

City of Ramsey
Agenda
Comprehensive Plan Steering Committee
Monday, July 10, 2017
6:00 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order
2. Committee Business
 1. Review First Drafts of Comprehensive Plan Update
3. Adjournment

Comp Plan Steering Committee

2. 1.

Meeting Date: 07/10/2017

By: Tim Gladhill, Community Development

Information

Title:

Review First Drafts of Comprehensive Plan Update

Purpose/Background:

The purpose of this case is to review first drafts of the Framework Chapter, Community Background Chapter, and Land Use Chapter at their July Meeting. The Comprehensive Plan Update will also have a presence at the July 13 Draw Summer Event Series.

Notification:

Observations/Alternatives:

The following workshops were held.

- February 27
- April 1 [Spring Business Expo]
- April 10
- June 12

With Phase 2 of the update, the Steering Committee will begin to forward draft Chapters for review. The intent is to have drafts available for public review. In October, the Steering Committee plans to hold three community-wide workshops in locations throughout the community to collaborate further on the draft.

Also included in the packet is a sample graphic design for the plan document itself.

Note, future meetings will focus on other system plans such as Transportation, Economic Development, Parks/Recreation, and Natural Resources.

Funding Source:

Recommendation:

Action:

Provide direction/suggestions for improvement on first drafts of Comprehensive Plan Update.

Attachments

[Key Themes](#)

[Land Use Goals](#)

[Future Land Use Map](#)

[Framework Chapter](#)

[Community Profile](#)

[Land Use Chapter](#)

[Sample Document Design](#)

Form Review

Inbox

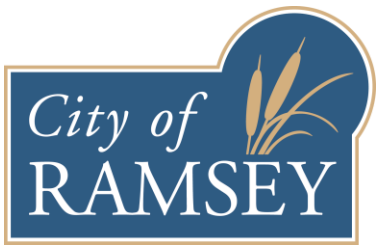
Tim Gladhill (Originator)
Form Started By: Tim Gladhill
Final Approval Date: 07/07/2017

Reviewed By

Tim Gladhill

Date

07/07/2017 01:15 PM
Started On: 07/07/2017 01:13 PM

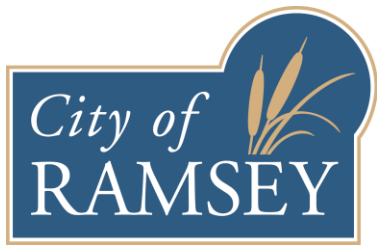


Ramsey2040: Key Themes

**2040 COMPREHENSIVE PLAN UPDATE
STEERING COMMITTEE WORKSHOP ONE
Monday, February 27, 2017**

TOPIC IDENTIFICATION

Interested in the future of Ramsey	IIIIIIIIIIIIIIIIII
Rural Character	IIIIIIII
Community Center/Youth Athletics	IIIIII
Highways and Roads	IIIIII
Parks (dog park, small neighborhood parks)	IIIIII
Schools	IIIIII
Natural Resources/Climate Resilience	IIII
The COR	IIII
Housing issues	II
Destinations	I
Forward Thinking	I
Is this a plan for Agenda21?	I
Goals in the 2020 Comprehensive Plan never materialized	I
Rum River Hills Golf Course Redevelopment	I
Our parcel shrunk without our permission	I
Civic engagement	I
Shops and retail	I
National Self Storage compatibility	I
Harvest Estates	I
Property rights	I
Property pride – standards for code enforcement	I



RURAL CHARACTER

- Maintain open areas
- Keep property taxes low for multi acre property owners – towns don't have to be all high density
- Keep well and septic available to low density areas
- Natural buffers (visual) – transitions from density areas
- Don't add street lights
 - Shrouds for existing lights
- Maintain area for local source farms
 - Communities need to provide more for themselves
 - Provide tax breaks
- Biology and Nature workshops
 - Bioblitz
- Shade tree education and protection
- Education and incentives for gardening and micro farming
 - Local food producers
- Promote land use for livestock – small scale
- Maintain natural corridors for wildlife movement
- Keep and develop wildlife areas
- Timed lights in community areas
- Non-GMO zones

PARKS

- Repair – i.e. boardwalks at Itasca Park
- Plant more shrubs and native grass
- No spray on plantings
- Add public art – parks and COR
- Community flower beds/parks
- Recreation Center
- Windbreak at dog park
- Playgrounds within neighborhoods, not just by parks
- Embrace the rivers – as an asset – use as a source of tourism
- Finish Central Park – lights, parking, state tourney
- More canoe rentals

TRANSPORTATION AND ROADS

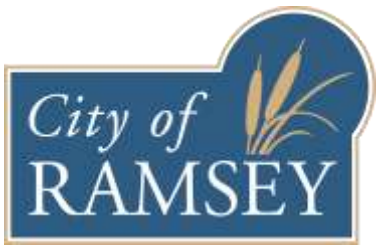
- Centralize business area around COR versus sprawl
- Safe, pedestrian /bicycling friendly existing roads
- Slow down speed limits in residential areas – 40 max
 - Varlomite Street
 - Green Valley Road (63)
- Highway 10 Congestion (Park & Rides?) - Light rail is great
- Highway 10 stoplights by Quik Trip and Sunfish Lake Blvd – why?
 - Please put an overpass in – my journey takes 10-20 minutes longer
- Sustainability versus growth

SCHOOLS

- Ramsey Middle School(s)
- Ramsey High School
- Modular – make expandable – future proof
- Multi-Use
- Activities keep families in the area

MISCELLANEOUS COMMENTS

- Would like to see plans for another senior building in the area
- We need more public awareness/teaching of the laws concerning bike trails that cross streets. Both kids and adults ride right across the streets without looking assuming the driver will stop. I read on MN Law that they only have right of way if they get off their bike and walk it across as then they are considered a pedestrian in a crosswalk. Drivers need to know which is correct also. Public info would be appreciated. Thanks.
- Please leave Rivlyn Avenue as a residential street. Do not bow to pressure from Lano, Dahlheimer, etc., to make it a frontage road. Please keep it residential! Thanks
- Stop sign at Iodine and 144th – daycares on corner – speeding cars



Ramsey2040: Land Use Goals

a) The needs and rights of existing residents are balanced with the needs and rights of those who wish to develop

STRATEGIES:

1. Continue the citizen-focused public involvement process for new development that solicits feedback from the public at the beginning of the process
2. Develop a meaningful density transition ordinance that incorporates lot size, transitioning, screening, space, berms, landscaping, or buffers
3. Protect Ramsey's rural character while providing opportunities for urban growth

b) A variety of housing densities and types

STRATEGIES:

1. Develop dense, mixed-use environments in The COR and other key locations served by sewer and water
2. Assess the market for various housing types and densities and have the Land Use Plan reflect appropriate opportunities to match market demand

c) Fair and consistent land use regulations

STRATEGIES:

1. Develop a policy for processing comprehensive plan amendments
2. Establish a rational, logical staging plan for extension of MUSA consistent with the Comprehensive Sewer Plan and tied to Comprehensive Plan Amendment Policy

d) Walkable neighborhoods

STRATEGIES:

1. Include a review of infrastructure, including parking for walking and other non-motorized transportation modes when reviewing any transportation improvement projects
2. Explore options for revising the City's sidewalk policy, including requiring sidewalks or trails on both sides of some new public streets, different standards for public versus private roads, high-volume versus low-volume roads, and issues related to long-term maintenance
3. Locate residential development at appropriate densities near services to encourage walking

e) Efficient growth

STRATEGIES:

1. New development should use existing infrastructure where possible
2. New development should be built close to existing or proposed services such as commercial, employment, and government, where possible.

f) The COR is constructed in accordance with its vision

STRATEGIES:

1. Complete The COR Development Plan Update
2. Concentrate the highest density residential development in or near The COR and at other key locations as shown on the future land use map
3. Encourage residential and commercial development in the Town Center before other parts of the City
4. Market the Ramsey Station as a land use tool
5. Develop incentives for the The COR to enhance its marketability
6. Maintain high quality design standards for the The COR.

g) Adequate retail and commercial services

STRATEGIES:

1. Locate other neighborhood commercial nodes with basic services available close to existing and future residential neighborhood concentrations
2. Assess the supply of commercial and industrial land available for development
3. Implement the future business park west of Armstrong Boulevard

h) New development is well-integrated with existing development

STRATEGIES:

1. New development should protect natural resources, make trail connections, and blend in with surrounding development
2. Use clustering and/or conservation development practices to protect existing neighborhoods and natural resources
3. Develop form-based codes
4. Develop a meaningful density transition ordinance that incorporates lot size, transitioning, screening, space, berms, landscaping, or buffers

i) The rights of property owners are respected and protected within the planning and development process.

STRATEGIES:

1. Private property owners will be allowed the maximum use and enjoyment of their property, as free as practical from excess taxation, assessment, or intrusion consistent with good planning and the well-being of the larger community.
2. The rights of private property owners will be balanced with the need to protect and enhance natural resources in the community.
3. The rights of private property owners will be balanced with the need to provide a safe and efficient transportation system in the community.
4. The rights of private property owners will be balanced with the needs of future development.

j) Property rights are protected along with natural resources

STRATEGIES:

1. Explore options to compensate property owners for development rights to protect natural resources
2. Regularly assess outcomes of ordinances related to natural resources and make changes as necessary
3. Provide incentives to homeowners for the permanent protection of high-value natural resource areas.

Ramsey2040 Framework

Vision

Ramsey will evolve through citizen-driven, collaborative processes that respect the balance and connectivity between its unique urban, rural, and natural environment for current and future generations.

Mission

It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

Goals and Imperatives

1. Financial Stability
2. A Connected Community
3. Smart, Citizen-Focused Government
4. An Effective Organization

Key Community Themes

Since 2015, Ramsey has been engaging our community members to better understand key themes impacting the future of Ramsey. Community leaders invested time and resources connecting with the community at any opportunity possible. The following themes emerged.

Primary Themes

1. Passionate about the success of the future of Ramsey.
2. Protect the rural character of the community through a balanced growth approach.
3. Increased parks recreation opportunities for all ages.
4. Improved transportation network.
5. Increased educational opportunities within the community.

Secondary Themes

6. Completing the vision for The COR through a market-balanced approach.
7. A quality housing plan.

A variety of other themes emerged through a multi-year engagement process. Many of these themes are found within individual system plan documents to follow.

Why We Plan

Land Use Planning is an important activity for the community to engage. Planning ensures that there is adequate capacity for water, wastewater, and transportation. It ensures that the community builds a balanced tax base that ensures fiscal responsibility and manages risks to the community and our residents from natural disasters.

Creating a plan that has consensus amongst the community is important to securing a financial future. A plan that has the consensus of the community, its stakeholders, and partners helps secure important improvements to our infrastructure such as Highway 10 and Highway 47.

Ramsey is expected to Grow

Ramsey is expected to continue to experience significant growth in households, population, and employment over the next twenty (20) years.

Table 1: Forecasted Growth

	Current (2016)	2020	2030	2040
Households	8,973	9,400	11,300	13,000
Population	26,251	26,400	30,700	34,700
Employment	6,334	6,200	7,000	7,600

COMMUNITY PROFILE

THE COMMUNITY

Located in the northwest Twin Cities Metro, the City of Ramsey boasts incredible outdoor recreation opportunities, a growing downtown in Ramsey COR, an impressive manufacturing sector, and a strong local government.

The City of Ramsey has experienced steady growth and development over the past 20 years. This trend is expected to continue as the City has over 1,000 acres of developable land in the COR located near U.S. Highway 10.

