

Pearson Farm City Policy Statements

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Land Use and Zoning

1. The project site is guided as a mix of Medium Density Residential (majority of site) and High Density Residential (small portion of site).
2. The proposed project is a mix of unattached Medium Density Residential (majority of site) and attached medium density residential (two small quadrants).
3. The City supports the utilization of a Planned Unit Development given the variety of unique housing types and styles and to allow flexibility in the application of land use standards.

Medium Density Residential Character

These areas 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.

Planned Unit Development

The intent of the Planned Unit Development District is to provide a district that will encourage flexibility in land development in order to 1) make better use of new techniques in building design and construction and land development, 2) housing affordable to all income groups, 3) more efficient use of public infrastructure, 4) energy conservation through the use of more efficient building designs and through the clustering of buildings and land uses, 5) preservation of desirable land characteristics and open space and protection of sensitive environmental features such as steep slopes, poor soils and trees and 6) more effective and efficient use of land, open space and public facilities through the mixing of land uses and assembly and development of land in larger lots.

Environmental Review

1. An Environmental Assessment Worksheet (EAW) is mandatory.
2. An Alternative Urbanwide Area Review (AUAR) is another option in lieu of an EAW, but not recommended in this instance.

3. The City of Ramsey is the Responsible Governmental Unit (RGU) for the EAW, and therefore owns the document and has final decision power on the content of the document.

Environmental Assessment Worksheet (EAW)

An Environmental Assessment Worksheet (EAW) is mandatory for this project due to the number of proposed lots. An EAW is a baseline environmental review that studies traffic, congestion, air quality, ecological resources, historical resources, etc. It is a simple planning tool that helps entities that approve projects that will alter the physical development of a property better understand the potential impacts. An EAW requires a specific project to be under review. An EIS is a much more in depth environmental review for significantly large project or project with the potential for significant environmental impacts.

Environmental Impact Statement (EIS)

An Environmental Impact Statement (EIS) may be necessary based on the findings of the Environmental Assessment Worksheet (EAW). An EIS is not automatically required based on the mandatory thresholds, but could be triggered by the findings of the EAW.

Alternative Urban Areawide Review (AUAR)

An Alternative Urban Areawide Review (AUAR) is an option in lieu of an EAW. An AUAR is a tool that allows communities to look more comprehensively and proactively and potential environmental impacts. It does not require a specific project to be under review. The project is part of a broader small area planning effort. Other future uses adjacent to the project include a 1) future business park, 2) redevelopment of an existing industrial park to retail, and 3) a future high density residential area. If timing were not a concern with a specific project desiring to commence this year, the City would recommend this approach. However, as there is a specific project with a specific timeline, the City supports forgoing this option in lieu of the traditional AUAR.

Park Dedication

1. It is the policy of the City to favor larger, accessible neighborhood and community public parks with quality amenities and improvements over smaller, pocket parks with few to no 'destination' improvements.
2. The Master Park and Trail Plan for the project area is to be serviced by improvements (existing and proposed) within Lake Itasca Park, the Lake Itasca Trail, and The COR. The area is further served by greenway trail connections between these two significant recreation opportunities (Lake Itasca Park and The COR).
3. The City supports smaller recreational areas and open space within individual developments when properly maintained by homeowners.
4. The City supports pursuing the following in negotiations for cost-share/Park Dedication and Trail Fee credit:
 - a. Mass grading of Lake Itasca Park predicated upon an approved concept plan, which may include export of fill from the park for the proposed subdivision.
 - b. Specific stand-alone improvements to Lake Itasca Park. For example, future parking areas and boardwalk/pier to Lake Itasca, canoe/kayak station, or establishment of native landscapes (following grading).
 - c. Alpine Drive Roundabout (Staff recommended exploration only).

- i. The Developer shall be responsible for the design and construction consistent with the phasing of the project.
 - ii. The proposed roundabout shall include enhanced pedestrian safety measures above and beyond standard/minimum improvements.
 - iii. Park Dedication credit may be applied to the 'leg' of the roundabout which would serve as the Lake Itasca Park entrance
 - d. Greenway Trail Connection
 - i. Construct 10' trail adjacent to the wetland in the north edge of the plat, and exchange land for Hageman parcel (4 acres of earlier Park Dedication to the city)
 - ii. Explore creation of area of linear open water (visual amenity for townhomes), along trail.
 - iii. Consider plaza adjacent to greenway trail and the Mississippi River Trail (Puma Street) for bench, drinking fountain, enhanced landscape, etc.
 - e. Advance park improvements in The COR
 - i. Identify within the Development Agreement, specified improvement E.g. Schematic Design for the water-centric park, plans and specifications for the proposed splash pad etc.
5. The City supports continued discussion on all options for parks and recreation within this development given the number of proposed housing units.

Regional Infrastructure

The section will be populated at future steps.

- Regional Infrastructure for the project area is defined as Bunker Lake Boulevard and Puma Street.
 - Roadway
 - Water Trunk (paid for by normal Trunk Fees)
 - Sanitary Trunk (paid for by normal Trunk Fees)
- An additional suggested improvement is the Alpine Drive Roundabout (Staff recommended exploration only).
- The City supports some degree of cost share for these improvements. The specifics shall be negotiated with future steps.
- The Developer shall be responsible for the final design and construction for portions adjacent to the project.

For specific detail on this policy topic, please review the Infrastructure Study completed by Bolton and Menk. This section will be completed upon completion of the Revised Infrastructure Study by Bolton and Menk and subsequent policy direction from the City Council.