

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

<b>DATE</b>	9/7/2017	<b>PROJECT ADDRESS</b>	SE CORNER OF 143 <sup>RD</sup> AND JASPAR
<b>PROJECT. TITLE</b>	17-127: BUNKER LAKE INDUSTRIAL PARK ADDITION FINAL PLAT		
<b>ESCROW #</b>			
<b>DEPARTMENT:</b>	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
<b>TECHNICAL REVIEWER:</b>	Name: Eric Zweber, Planning Consultant Phone: (763)762-2837 Email: <a href="mailto:EZweber@wsbeng.com">EZweber@wsbeng.com</a>		

**Comments Requiring Plan Revisions:**

Comments regarding Public Road Improvement plans

1. (Sheet G0.01) Modify the Public Road Improvements Title Sheet to include Sheets C4.03 thru C4.05.
2. (Sheet C2.05) The north side of the ditch located west of Jackel St NW does not seem to connect with the existing grades which may require grading within the Bunker Lake Blvd. Please revise accordingly.
3. (Sheet C2.05) What is the purpose of the gravel access drive? Is it a construction entrance? If it is semi-permanent, a culvert should be installed at the ditch.
4. (Sheet C4.04) A condition of approval will be that the private drive (and any necessary development agreement) will be required to be constructed with any improvement/Site Plan approval of Lot 1.
5. (Sheet C7.02) No parking sign should be extended around the cul-de-sac.

Comments regarding the Bunker Lake Industrial Park Addition Final Plat

1. Drainage and Utility Easement over all of Outlot C.

Comment regarding Lot 1 Site Improvements plans

1. (C2.04) If not completed previously, a condition of approval would include the construction of the Lot 2 stormwater improvements with the Lot 1 stormwater improvements.
2. (C2.04) The sidewalk northwest of the building leading to the trash enclosure does not seem to match the grades of the ramp to the east of the sidewalk. Is the sidewalk slope at a 6.9% grade like the ramp or is there a retaining wall separating the two?
3. (C2.06) The access drive on the east side of the building is only 20 feet wide, which does not meet the requirement for a two-way access drive. Is this proposed to be a one-way street?
4. (C3.01) The curb at the northwest corner of the western ramp lists to top of wall elevations, but there is other top of wall measurements. How extensive (i.e. how long) is this retaining wall?
5. (C4.01) The location of CO 2 does not match the location of the roof drain riser on architectural Sheet A3. Please revise accordingly.

Comments regarding Building #2 plans

1. Consider changing the name of this building to Building #1 to match that it is located on Lot #1 to avoid confusion.
2. (Sheet A2) What is the “sanitary line for future develop” running east to west on the southern side of the building? It isn’t connected to the mechanical room and is not shown on the utility plan.

3. (Sheet S1) There is no retaining wall shown at the northwestern corner of the building while there are “top of wall” elevations shown on the grading plan.

Comment regarding Lot 2 Site Improvements plans

1. (Sheet C2.04) There is no 882 grade on the joint access road on the east side of the site.
2. (Sheet C2.06) A construction easement from Lot 1 will be needed to construct the joint access drive as proposed.

Comments regarding Building #1 plans

1. Consider changing the name of this building to Building #2 to match that it is located on Lot #2 to avoid confusion.
2. (Sheet A2) What is the “sanitary line for future develop” running east to west on the southern side of the building? It isn’t connected to the mechanical room and is not shown on the utility plan.
3. (Sheet S1) Please provide the footing and foundation plan Building #1. The current sheet has the Building #2 foundation shown.

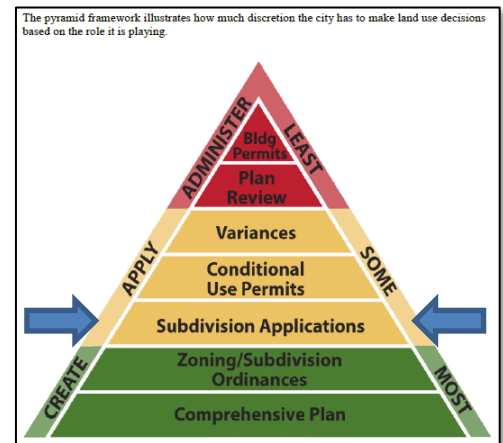
Additional Information Required –

1. Grading and Erosion Controls Plans for the proposed pond.
2. The follow Public Road Improvement Sheets:
  - a. G0.03
  - b. C0.02
  - c. C2.06, C2.07, and C2.08
  - d. C9.01 thru C9.06
3. Signed Application
4. Building Sign Plans
5. Lighting/Photometric Plans
6. Color Building Elevations
7. Number of employees
8. Water usage
9. Building #1 Sheet S1 with the Building #1 footing and foundation. The current Building #1 Sheet S1 has the Building #2 foundation shown.