THE LAND

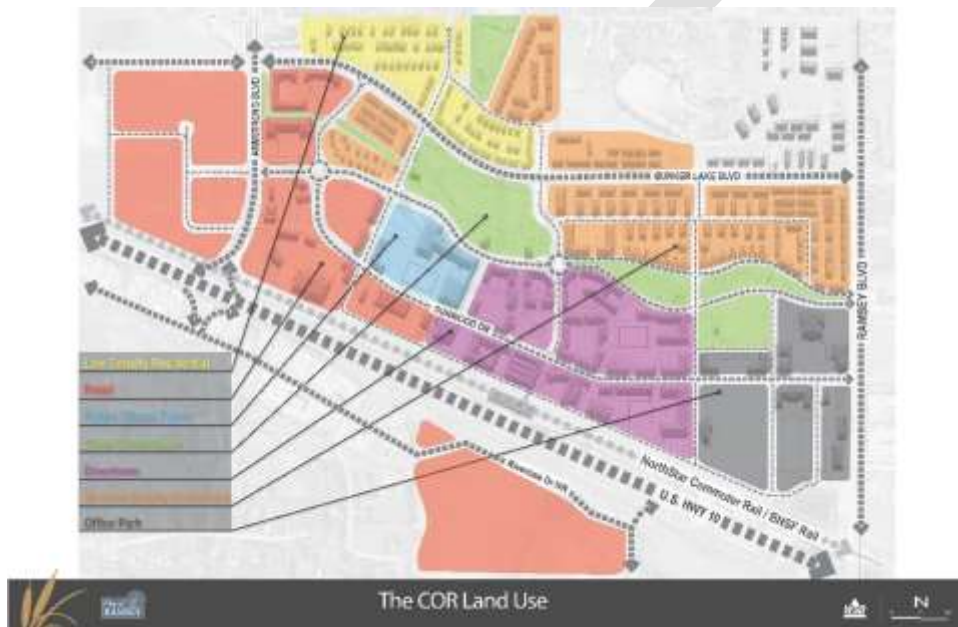
The COR

The COR (Center of Ramsey) is the City's downtown development. This 300+ acre development is a transit oriented and walkable development. The COR is centered on the Ramsey Northstar Commuter Rail Station and U.S. Highway 10/ U.S. Highway 169. This mixed-use development is home to a long list of successful projects including residential, retail, office, parks and recreation, and government facilities. Provided below is a list of completed projects The COR (as of 2015):

1. Coborn's multi-tenant retail center (95,000 sf)
2. PACT Charter School (K-12)
3. Ramsey Municipal Center (60,000 sf)
4. Veterans Affairs Outpatient Clinic (40,000 sf)
5. Ramsey Office Plaza (80,000 sf)
6. Midwest Medical Examiner's Office
7. NAU County Insurance Office (42,000 sf)
8. Northgate Church & Community Performing Arts Center (500 seats)
9. Allina Medical Clinic (25,000 sf)
10. 230-unit apartment complex (Residence at The COR)
11. \$3M The Draw park & amphitheater
12. Ramsey Rail Station: connected to 800-stall covered parking ramp by skyway with service to Minneapolis

13. Various single family and townhome developments totaling several hundred households. (why is this all clumped together? How did you decide to call out the ones you did?) This information and its formatting was taken from an existing marketing piece that Ramsey has that they call their "Community Profile".

The COR, known formerly as Ramsey Town Center, was purchased by the City of Ramsey in 2009. About 130 acres of land is available for development in The COR today; about 90 acres is City-owned.



Existing Land Use

Existing land use can be thought of as what *actually exists* on the ground at the present time, regardless what has been planned or what zoning regulations exist. The most accurate depiction of what land uses currently exist in Ramsey comes from the Metropolitan Council's 2010 Generalized Land Use map, which uses a combination of aerial photography, county parcel data and community "ground truthing" to provide current land use types by acreage.

Existing land use types, total acreage and percent of total acreage are shown in the table below.

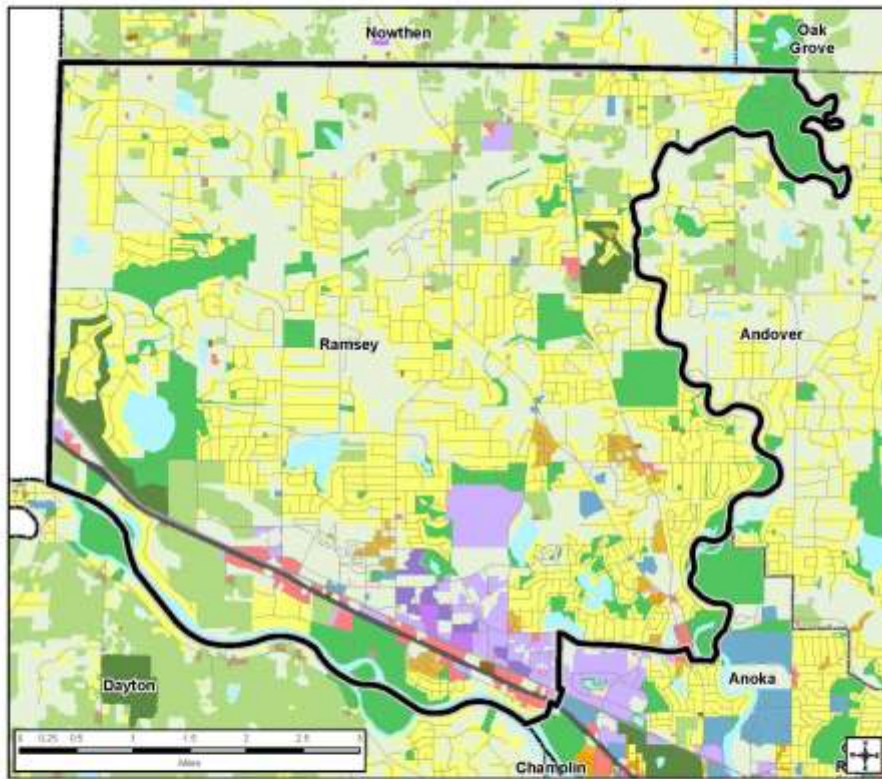
Figure __ - __: Existing Land Use in Ramsey

Land Use	Total Acres	Percent
Single Family Detached	6,837	36%
Undeveloped Land	5,957	31%

Park, Recreation or Preserve	1,960	10%
Agriculture	1,659	9%
Open Water	753	4%
Industrial and Utility	561	3%
Golf Course	332	2%
Retail and Other Commercial	254	1%
Single Family Attached	227	1%
Major Highway	144	1%
Mixed Use Industrial	107	1%
Institutional	92	<1%
Railway	67	<1%
Farmstead	65	<1%
Extractive	40	<1%
Office	14	<1%
Multifamily	12	<1%
Mixed Use Residential	8	<1%
Manufactured Home Park	7	<1%
Total Land (acres)	19,096	100%
Source: Metropolitan Council Generalized Land Use (2010)		

Map __-__ Existing Land Use

2010 Generalized Land Use
City of Ramsey, Anoka County



2010 Generalized Land Use



Existing Residential Land Use

The primary land use type in Ramsey is residential. Over 37 percent of the city's land is devoted to the combined residential uses of single family detached, mixed use residential, attached housing, and multifamily housing. Of these, single family detached housing remains the most prominent residential use by area.

Existing Commercial and Industrial Land Use

Retail, office and industrial land uses make up 5 percent of Ramsey by area. Commercial uses are prominent along the length of the US. Highway 10 corridor, and a few other commercial nodes such as The COR, and the Sunfish Lake Blvd and Bunker Lake Blvd intersection. In addition, the Cities of Ramsey and Anoka share a large business park spanning across 1,000 acres of land. This business park includes various office, warehouse, assembly, and a wide variety of manufacturing users.

Existing Public Land Use and Natural Features

According to the generalized land use map provided by the Metropolitan Council, about one third of the City is classified as undeveloped. In addition, the City has retained natural features that define the community and utilize those natural features to help shape land development. Civic buildings and public uses make up less than one percent of the city by area, but 16 percent of its land area is devoted to parks, recreation, and open water. The largest natural corridor is found along the Trott Brook, with additional natural corridors found along the Rum river, and Mississippi River. Park and recreation areas include The Draw Park and Amphitheatre, Central Park, Alpine Park, Rum River Hills Golf Course, and Links at Northfork Golf Course.

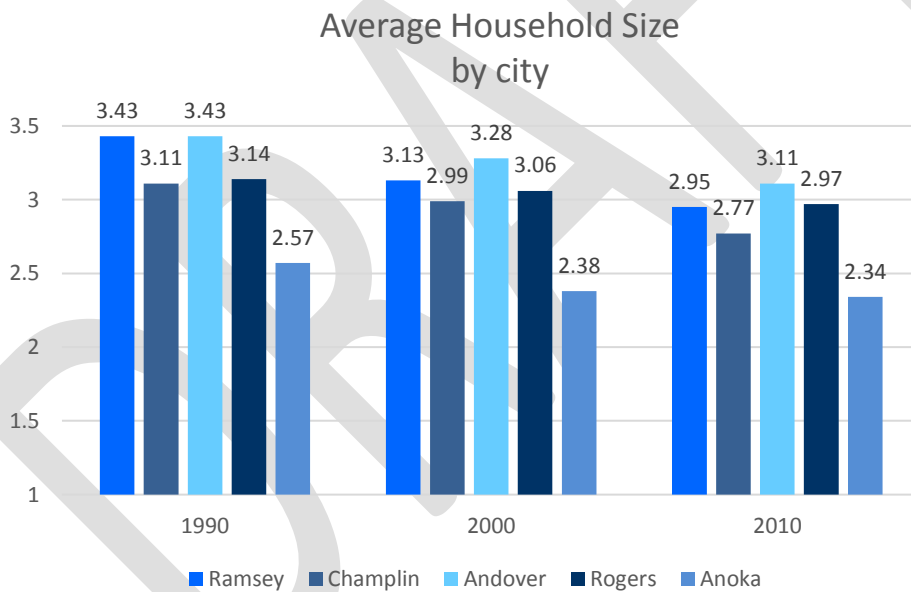
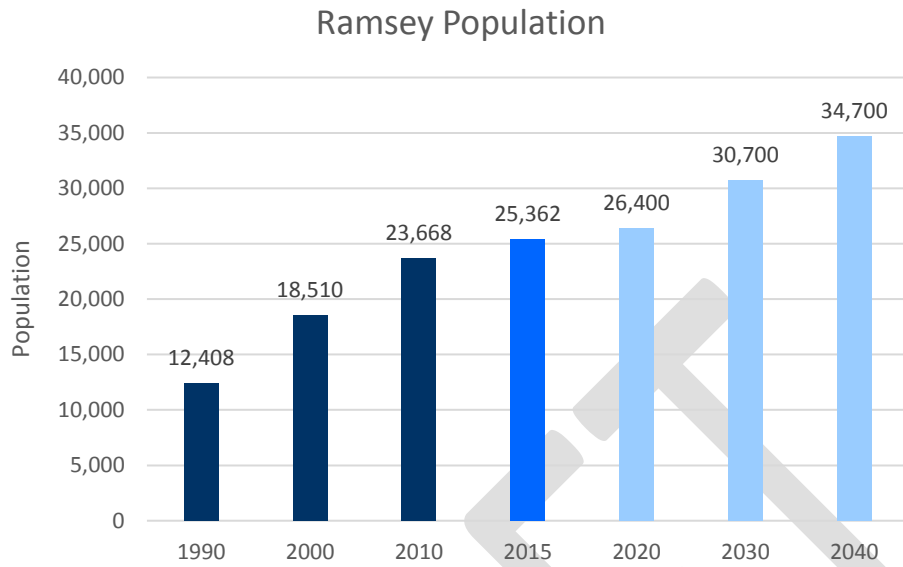
Ramsey has 753 acres of open water, the largest of these being Lake Itasca and Lilly Lake in the south portion of the city. Ramsey does have some significant steep slopes that impact development feasibility and direct the flow of water. Some of the steepest slope areas are in the center of the city along the Trott Brook.

THE PEOPLE

Population

As of the 2010 US Census, the population of Ramsey was 18,510, and the most recent estimates from the 2015 American Community Survey put the population at 25,362. The population has steadily increased since 1990. Although the number of households in the city has increased, the number of persons per household has decreased from 3.43 in 1990 to 2.95 in 2010. According to forecasts by the Metropolitan Council, the 2040 population is projected to increase to 34,700.

