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Hardin, Riley, and Williams. Voting No: None. Absent: Member Brunt.

4.05: PSD LLC Business Park: Accept Business Subsidy Application & Call for a Public Hearing (Building #2)

Economic Dev. Mgr/Assistant City Administrator Brama presented additional details on the staff report.

Chairperson Steffen noted that it seems a similar request to the last.

Economic Dev. Mgr/Assistant City Administrator Brama stated that the review is not as stringent with this request as this is not TIF.

Member Riley stated that he likes the idea that this is tied to the building.

Mr. Kuker provided additional details on the building and how it could be converted if Adrenalin leaves after their seven-year lease. He noted that the structure itself would be almost identical with the exception of the dock doors that would not be installed.

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Chairperson Steffen asked if TIF is not available because of the recreational use.

Economic Dev. Mgr/Assistant City Administrator Brama confirmed that recreational uses are not available for TIF.

Mr. Kuker noted that the rent would be slightly smaller for this second building because there is a lesser cost to build out the building. He noted that the cost for rent will be higher than the tenant was paying at their current location but confirmed that the tenant does have leases in place for this site which will be larger than their current location.

Chairperson Steffen noted that the timeline appears very tight.

Mr. Kuker agreed that the timing is very tight as the tenant has leases that start on January 1, 2018. He stated that in essence the tenant is paying rent for 12 months of the year while they will most likely only use the facility six months out of the year as the soccer will be outdoors in the warmer months. He noted that the tenant will be exploring options for additional activities that could occur during the warmer months. He confirmed that the tenant is currently not in a location as the site he was previously located in has been closed.

Chairperson Steffen asked if the developer could build the building within the timeline.

Mr. Kuker stated that the closing will occur on June 27th and he has received permission to begin grading.

Community Development Director Gladhill noted that it is a very aggressive schedule and some preapprovals can be given. He noted that the more they deviate from the regular schedule, the more risk that will come. He stated that the process can be sped up, but acknowledged that the developer is willing to take on the risk and liability regarding grading and stormwater. He stated that staff will do what they can to be flexible.

Mr. Kuker acknowledged that there is risk that would fall on him. He stated that Adrenalin would bring in additional traffic to The COR. He noted that if there is additional cost that arises from speeding this process up, that cost can be split up between the future pads that will be sold.

Member Williams asked if that sensitivity would be part of the business subsidy analysis.

Economic Dev. Mgr/Assistant City Administrator Brama confirmed that would be included in the review.

Chairperson Steffen stated that he loves the project and the signage.

Member Williams stated that she has experience as a parent of a child that went to Adrenalin Sports and once this is open she will go to Acapulco rather than stay at Adrenalin and believes that many other parents will do the same and frequent businesses in The COR.

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Motion by Member Williams, seconded by Member Hardin, to recommend to City Council to accept a business subsidy application from PDS LLC and call for a public hearing on July 25, 2017.

Motion carried. Voting Yes: Chairperson Steffen, Members Williams, Hardin, Burandt, Riley, and Skaff. Voting No: None. Absent: Member Brunt.

4.06: CBRE Update

Mr. Pankratz provided the first quarter statistics metro wide, noting that net absorption for office and retail are negative. He stated that the retail world is changing as many retailers continue to close their doors and follow the virtual trend. He stated that the trend is now on food and fitness. He stated that traffic patterns take time to change and people are now utilizing the Armstrong interchange more often. He stated that the residential market is booming. He stated that Ramsey is in between two retail nodes and with large stores closing in Riverdale, retailers will most likely backfill in that location. He noted that the additional homes being built in Ramsey will help to attract businesses. He stated that the restrictive covenant is no longer in force, which is good for additional food locations that may want to come. He stated that the additional industrial and PSD projects will bring in additional traffic and could attract more business. He stated that they continue to see interest from medical office tenants. He provided an update on marketing. He noted that he has been pushing Ramsey for quick food users and hard goods and has heard that Ramsey is on their growth plans. He noted that he has also reached out to gas stations in attempt to bring a tenant to Armstrong as traffic patterns push more vehicles on that route. He reviewed the marketing suggestions and next steps.

4.07: Review Architectural Design for Stonebrook Academy (Project #17-101); Case of Michael and Kristen Johnson

Community Development Director Gladhill presented the staff report.

Chairperson Steffen asked for details on the materials for the Sunwood side of the building.

Community Development Director Gladhill provided details on the proposed materials.

Member Williams stated that it appears that no landscaping is proposed for the west side. She asked if the windows are all real.

Community Development Director Gladhill confirmed the lack of landscaping for the west, noting that it would allow for future development on the adjacent parcel and meets the requirements of The COR. He stated that it is his understanding that they would be real windows, although they may be shaded.

Member Williams asked for the location of the two out parcels on the plat.

Community Development Director Gladhill noted that the case references the remnant parcels that are not used for the daycare center, to the west and the east.

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Member Williams stated that it appears there is not a door on the Sunwood side.

Community Development Director Gladhill noted that the existing plan is silent on whether a door is needed on Sunwood. He stated that the main entrance is not on Sunwood and the daycare center has concern with having even a security door that would allow children to leave the building to the Sunwood side.

Chairperson Steffen stated that he generally supports the plan and noted that the applicant has come a long way from the first rendition. He confirmed the consensus of the EDA.

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update.

City Administrator Ulrich provided an update on McDonald's. He noted that both USBank and Coborn's have installed their taller signs.

6. ADJOURNMENT

Motion by Chairperson Steffen, seconded by Member Riley, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Steffen, Members Riley, Burandt, Brunt, Hardin, Skaff, and Williams. Voting No: None. Absent: None.

The regular meeting of the Economic Development Authority adjourned at 9:02 a.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Patrick Brama
Econ. Dev. Mgr/Assistant City Administrator

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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