**General:** The purpose of this file is to review a Final Plat for Bunker Lake Industrial Park Addition located on the southeast corner of Puma Street NW and Bunker Lake Blvd and east of the HWY-10 Ramsey industrial park. The Developer, PSD, LLC, has proposed a five lot subdivision with two buildable lots for the proposed buildings and three outlots. Additionally, this file includes the rezoning of the property to E-1: Employment and the Site Plan review for both Lot 1 and Lot 2. The Property has been formerly used as a gravel mine/borrow pit.

This case is being reviewed per [Chapter 117, Article II](#) entitled Zoning and [Chapter 117, Article III](#) entitled Subdivisions.

**Comprehensive Plan/Zoning:** On February 14, the City Council approved a Comprehensive Plan amendment (CPA) to guide the Property for Business Park. The Property is currently zoned for B-2: Business District and the developer has indicated the intent to apply for a rezoning to the E-1: Employment District. For purposes of this technical review, the Property is assumed to receive the rezoning approval to E-1: Employment. Both districts call for industrial development such as warehousing, offices, showrooms, manufacturing, and light or heavy industrial that provides good paying jobs, high quality development, and opportunities for the growth of existing businesses. The proposed subdivision is consistent with the Business Park Comprehensive Plan guidance and the E-1: Employment zoning district.



**Dimensional Standards for the E-1 Employment District:** The following standards apply to subdivisions in the E-1 Employment District. Lot 1 has a lot size of 4.442 acres and a lot wide of 473.32 feet. Lot 2 has a lot size of 4.512 acres and a lot width of 540.35 feet. It appears that the subdivision meets all applicable dimensional standards.

Standard	Requirement
Minimum Lot Size	1 Acre
Minimum Lot Width	200 feet
Minimum Lot Depth	NA
Minimum Front Yard Setback	35 feet
Minimum Rear Yard Setback	35 feet
Minimum Side Yard Setback	20 feet
Building Height	65 feet
Maximum Lot Coverage	45 percent

Lot 1 is proposed to be occupied by a 56,000 square foot and 31 foot 6 inch tall building that appears to be designed for light industrial or warehouse uses. The building has seven (7) loading dock doors measuring 9 feet wide by 10 feet tall, seven (7) roll-up doors measuring 12 feet wide and 14 feet wide, and seven (7) pedestrian doors facing north. These doors are spread out in seven grouping with one type of each door indicating that building could have up to seven different businesses within the single building. Each of the seven tenant spaces would be 8,000 square feet. The south side of the building would indicate a design for three tenants within the single building. Facing Highway 10, the south elevation has three sets of double pedestrian doors (one on each corner and one in the center of the building) with metal canopies, about than 22 feet of windows, and about 3 foot tall parapets. Between each of these entries is a pedestrian door and two precast panels the same color and texture as the precast panels at the entries.

Lot 2 is proposed to be occupied by a 64,000 square foot and 32 foot 8 inch tall building that designed for an indoor sports complex housing four (4) fields/courts. The western most 50 feet (8,000 square feet) of the building is set up for a separate tenant. The building has seven (7) roll-up doors measuring 12 feet wide and 14 feet wide and seven (7) pedestrian doors facing north. These doors are spread out in seven grouping with one type of each door indicating that building could have up to seven different businesses within the single building. Each of the seven tenant spaces would be 8,000 square feet. The south side of the building would indicate a design for four tenants within the single building. Facing Highway 10, the south elevation has four sets of double pedestrian doors (one on each corner and two in the center of the building) with metal canopies, about than 22

feet of windows, and about 3 foot tall parapets. Between each of these entries is a pedestrian door and two precast panels the same color and texture as the precast panels at the entries.

Standard	Requirement	Lot 1	Lot 2
Minimum Lot Size	1 Acre	4.442 Acres	4.512 Acres
Minimum Lot Width	200 feet	473.32 Feet	540.35 Feet
Minimum Lot Depth	N/A	412.02 Feet	375.38 Feet
Minimum Front Yard Setback	35 feet	159 Feet 2 Inches	103 Feet
Minimum Rear Yard Setback	35 feet	90 Feet	72 Feet
Minimum Side Yard Setback	20 feet	45 feet 6 Inches	69 Feet
Building Height	65 feet	31 Feet 6 Inches	32 Feet 8 Inches
Building Size	N/A	56,000 Square Feet	64,000 Square Feet
Maximum Lot Coverage	45 percent	28.94%	32.56%

**Streets/Access.** Two new streets are proposed as part of the subdivision: Jackal Street NW and 147<sup>th</sup> Lane NW. Jackal Street will run roughly north to south and will connect the existing Bunker Lake Blvd with the proposed 147<sup>th</sup> Lane NW. 147<sup>th</sup> Lane will run roughly in an east to west direction and run roughly parallel and about 450 feet south of Bunker Lake Road. All access for the two buildable lots will be gained from 147<sup>th</sup> Lane NW, while Lot 1’s access to 147<sup>th</sup> Lane will be through a private drive that is located halfway onto Outlot A. The proposed streets are satisfactory to staff.