Figure __-__: Historic and future population of Ramsey

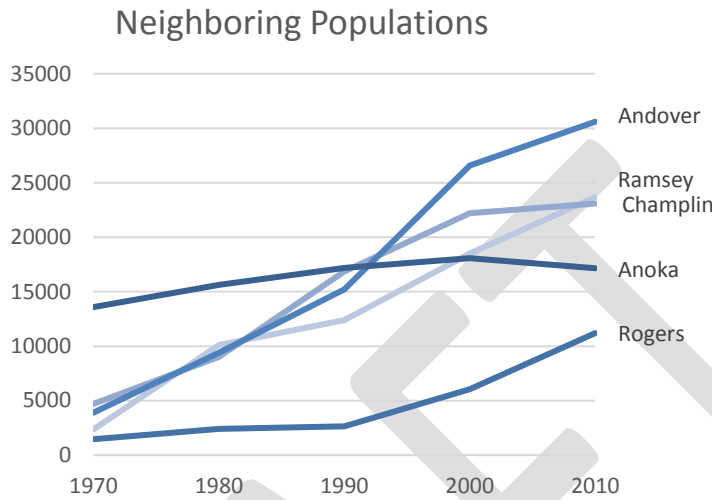


With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

Ramsey’s population experienced steady growth between 1990 and 2010, slowed from 2010 to 2015, and is projected by the Metropolitan Council to steadily increase yet again from 2020 to 2040.

As shown in Figure __-__ Ramsey has been outpaced by only Andover in population growth since 1990 and has risen from to the second most populated City in the area.

Figure __-__: Population of Ramsey compared to surrounding communities, 1970-2010

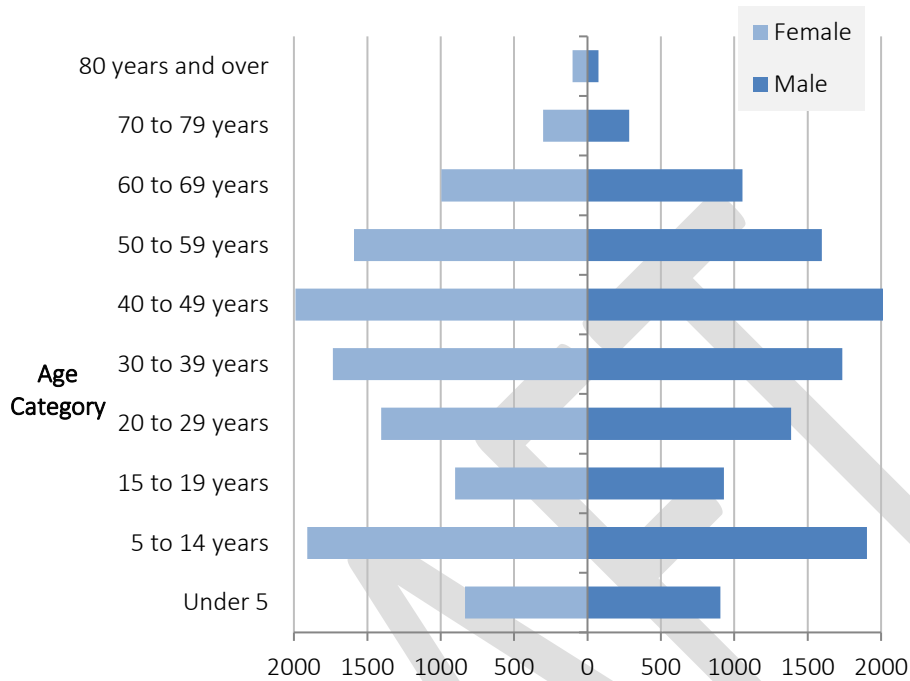


Age demographics

Consistent with most other communities across the region, Ramsey’s population is aging. Figure __-__ shows that the largest segment of the population is in the 40-49 age range which is quite young compared to many other communities in the metropolitan region. It will be important for Ramsey to plan for alternative housing options for these residents as they age so that they can remain in the community. In addition, it will also remain important that Ramsey seek ways to be competitive in retaining younger residents as the data shows the second largest section of residents in the 5-14 age range.

Figure __-__: Age of Ramsey residents, 2010

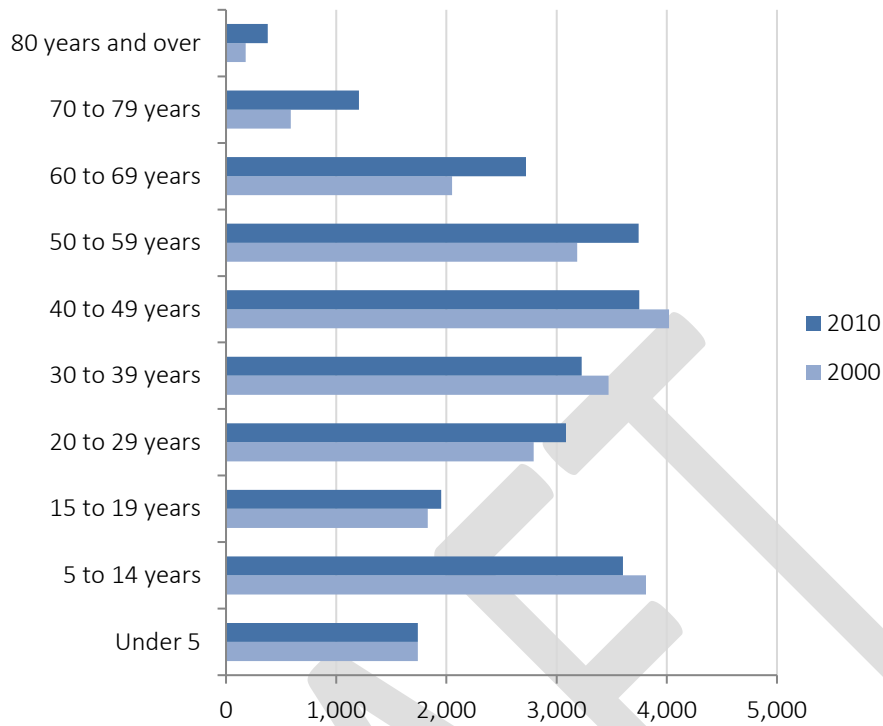
Age of Ramsey Residents



Source: U.S. Census (2010)

Looking at the changes in age demographics from 2000 to 2010, the greatest gains were in the categories of “empty nester” adults, while there were losses in population amongst 30- to 50-year-olds.

Figure __-__: Age cohort changes of Ramsey residents, 2000-2010

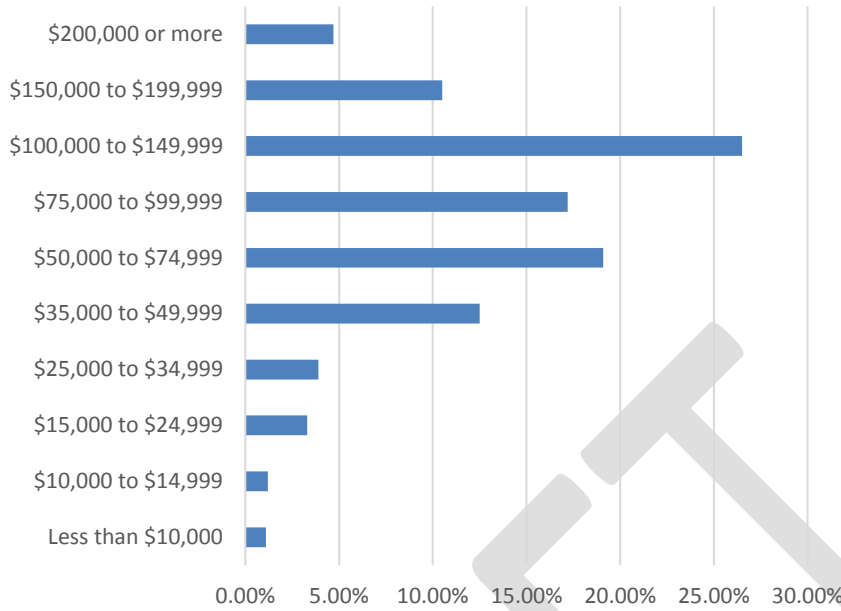


Household Income

Compared to the average of Anoka County and the State of Minnesota, Ramsey has a higher median household income. The median household income in Ramsey is \$86,794 annually. In 2015, the ACS estimated that around 3 percent of Ramsey’s population lives below the poverty line compared to 7 percent in Anoka County.

	Median household income (\$)
Ramsey	\$86,794
Andover	\$93,932
Champlin	\$83,851
Anoka	\$45,820
Rogers	\$103,980

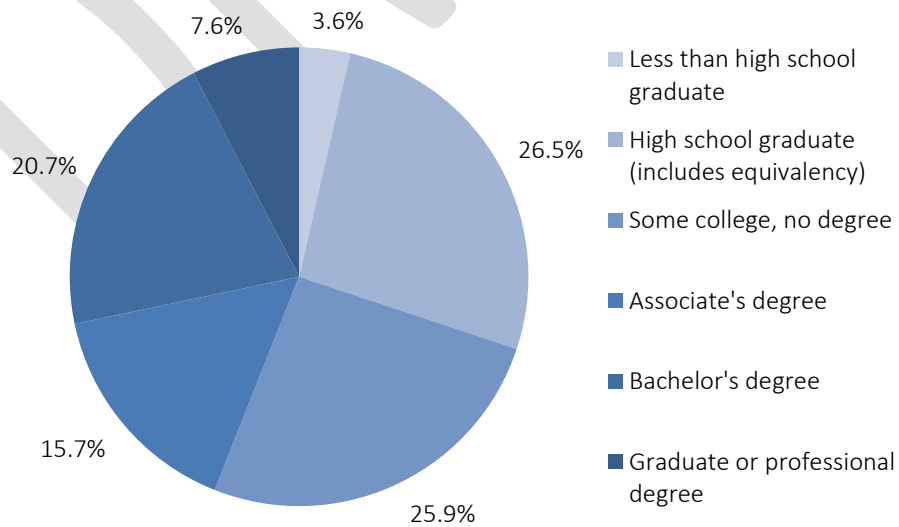
Figure __ - __: Ramsey income distribution by income bracket



Education

There is a broad range of educational experience levels among Ramsey residents. Nearly 70 percent of residents have at least some college experience. Ramsey is fortunate to have numerous colleges and universities nearby including Anoka Technical College and Anoka-Ramsey Community College, as well as a wide range of employers in the area hiring college graduates.

Figure --: Educational attainment level of Ramsey residents



What People Do for Work

According to 2014 ACS data, there are just under 14,000 employed persons living in Ramsey. Nearly 20 percent of the working population of Ramsey residents are employed in professional, scientific, and management positions, and another 31 percent work in construction and manufacturing. Around 10 percent of working Ramsey residents use public transit, bicycling, walking or carpooling as a means of commuting to work, and the average commute time for all working residents is 25-29 minutes.

Figure __-__: The industries in which the employed civilian population of Ramsey work

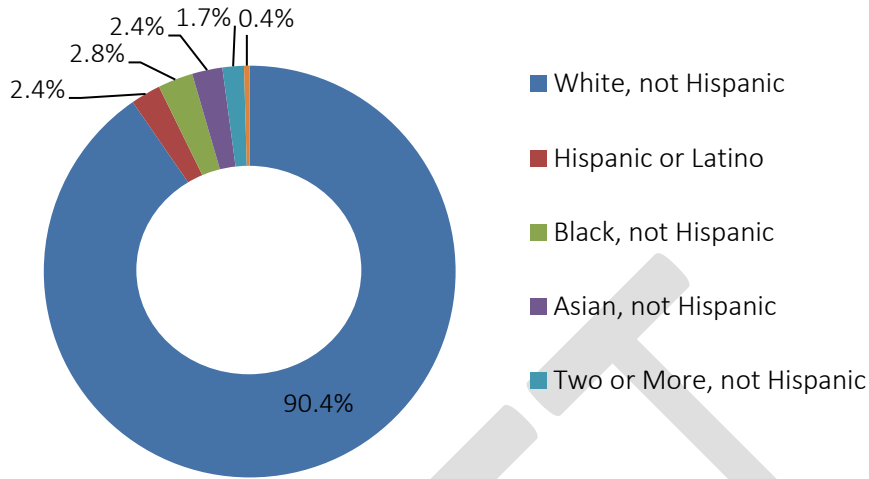
INDUSTRY	Number	Percent
Educational services, and health care and social assistance	145	1.1%
Retail trade	964	6.9%
Professional, scientific, management, administrative, and waste management	2,570	18.4%
Arts, entertainment, and recreation, and accommodation and food services	408	2.9%
Manufacturing	1,517	10.9%
Transportation and warehousing, and utilities	734	5.3%
Finance and insurance, and real estate and rental and leasing	199	1.4%
Public administration	1,395	10.0%
Wholesale trade	1,305	9.4%
Construction	2,835	20.3%
Other services, except public administration	801	5.7%
Information	557	4.0%
Agriculture, forestry, fishing and hunting, and mining	523	3.7%

Source: ACS 2010-2014 Estimates

Race

At 90.4 percent, Ramsey residents are primarily white non-Hispanic individuals with the remaining 9.6% of residents being people of color. By comparison, the Twin Cities region is 24.6% residents of color, and Anoka County is 15.6% residents of color. As such, Ramsey is not diversifying at the same rate as Anoka County or the Twin Cities region. Regional trends indicate that in the Twin Cities metro area, residents of color will continue to comprise a greater share of our region's population, increasing from 24% in 2010 to 41% in 2040.

Figure __-__: Ramsey racial demographics



THE NEIGHBORHOODS

Housing Types

Housing is the predominant land use in Ramsey. Estimates from the Metropolitan Council indicate that there were 8,812 housing units in Ramsey in 2015. Around 75 percent of the housing units in Ramsey are single family detached homes with townhomes counting for an additional 15 percent of the total housing units.

Figure __-__: Housing by type in Ramsey

Unit Type	Units	Percentage
Single Family Detached	6,692	75.9%
Multifamily (5 units or more)	680	7.7%
Townhomes	1,403	15.9%
Duplex, triplex, quad	37	0.5%
Total:	8,812	100%

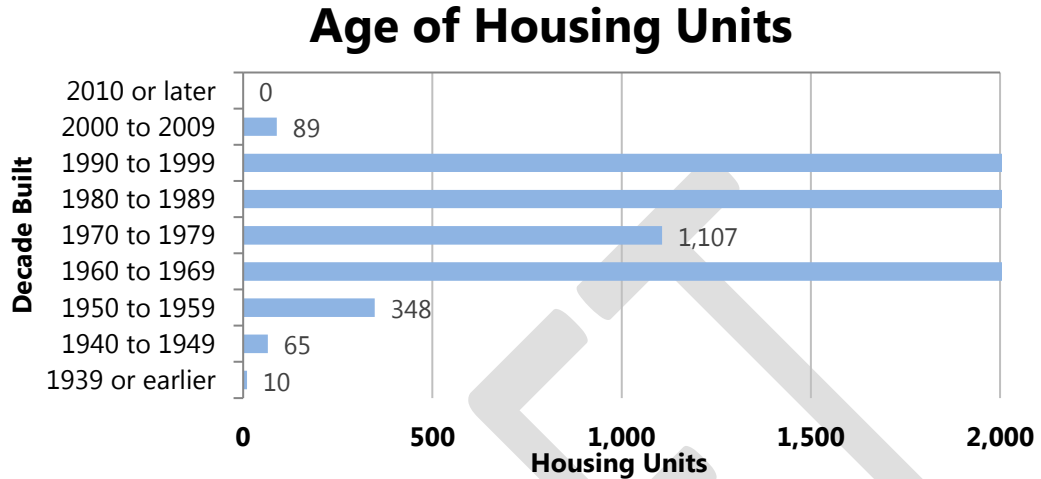
Source: Metropolitan Council Housing Stock Estimates (2015)

Housing Age

The age of Ramsey’s housing stock is very typical for a developing suburb of the Twin Cities. Less than 1 percent of the housing was built prior to 1950. The majority (three-fifths) of Ramsey’s housing was built between 1980 and 2000. A challenge facing the

City is the need to balance the development of new property with the need to upkeep and upgrades older housing and the infrastructure that comes with them.

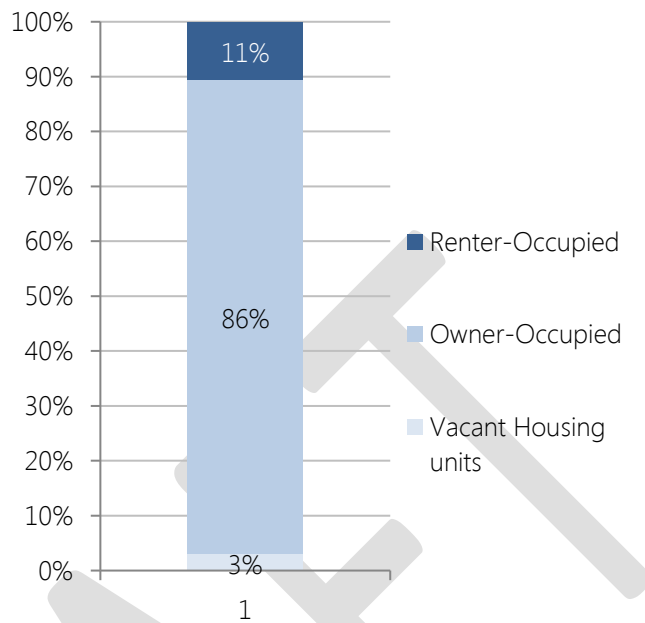
Figure __ - __: Age of Ramsey Housing Stock



Data source: ACS 2011-2015

Housing Tenure

The City of Ramsey has a historically consistent foundation of owner-occupied housing which remains true today. Approximately 85 percent of Ramsey housing units are owner-occupied, and that percentage has remained largely the same since 1990. That percentage is higher than most of the cities surrounding Ramsey with the lowest percentage of owner-occupied housing of local communities being the City of Anoka at 52 percent.



THE ECONOMY

The Minnesota Department of Employment and Economic Development estimate approximately 6,150 jobs in the City of Ramsey in 2015. Average annual wages for 2015 are estimated at \$46,637. A large reason for this average is likely due to the fact that manufacturing represents the largest employment industry in Ramsey at 34 percent, and these are typically living wage jobs. Anoka County as a whole has 16 percent devoted to Manufacturing.

Figure __-__: Jobs located in Ramsey, by industry

Industry	Employment Total	Percentage
Retail Trade	554	9%
Health Care and Social Assistance	246	4%
Accommodation and Food Services	369	6%
Public Administration	185	3%
Manufacturing	2,091	34%
Other Services, Ex. Public Admin	308	5%
Educational Services	369	6%
Administrative and Waste Services	369	6%
Finance and Insurance	123	2%
Arts, Entertainment, and Recreation	123	2%

Information	62	1%
Wholesale Trade	308	5%
All Other Industries	1,046	17%
Total:	6,150	100%

The U.S. Highway 10 corridor is the commercial hub of Ramsey, running the length of the City. Ramsey faces the challenge of encouraging updates and redevelopment of its older and more outmoded buildings and businesses along U.S. Highway 10, while also developing greenfield properties within The COR and new business park east of Armstrong Boulevard.

DRAFT

PAST AND FUTURE GROWTH

Regional Context: Community Designation

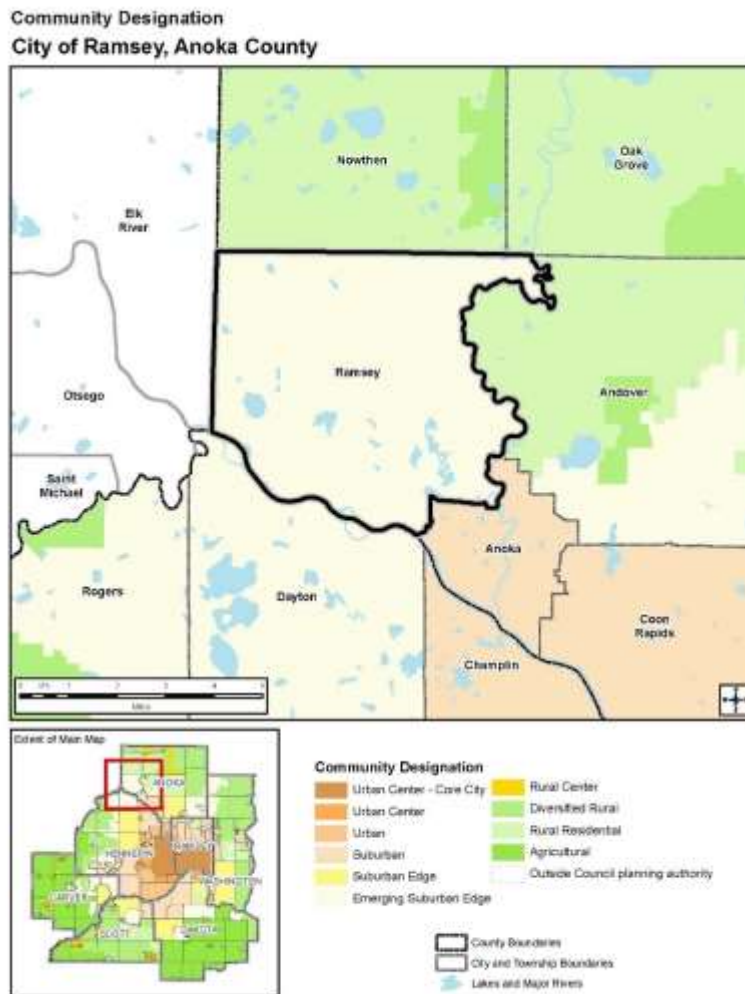
In *Thrive 2040*, the Metropolitan Council groups jurisdictions within the metro with similar characteristics based on urban or rural character for the application of the regional policies outlined in *Thrive*. As shown in MAP __-__, Ramsey's "Emerging Suburban Edge" designation translates to specific expectations in terms of development density and protection of natural resources.

Comprehensive planning often involves planning for people and jobs that are not yet here. As a result, the Metropolitan Council develops population, housing and employment forecasts as a component of a city's system statement. The system statement is developed to help set realistic goals and policies to plan for the future needs and trajectories of the community at the time the comprehensive plan is developed. The Council's forecasts have been incorporated into this plan update.

Community Designation: The Metropolitan Council identifies Ramsey as an Emerging Suburban Edge community. Emerging Suburban Edge communities are expected to identify and protect an adequate supply of land to support growth for future development beyond 2040, with regard to agricultural viability and natural and historic resources preservation.

Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of **at least 3-5 units per acre** for new development and redevelopment. In addition, Emerging Suburban Edge communities are expected to target higher-intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.

Map __-__: Metropolitan Council Community Designation



Ramsey’s 2040 Comprehensive Plan update will incorporate regional policy and metro-wide goals while also integrating important local goals, objectives and preferred outcomes. Both the regional Thrive 2040 outcomes as well as the local goals and priorities identified in Chapter __ will form the foundational lens of this comprehensive plan, guiding decision-making and informing the content of each subsection.

Forecasts for Ramsey

The Metropolitan Council has developed growth forecasts for Ramsey by decade, addressing the projected population, number of households, and number of jobs. The total population of the City of Ramsey is expected to grow by 9,338 people by the year

2040, with the inclusion of 4,300 households and 1,400 jobs. That growth is expected to be spread fairly evenly across the intervening decades.

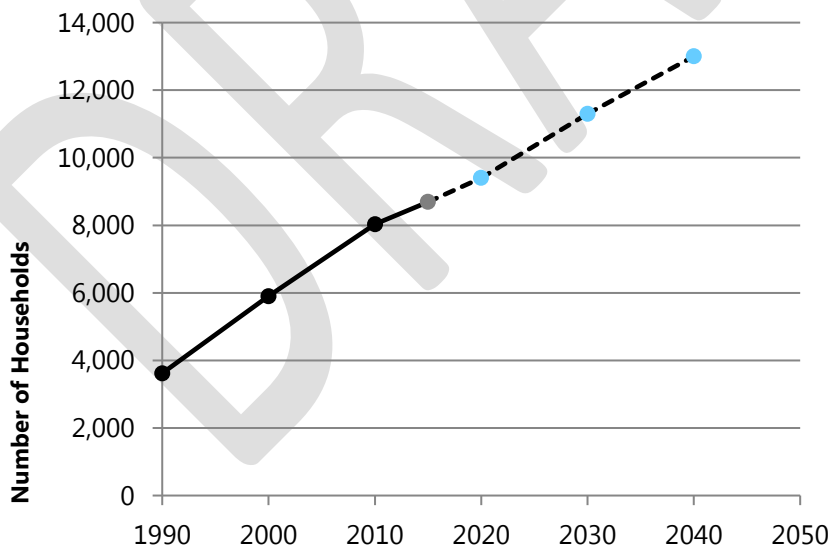
Decadal population growth is expected to increase at a rate of about 4,000 persons per decade over the next 25 years.