The Final Plat is requesting a vacation of Puma Street NW. The Comprehensive Plan does not illustrate the extension of Puma Street beyond the existing railroad track and does not show an intersection with MN Highway 10. Therefore, staff supports the requested vacation. The vacation of Puma Avenue will require a public hearing at the City Council meeting approving the Final Plat.

There is a gravel access drive (by others) shown running roughly parallel with Jackal St and about a couple hundred feet west of Jackal St. It is unclear what the purpose of this access drive is and would be redundant with Jackal St. If this access drive is used to access the construction site on Lot 1 and 2 during the road construction of Jackal St and 147<sup>th</sup> Lane, then the gravel access drive should be removed upon completion of the Jackal St construction.

**Utilities/Wells.** All new lots created by this subdivision will be served by city sewer and water, and plans have been submitted indicating the extensions. No well locations are shown as the property is proposed to be connected to city utilities. Building setbacks are shown on the site plan, and the drainage and utility easements are shown on Final Plat. Beyond the standard drainage and utility easement dedicated on Lot 1 and Lot 2 of Bunker Lake Industrial Park, there are drainage and utility easement over the waterline leading to the fire hydrants. Separately, stormwater easement will be recorded on Lot 1 and Lot 2 to allow for the installation and maintenance of the stormwater pipes necessary to convey the stormwater to the pond located on Outlot C.

The grading plan shows a ditch being constructed to the west of the cul-de-sac for 147<sup>th</sup> Lane, then running north to Bunker Lake Blvd and the turning east and running through a culvert under the new Jackal Street (end of Outlot B) and onto the northeast corner of Outlot A and into the culverts under Bunker Lake Blvd. A drainage and utility should be dedicated over this drainage ditch in addition to a drainage and utility easement will need to over the entirety of the stormwater pond being constructed on Outlot C. All other easements for the Outlots will be taken prior to building on the lots, at the time of re-subdivision.

**Development Fees.** The Developer will be required to pay development fees consistent with the City’s approved schedule of Rates and Charges.

<u>Fee</u>	<u>Amount</u>	<u># of Acres</u>	<u>Total</u>
Park Dedication	\$3,966/acre	12.10	\$47,988.60
Trail Development	\$1,090/acre	12.10	\$13,189.00
Water Trunk	\$6,131/acre	12.10	\$74,185.10
Sanitary Sewer Trunk	\$3,391/acre	12.10	\$41,031.10
Stormwater Management	\$4,577/acre	12.10	\$55,381.70

**Sidewalks/Trail.** No sidewalk or trail is proposed along Jackal Street or 147<sup>th</sup> Lane as part of this subdivision. There is a sidewalk located on the north side of Bunker Lake Blvd. No other sidewalks and/or trail or trails are planned for this area.

**Natural Resource Inventory (NRI).** The NRI indicates that the land included in this proposed development is not located in an area considered to be either an exceptional, high, moderate, or low area of natural quality. In addition, the area is not a part of the Anoka County Greenway Corridor or indicated by the National Wetland Inventory (NWI) to contain any wetlands.

**Landscaping.** Please refer to the landscaping review memo dated July 14, 2017. Note that no landscaping is proposed on the south side of the buildings facing the railroad tracks/Highway 10.

**Topsoil.** Each individual lot shall have four (4) inches of topsoil meeting the City’s topsoil specification applied to all disturbed areas not improved with impervious surfacing. It is strongly encouraged to limit land disturbance on each lot to limit the quantity of topsoil required. 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.

**Lighting.** Plans show Cobra-style street lighting along the extension of Jackal Street NW, and 147<sup>th</sup> Lane NW. This style of downcast lighting is consistent with zoning.

**Building Elevations.** Color building elevations have been requested as additional information. Generally speaking, the black and white elevations provided as part of the current submittal appear to meeting zoning district requirements.

**Parking/loading areas.** Per the city code, one parking stall is required for every 300 square feet office space or one parking stall per 1,000 square feet of industrial space. The preliminary site plan shows a 56,000 square foot building with 105 parking stalls on Lot 1 and a 64,000 square foot building with 204 parking stalls. Both site have more parking than is required for industrial uses but less parking than would be required with if the entire building were offices. Lot 1 indicates that there will be loading areas on the north side of the building and Lot 2 shows no loading areas. Final parking and loading calculations will be reviewed during the formal Site Plan review.

**Septic/Drainfield.** The current plan proposes connection to city utility services as such, no septic systems or drainfields are proposed.

**Other comments.** None.

**Recommendation.** City Staff is recommending that the City Council approve the Final Plat for the Bunker Lake Industrial Park Addition, with the considerations listed in this staff report, contingent upon review and approval of the civil engineering plan by the City Engineer.

**Next Steps.** The developer will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review once an engineer’s estimate has been provided by the Applicant.