Ramsey Forecast, 2010-2040

Source: 2010 U.S. Census & Metropolitan Council Forecasts

Forecast Year	Population	Households	Employment
2010	23,668	8,033	4,779
2020	26,400	9,400	6,200
2030	30,700	11,300	7,000
2040	34,700	13,000	7,600
2010-2040 change	+11,032	+4,967	+2,821

Figure __: Households in the City of Ramsey



City of Ramsey 2040 Comprehensive Plan Update

Land Use Plan

Land Use as the Foundation

The Land Use Plan serves as the foundation in a series of plans that guides the future of Ramsey. Policy decisions on how the community will change over the next twenty (20) years will have impacts on a variety of systems.

Forecasts divided by transportation analysis zones (TAZ) and urban services areas are found in the Transportation Plan and Water Resources Plan respectively.

Community Designation

Ramsey is designated as an 'Emerging Suburban Edge' by the Metropolitan Council. The Metropolitan Council uses community designations to group communities with similar characteristics in order to more effectively target its policies. The Metropolitan Council uses these community designations to:

- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective roles of the Metropolitan Council and Ramsey along with strategies for planning for forecasted growth.

An Emerging Suburban Edge Community is characterized as transitioning from rural to developed. It should be noted that although a portion of Ramsey certainly is transition in this manner, a significant portion of the community remains guided for larger-lot, single-family development on private well and septic along with goals to protect a significant amount of exceptional quality ecological resources.

The Emerging Suburban Edge includes cities, townships, and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one Community Designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed.

Communities in the Emerging Suburban Edge have a mix of residential, rural, and agricultural areas, often including lower-density single-family neighborhoods and small downtown service centers. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern, characterized by large curving streets, limited through-roadways, and auto-oriented street design. Emerging Suburban Edge communities have access to regional wastewater services (either municipally owned or regional

services), access to the metropolitan highway system, and include existing or planned Regional Parks System facilities.

The Emerging Suburban Edge communities provide a variety of commercial activities along the main transportation corridors, and most encompass historic small downtowns with small town characteristics. These communities benefit from their proximity to more developed areas while retaining their local rural character and protecting natural resources. Commercial areas in the Emerging Suburban Edge tend to be individual large employers and smaller-scale commercial centers serving the local population.

Although these communities have some redevelopment potential in older areas such as historic downtown districts, the focus in the Emerging Suburban Edge is on greenfield development. Greenfields present opportunities to integrate natural resource preservation into site planning prior to development. Some of these communities have land available within their jurisdiction staged for future development, while others are expanding through orderly annexation agreements with neighboring townships. This mix of uses, availability of undeveloped land, and rich access to natural resources is a characteristic unique to Emerging Suburban Edge communities.

As of May 2014, the Metropolitan Council forecasts that the Emerging Suburban Edge area will add 201,000 residents, 93,000 households, and 58,000 jobs between 2010 and 2040. This represents growth of 66% in population, 87% in households, and 66% in employment over the three decades. Because most Emerging Suburban Edge communities also have areas designated as rural, these numbers are approximations. These numbers may change during the current comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area.

Figure 1: Ramsey Community Designation

**Community Designation
City of Ramsey, Anoka County**

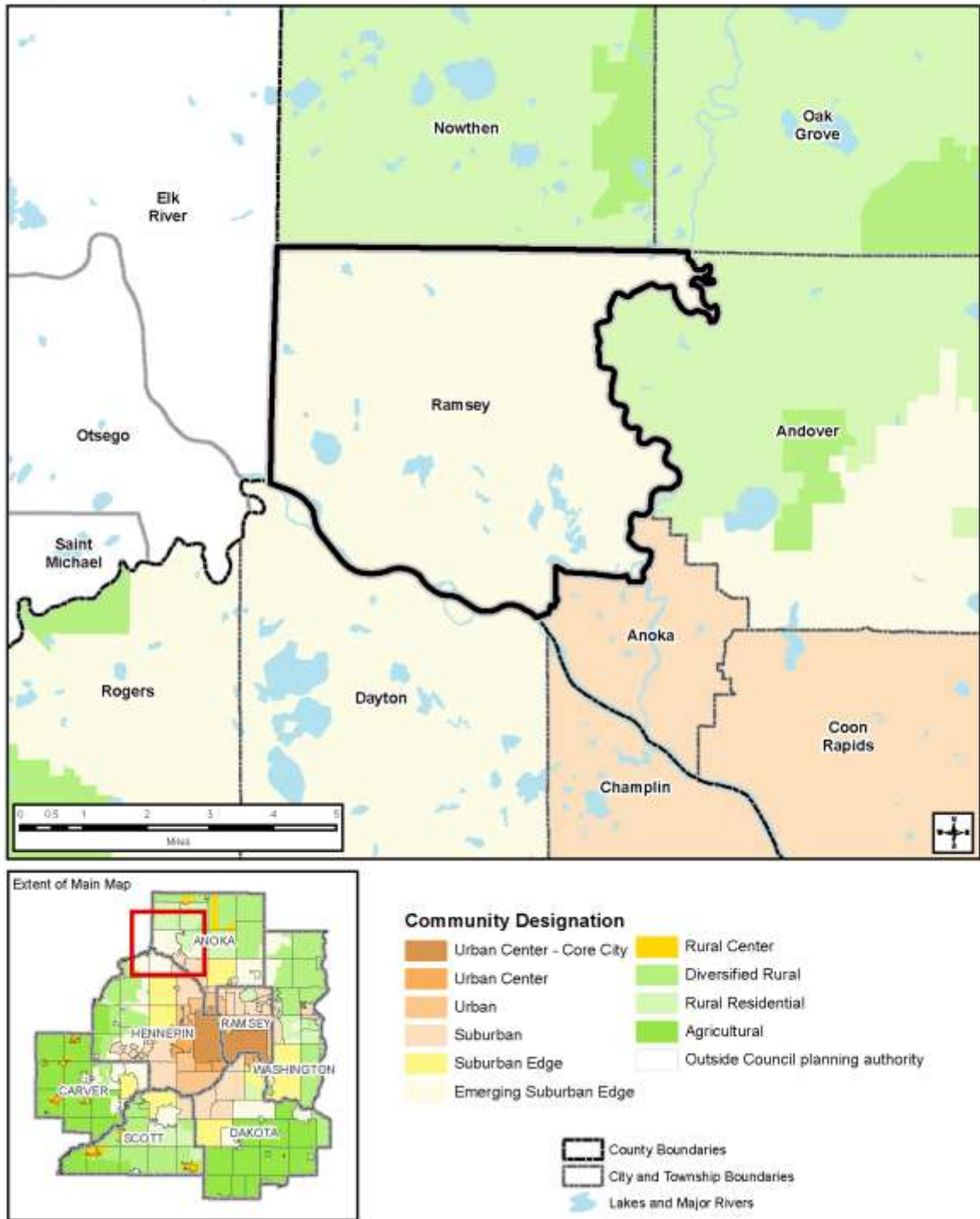
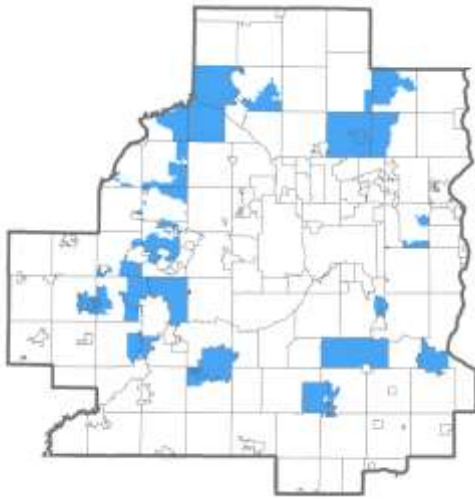


Figure 2: Emerging Suburban Edge Communities

Designated Emerging Suburban Edge communities are:

Andover*, Carver, Centerville, Chanhassen, Columbus*, Corcoran*, Dayton, Empire Township*, Farmington, Forest Lake*, Greenfield*, Hastings, Hugo*, Independence*, Lake Elmo*, Lino Lakes, Medina*, Minnetrista*, Orono*, Prior Lake, Ramsey, Rogers*, Rosemount, St. Paul Park, Victoria, and Waconia.

*Listed in this designation but also has areas in other designations.



Existing Land Uses

Figure 3: Existing Land Use Map

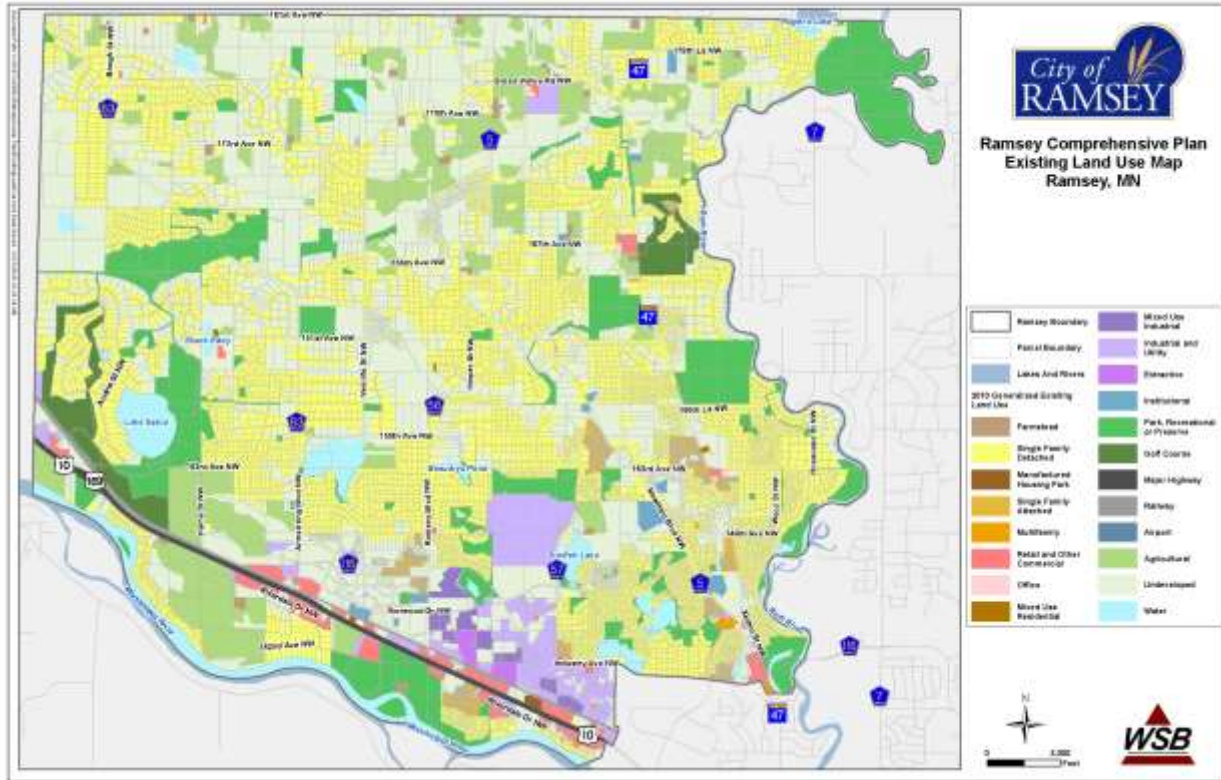


Table 1: Existing Land Use Categories

Year	Land Use	Acres	Percentage of Total
2010	Agriculture	1,659	9 %
2010	Airport	0	0 %
2010	Extractive	40	0 %
2010	Farmstead	65	0 %
2010	Golf Course	332	2 %
2010	Industrial and Utility	561	3 %
2010	Institutional	92	0 %
2010	Major Highway	144	1 %
2010	Manufactured Housing Park	7	0 %
2010	Mixed Use Industrial	107	1 %
2010	Mixed Use Residential	8	0 %
2010	Multifamily	12	0 %
2010	Office	14	0 %
2010	Open Water	753	4 %
2010	Park, Recreational or Preserve	1,960	10 %
2010	Railway	67	0 %
2010	Retail and Other Commercial	254	1 %
2010	Single Family Attached	227	1 %
2010	Single Family Detached	6,837	36 %

2010	Undeveloped Land	5,957	31 %
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Future Land Uses

Figure 4: Future Land Use Map

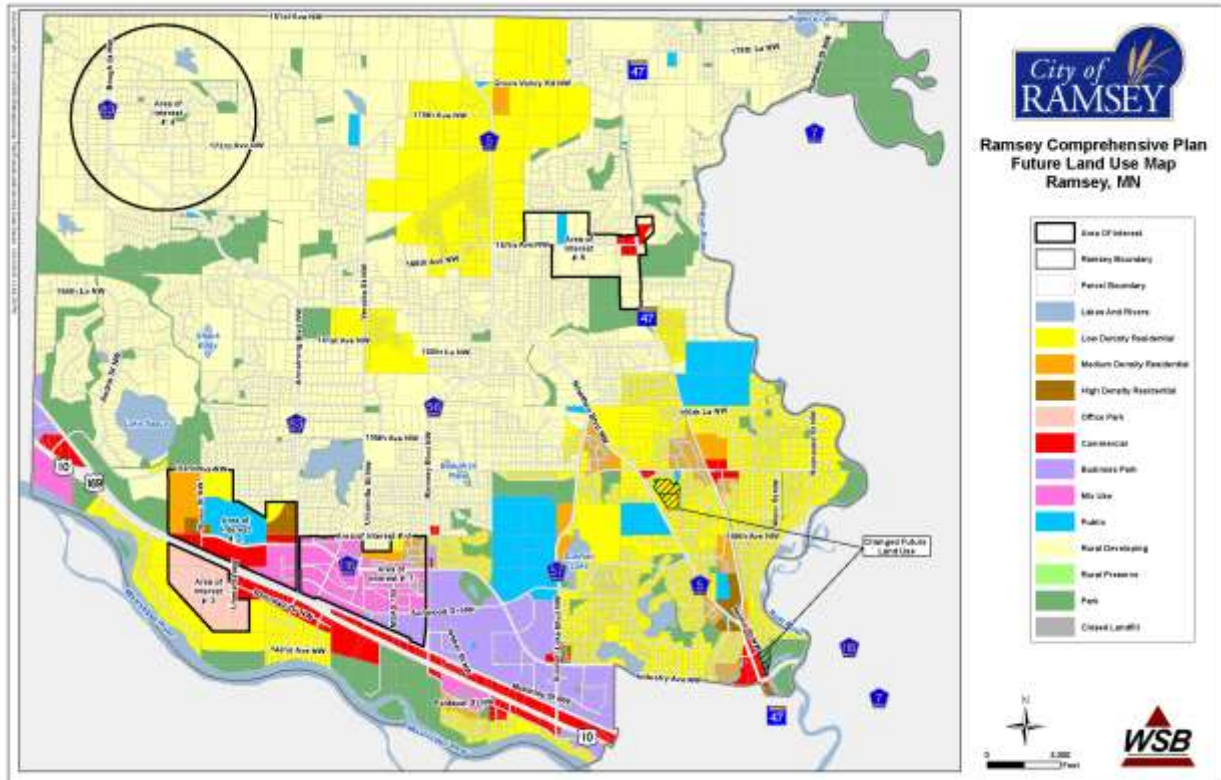


Table 2: Future Land Use Categories

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Future Land Use Descriptions

Lakes and Rivers

Low Density Residential

Areas guided Low Density Residential must have urban services before development can take place. These areas will average three (3) units per acre and contain single family, detached dwellings.

Where Low Density Residential is directly adjacent to areas guided Rural Developing that contain 2.5 acre lots, strategies for density transitioning will be employed. This means that while an area of Low Density Residential may average 3 units per acre, those lots directly adjacent to 2.5 acre lots will be closer in size to 2.5 acres in order to provide an effective transition that maintains the existing character of the neighborhood. Screening methods, such as landscaping must also be employed to transition between very low density areas and urban lots.

Medium Density Residential

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 six (6) units per acre.

High Density Residential

These areas are within MUSA and intended to accommodate multi-family housing such as townhomes and apartment buildings. Average density will be twelve (12) units per acre.

Business Park

Areas guided Business Park are reserved for office and industrial development.

Commercial

Areas guided Commercial may include a range of neighborhood and community commercial/retail development.

Mixed Use

Mixed Use areas may include a combination of residential, commercial, light industrial, open space and a transit hub.

Public/Quasi-Public

This category generally includes city offices, public works facilities, churches, schools other non-profit or government facilities, and bridges/major rights-of-way.

Park

Parks, trails and open space include the City Park and trail system, golf courses, regional parks, wetlands and the greenway. Lands in this category are intended to preserve the natural resource base and provide an adequate supply of active and passive recreational lands in Ramsey.

Closed Landfill

The risk to public health and safety associated with the closed landfill in Ramsey is mitigated by implementing land-use controls that minimize public exposure to landfill hazards and protect the state's response action equipment. In other words, future use of land at and around closed landfills needs to be planned carefully and responsibly. The purpose, then, for preparing a CLUP for each landfill is to protect the integrity of the landfill's remediation and monitoring systems, protect human health and public safety at each landfill, and accommodate local government needs and desires for land use at the qualified facility with consideration for health and safety requirements.

Metropolitan Council Approved Master Plans

The Metropolitan Council has approved Master Plans for Rum River Central Regional Park and Mississippi West Regional Park (future). These Master Plan Boundaries are reflected in the Future Land Use Map and within the Parks and Recreation Plan.

Figure 5: Master Plan Boundaries

Special Resources Plan

Ramsey has two (2) special resources within the community.

1. Mississippi River Corridor Critical Area
2. Old Town Hall
3. Garden Farme?

Figure 6: Special Resources

Mississippi River Corridor Critical Area

The Minnesota Department of Natural Resources has adopted new rules for the Mississippi River Corridor Critical Area. Ramsey is awaiting guidance from the DNR before updating our Comprehensive Plan for this section.

Old Town Hall

The former Ramsey Township Town Hall is the only structure within Ramsey on the National Historic Database. Ramsey is working with the Anoka County Historical Society to develop a long-term plan for this facility.

Garden Farme

Garden Farme is a unique agricultural use in the community. Focused on soil science and permaculture, all operations utilize manual labor. Garden Farme is owned and operated by Mr. Bruce Bacon. Garden Farme desires to establish a non-profit entity to continue the operation in the spirit of its current existence. The land that makes up Garden Farme has been in the Crandall family lineage since the early 1900s.

Planned Density

Table 3: Density Table

Land Use Category	Minimum Density	Maximum Density	Average Density
Rural Developing		0.4 units/acre	
Low Density Residential	2 units/acre	4 units/acre	3 units/acre
Medium Density Residential	3 units/acre	7 units/acre	6 units/acre
High Density Residential	7 units/acre	15 units/acre	12 units/acre

Table 4: Mixed Use Densities

Land Use Category	% Residential	% Commercial	% Office	Residential Density Range
Mixed Use				10-15 units/acre

Staged Development and Redevelopment

Development and Redevelopment is likely to focus on the following areas.

- Armstrong West/COR West
- Mississippi West
- Rum River Retail Node
- The COR
- Trott Brook North

Armstrong West/COR West

Armstrong West is a planning area generally north of Highway 10 and west of Armstrong Boulevard. This area is approximately 350 acres and is current a mix of agricultural land, vacant land, and industrial land. Planned future land uses include a retail redevelopment area of the current industrial park, business park, low density residential, medium density residential, high density residential, and rural developing. Development is expected to commence in 2018. Full build out is expected in the next ten (10) to fifteen (15) years.

Mississippi West

Mississippi West is a planning area generally south of Highway 10 between Armstrong Boulevard and Bowers Drive. This area is predominantly agricultural.

Planned land use within this area is predominantly low density residential, with an area of natural resource protection along the Mississippi River. Development of this area is likely ten (10) to fifteen (years) in the future due to availability of infrastructure (2015 to 2025 timeframe).

Connexus Energy is planning a thirty (30) acre solar farm within this planning district in 2018.

This area is also the location of a potential extension of Armstrong Boulevard to serve as a future river crossing to the City of Dayton. This improvement is not currently in official regional planning documents and is likely at least twenty (20) years away, if not longer. The cities of Dayton and Ramsey choose to plan for this long-term improvements to protect the necessary corridor.

Rum River Retail Node

The Rum River Retail Node is a 1970s area rural commercial node. This node has shown evidence of blight and vacancy, with some recent renovations of existing structures.

The COR

The COR is a 320-acre master-planned community located adjacent to the Northstar Commuter Rail – Ramsey Station. Together with adjacent developed and developable area, there are approximately 400 acres of development of a mix of uses. Goals for this development include an identity for the community, a destination for retail to support the local community, walkability, and supportive of commuter-rail transit.

The COR is approximately 50% complete, and is likely to experience substantial completion in the next ten (10) years. Ramsey is updating this plan as a separate planning document known as The COR Development Plan Update.

Trott Brook North

A significant area for future development of primarily Low Density Residential uses is planned for north of Trott Brook. Trott Brook is a significant ecological resource for the City to protect, and also serves as an important recreation corridor. This development area will represent the first area in the community north of Trott Brook to receive municipal services (water and sanitary sewer).

Immediately adjacent to this area is the site of a planned second elementary school operated by Anoka Hennepin School District #11.

Natural Resources

Ramsey has established a number of land use goals focused on natural resources.

- Enhanced Protection of Natural Resources
- Enhanced Recreation Opportunities in Natural Resource Areas
- Clean Water and Clean Air
- Reduced Waste Stream in Landfills

These goals are defined within the Natural Resources Plan

There are no known aggregate resources within the community.

Mississippi River Corridor Critical Area

Portions of Ramsey are located within the Mississippi River Corridor Critical Area (MRCCA).

Land Use Implementation

The Metropolitan Council’s Regional Development Framework, ThriveMSP 2040, outlines roles for the Metropolitan Council and Ramsey for land use policy. Specific to land use policy, the Metropolitan Council has set a goal for the region to achieve Orderly and Efficient Land Use.

Ramsey Role	Metropolitan Council Role
<ul style="list-style-type: none"> • Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities. • Ensure the efficient use of land when planning for and approving new developments and redevelopment projects. 	<ul style="list-style-type: none"> • Support local efforts and policies to plan for growth that efficiently uses transportation and transit infrastructure and regional services. • Promote land use patterns with clear distinctions between urban and rural areas to protect natural resources and land for agricultural viability. • Provide technical assistance to communities on land use strategies and staged development to inform the local comprehensive planning process. • Partner with local communities to improve land use patterns to reduce the generation of carbon emissions.

Action	Priority	Timeframe
Amend Official Zoning Map	Required	June 1, 2019
Amend Zoning Code	Required	December 31, 2019
Update The COR Development Plan	Immediate	December 31, 2018

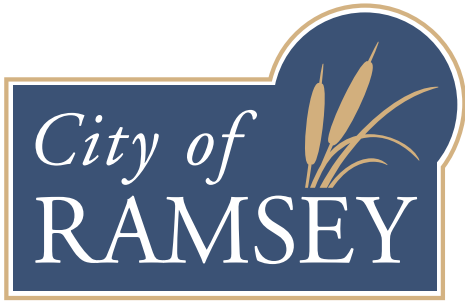
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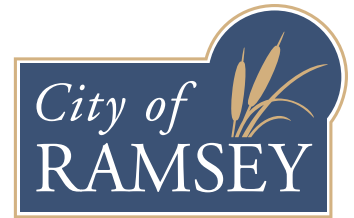


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2030 Comprehensive Plan Update

April 2017

Acknowledgements



City of Ramsey Comprehensive Plan Update: April 2017

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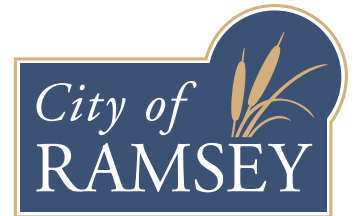
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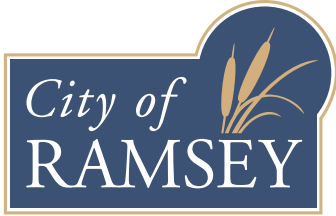
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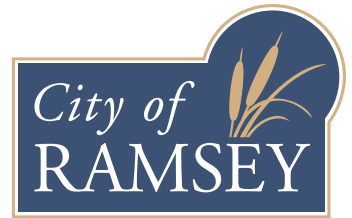




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Chapter 1:

Introduction

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1. Introduction and Purpose

A. What is the Comprehensive Plan and who is it for?

The Comprehensive Plan is a tool to be used by many people and organizations with an interest in the Ramsey community. First and foremost, it is for the people of Ramsey, the policy makers who represent them and the City Staff who support them. But it is also for the businesses and residents who wish to come to the community or scholars and students who might want to learn about Ramsey. The Comprehensive Plan sets out a vision for the future community, a vision that was created by the people. It contains goals that define the vision and public policy that is designed to help realize the vision. It provides an analysis of the forces that have shaped Ramsey since its beginning. Although it is heavily focused on the future physical development of the community, it also addresses the economic and social qualities of Ramsey. Finally, the plan lays out implementation strategies that best use the tax payers' dollars to achieve the vital elements that make the Ramsey Community a safe, high quality, healthy place to live, work and play.

B. Why do a Comprehensive Plan?

Comprehensive Planning for municipalities in the 7-county metropolitan area is mandated by State Legislature. In 1976 the Minnesota Legislature passed the Metropolitan Land Planning Act which required municipalities to develop (or update existing) Comprehensive Plans as a tool to “protect the health, safety and welfare of the residents of the metropolitan area and to ensure coordinated, orderly and economic development.” Ramsey conformed to this request by updating its 1973 Comprehensive Plan in 1980. Piecemeal updates to this plan have occurred since 1980, including the most recent update in 2002. The Metropolitan Land Planning Act requires local Comprehensive Plans to be reviewed at least once every ten years to ensure conformance with a regional growth strategy for the entire Metropolitan Area.

Ramsey is a growing community on the edge of a rapidly expanding Metropolitan Area. It is a community that faces the challenges of controlling the high demands for urban growth at the edge of a metropolitan area. It depends heavily on the regional transportation system and its ability to move people efficiently and safely. Ramsey is a community with a wealth of natural features and a strong desire to preserve, protect and enhance these features. The Comprehensive Plan is a tool that will guide the community in controlling and managing its growth through the year 2030.

C. The unique history of Ramsey's 2009 Comprehensive Plan – RAMSEY³

A small, aging brick building stands like a question mark between a day-care center and a bank. A weathered sign identifies it as the Ramsey Town Hall. Although no longer used, this structure personifies Ramsey today. It asserts **the key issue is not if Ramsey should grow, but how it will it develop.**

To address this issue, a group of residents, some of whom were already active on City commissions, committees and the Council, worked with city staff and Council to conceptualize a McKnight Foundation grant, which the City received in 2006. The project was named Ramsey³ because it consisted of a three-part planning process. During Ramsey¹ nationally-renowned experts led a series of four public forums and staff/council workshops organized around four critical issues facing metropolitan communities: transportation, innovative zoning, regional intersections, and community ecology. Ramsey² used the innovative technique of Open Space Technology to allow participants to create and manage their own agenda of parallel working sessions around central themes of strategic importance. The final stage — Ramsey³ — used facilitation tools not commonly used by cities to develop a shared vision and explore unique and cutting-edge tools to implement that vision.





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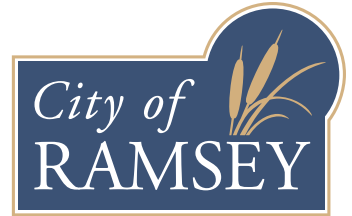
Thus, Ramsey³ provided the community, which has long-valued citizen participation, a process that went far beyond the traditional public hearings and other methods used in the past. In the end, the process yielded a vision, value statements and checklist, and a land use map all created by citizens and arrived at by consensus. The vision, values, and land use map are incorporated in subsequent sections of this Comprehensive Plan and provide the overall guiding framework with which all land use decisions should be consistent.

Ramsey³ represents a still-in-process dramatic change in our community that moved us from a place where there was suspicion and even hostility to city government to a place where, as a long-time resident put it, “This is the most together I have seen this city and I have lived here since 1944.”

Just as Ramsey³ received high marks of approval from residents, its approach also has been validated by outside experts. A recent report of the findings from McKnight Foundation’s work with communities on the urban/suburban edge, notes, “Proactive communities provide residents with educational workshops that give them the framework for growth and planning. ... As they learn what is happening elsewhere and what is possible, a city’s leaders and staff, local residents, and businesspeople can gear up to have productive conversations about their visions for the future.”

Ramsey believes this Comprehensive Plan and its methodology offer a positive vision for our community and a model for fostering citizen involvement in comprehensive planning for the greater Twin Cities area.





Chapter 3:
Community Background

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3. Community Background

Introduction

This background chapter offers a summary of key community characteristics and challenges facing the City of Ramsey. An expanded version of this background information is found in Appendix A. The following sections will discuss demographics, facilities, natural resources, water resources and the transportation system in an effort to better understand the key issues and challenges of the community. These issues are explored more fully in later chapters of this Plan.

As a growing community on the edge of the Minneapolis-St. Paul Metropolitan area, the City of Ramsey has seen many changes, especially in terms of growth over the past several years. The City's last Comprehensive Plan, which established a vision for the City of Ramsey in 2020, was completed in 2001. The 2030 Comprehensive Plan now required by the Metropolitan Council will focus on planning for the next 20 years and more, until 2030.

Metropolitan Council

In 1967 the Minnesota Legislature created the Metropolitan Council to plan and coordinate the orderly development of the seven-county metropolitan area. Minnesota law requires every municipality and county within the metropolitan area to prepare and to submit a comprehensive plan to the Metropolitan Council that addresses all required components of the 2030 Regional Development Framework. The City's plan must be consistent with the Metropolitan Council's systems plans. To assist local governments in this effort, the Metropolitan Council issues "Systems Statements" to each community which describes the specific areas that must be addressed as part of the local comprehensive plan. The City of Ramsey received its revised Systems Statement in December 2005.

The System Statement for the City of Ramsey includes population, household and employment forecasts to aid in planning for the future. The Metropolitan Council provided forecasts for Ramsey, shown in Table 3-1. These numbers have since been revised downward somewhat in further planning and are discussed in later chapters of this Plan.

Table 3-1: Metropolitan Council Forecasts for the City of Ramsey

	1990	2000	Revised Development Framework		
			2010	2020	2030
Population	12,408	18,510	30,000	43,000	44,000
Households	3,620	5,906	10,300	15,500	16,500
Employment	1,941	3,587	6,700	9,100	11,300

The City of Ramsey is classified by the Metropolitan Council as a "Developing Area." The Metropolitan Council defines "Developing Area" as a part of the region that is in the path of urban growth (Figure 3-1). It includes the communities beyond the fully developed area up to the metropolitan urban service area boundary. The Metropolitan Council's Regional Development Framework sets an overall minimum residential density standard of 3 to 5 units per acre in developed and developing areas where urban service is located or planned. Ramsey's System Statement states that as Ramsey plans for the future, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development.



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Figure 3-1: Metropolitan Council 2030 Framework

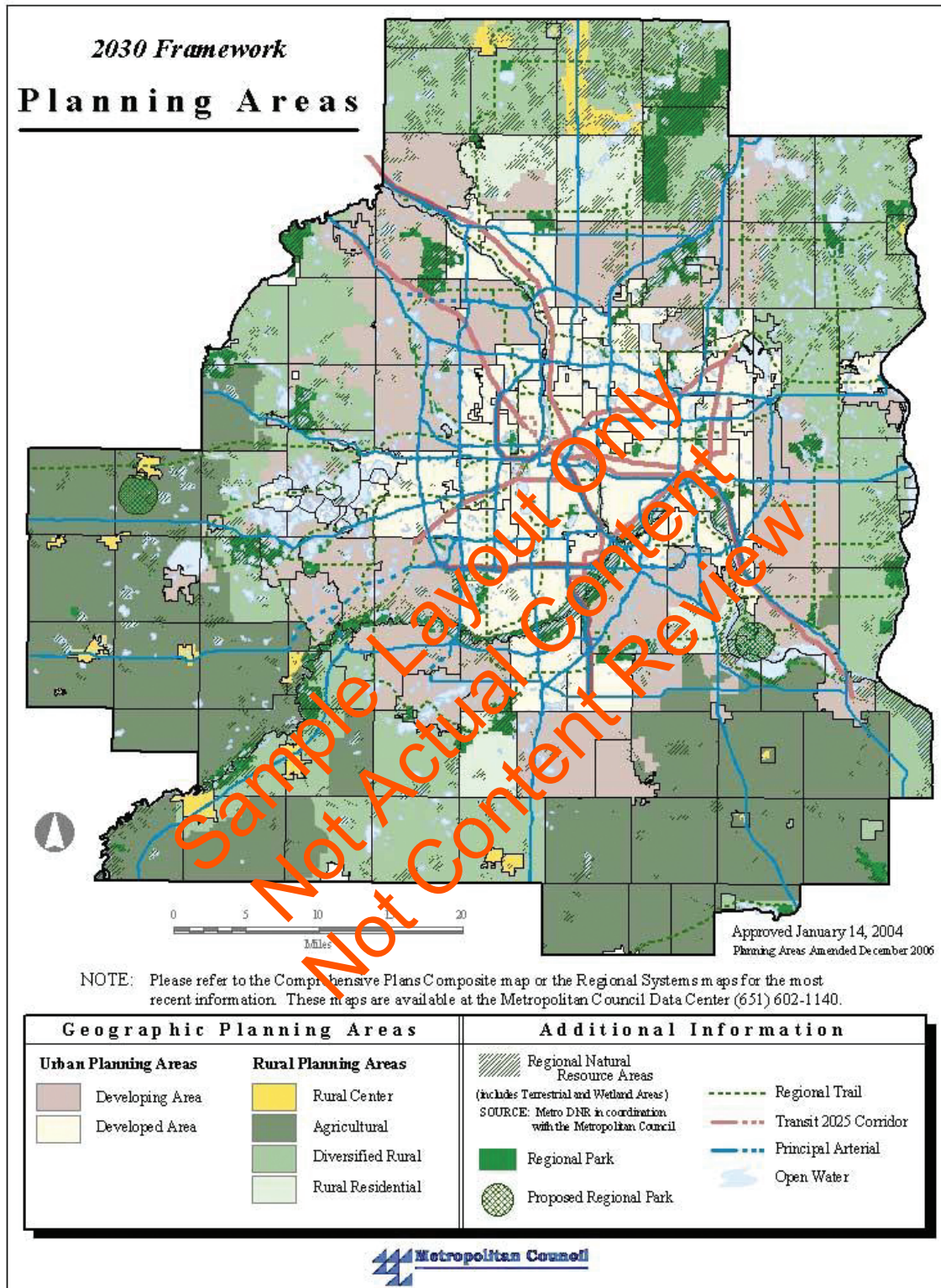
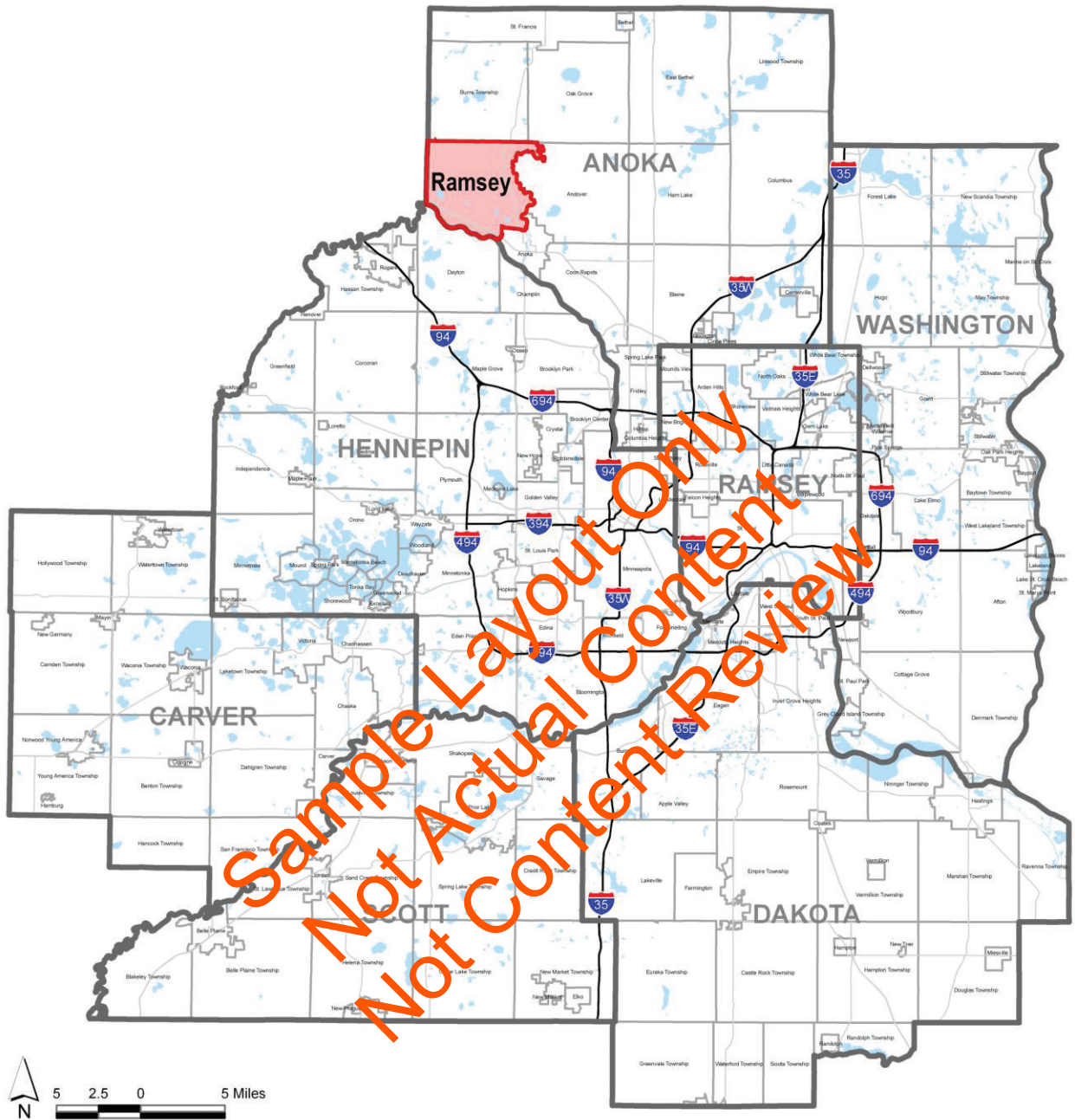
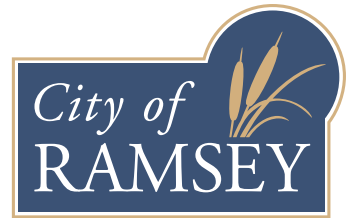


Figure 3-2: Regional Context





Chapter 4:
Assumptions and Projections

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4. Assumptions and Projections

The following is a list of assumptions that were considered when projecting future population, household and employment figures for Ramsey.

1. Due to its location at the edge of the region, the automobile will continue to be the primary means of transit for Ramsey residents.
2. Travel demand by personal automobile will continue to grow faster than Ramsey's population unless there is a significant increase in the cost of gasoline. Traffic volumes will continue to grow no matter how fast or how much the City of Ramsey grows or regardless of whether a new bridge over the Mississippi River is built.
3. Due to the nature of soils in the City (the Anoka sandplain) rural residential development can be supported indefinitely with on-site sewage treatment systems, provided sufficient land is available to accommodate two drain fields. Ultimately, such areas may require public water service.
4. The expansion of the schools that serve Ramsey students will be necessary whether or not urban growth occurs in Ramsey in any significant amount.
5. The public sanitary sewer and water systems have ample capacity and/or expansion capability to accommodate all of the urban development possible in Ramsey.
6. The Metropolitan Council may not support the expansion of rural residential development at densities of less than one unit per 10-acres unless a meaningful system of rural open spaces and more urban housing at higher densities result. More urban density housing will require MUSA expansion.
7. The Metropolitan Council will not compel the City to expand MUSA into rural residential areas where substantial subdivision has already occurred that is not conducive to resubdivision.
8. Northwest Ramsey will not be allowed to connect to Elk River's public utility systems.
9. Metropolitan sewers will not be extended northward through Ramsey to provide services to City of Nowthen.
10. Urban growth will generally occur in a westerly direction along Highway 10 if MUSA expansion is authorized.
11. Ramsey's persons per household figure currently estimated at 3.1 persons per household in 2000 will likely decline to 3 persons per household or less by 2010. By 2030, the household figure is expected to decline to 2.67 persons per household.

The future growth of Ramsey depends on several factors. It depends on the recent charter amendments, which limit the ability of expanding MUSA, particularly for residential development and the ability to manage congestion levels on Highways 10 and 47 at safe and operable levels. It depends on regional and local pressures and cooperation on deciding whether to build another bridge over the Mississippi River. It also depends on the ability of the community to diversify its employment base by attracting business other than manufacturing. These are only a few factors that impact future growth, all of which are interrelated.

In order to plan for growth in the Twin Cities Metropolitan region, the Metropolitan Council has prepared population, household and employment projections for metropolitan cities.

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These projections are not requirements imposed on the community; rather they are projections that provide a framework or base to plan. One purpose of the legislation that requires metro communities to submit comprehensive plans to the Metropolitan Council is to allow local governments the opportunity to determine how their community will grow and to tell the Metropolitan Council what regional infrastructure needs will result from the chosen growth plan. After reviewing Ramsey’s plan, the Metropolitan Council must evaluate how that plan fits into the regional plan and how regional infrastructure needs are to be met. Tables 4-1 and 4-2 outline the Metropolitan Council projections for the City of Ramsey and provides a comparison of the City’s own growth projections based on growth trends, available land supply. The City projections are based on projections completed while analyzing the future growth according to Traffic Analysis Zones (TAZ) and according to the development staging plan as shown in Chapter V. “Land Use”.

The 2030 Land Use Plan and accompanying staging plan were developed through a citizen-driven process which culminated in October of 2008 with a day-long land use planning workshop. This citizen process began in January of 2007 with the Ramsey3 process, a unique program in which the citizens of Ramsey were asked to define what they wanted “in their backyard”. This process included a public participation effort using the “Open Space Technology” process to allow citizens to develop the agenda for each meeting and guide the direction of discussion without staff or consultant involvement. The outcome of the Ramsey3 process was a series of Vision and Values statements that are presented in Chapter II of this plan. From the Vision and Values, Goal and Strategies were also developed for many of the Comprehensive Plan topics. These Goals are presented within each chapter.

The culmination of the citizen-driven process was a day-long planning workshop during which participants were asked to develop the final 2030 Land Use Plan for the City of Ramsey. Participants were guided through a discussion of available land supply in Ramsey, as well as Metropolitan Council requirements for comprehensive plan updates. Participants then split into groups to work on land use maps. Each group was given chips representing various land use types and densities and groups were asked to develop a land use plan which met all planning requirements while also meeting the Vision and Goal of the community. After discussion of each group’s plan, similarities and differences were identified between plans. The design and discussion process was repeated until a consensus on one land use plan was reached. That consensus plan is shown in Chapter V, “Land Use”.

Table 4-1: Metropolitan Council Published Forecasts

	2000	2010	2020	2030
Population	18,510	31,300	45,000	44,000
Households	5,906	10,200	16,200	16,500
Employment	4,008	6,700	9,100	11,300



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Table 4-2: City of Ramsey Forecasts Pending Approval

Population	2000	2010	2020	2030
Sewered	7,810	21,522	29,356	36,373
Unsewered	10,700	6,599	6,883	7,088
TOTAL	18,510	28,121	36,329	43,461

Households	2000	2010	2020	2030
Sewered	2,492	7,495	10,568	13,640
Unsewered	3,414	2,298	2,478	2,658
TOTAL	5,906	9,793	13,046	16,298

Employment	2000	2010	2020	2030
Sewered	4,008	6,039	8,621	11,723
Unsewered	0	661	479	215
TOTAL	4,008	6,700	9,100	11,938

Note: Over the 2008–2030 time period, steadily increasing employment density estimates are used for each decade to forecast anticipated increase in employment density as the community grows.

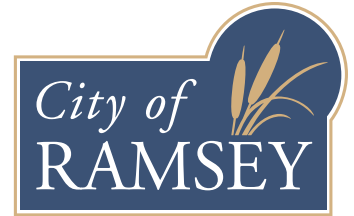
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- 2.666667

The primary concern regarding growth at the regional level is that land within the Metropolitan area is used efficiently and wisely from the standpoint of maximizing the effective use of regional infrastructure and by making environmentally conscious land use decisions. The ability for growth to occur in the City of Ramsey heavily depends on the regional investment made to the transportation infrastructure that connects Ramsey with the Metropolitan Area. These improvements are not limited to highway improvements but also investments in transit (the ability to reduce vehicle trips) and economic development (the ability to get jobs closer to homes).

Throughout the planning process, residents and elected and appointed officials have voiced concern with the Metropolitan Council's growth projections. Particularly in 2008, there was concern that given the weak national and local economy, growth could never meet the original estimates provided in the Metropolitan Council system statement. Throughout the planning process, City staff, elected and appointed officials, and planning consultants worked with Metropolitan Council staff and representatives to reach consensus on the planning requirements for Ramsey. Although Ramsey's final plan shows fewer total households and a lower population than the original system statement (see Tables 4-1 and 4-2), as of the time of this writing, it is the City's understanding that the final land use plan and corresponding growth projections developed by the City will ensure the integrity and efficient operation of Metropolitan Council's regional infrastructure.





Chapter #:

Land Use

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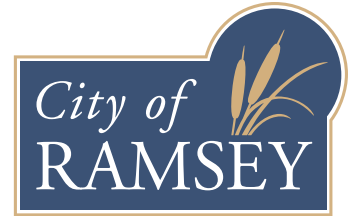


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Chapter #:

Transportation

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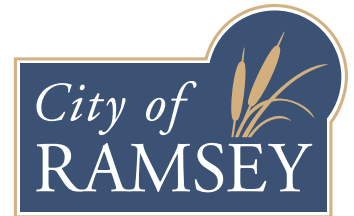


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Chapter #:
Housing and
Economic Development

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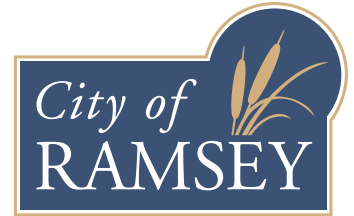


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Chapter #:

Water Resources

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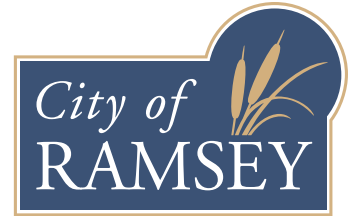


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Chapter #:

Natural Resources

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Not Content Review



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Table 4-1: Metropolitan Council Published Forecasts

	2000	2010	2020	2030
Population	18,510	31,300	45,000	44,000
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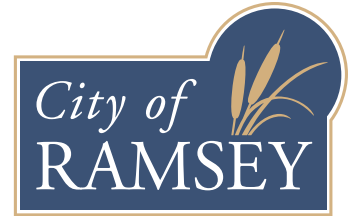


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Chapter #:

Parks, Recreation and Open Space

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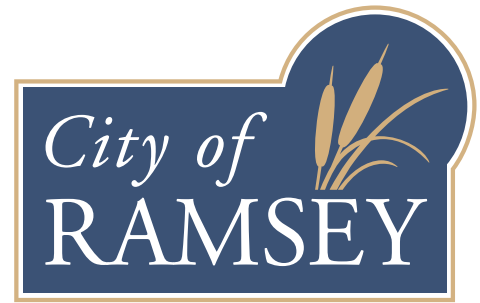


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2030 Comprehensive Plan Update

April 2017

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