

City of Ramsey
Agenda
Comprehensive Plan Steering Committee
Monday, November 13, 2017
6:00 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order
2. Committee Business
 1. Review Feedback from October 26 Public Workshop
 2. Review Background and Demographic Data for the Comprehensive Plan Update
 3. Review Draft Land Use Chapter of Comprehensive Plan
 4. Discuss Future Meetings
3. Adjournment

Comp Plan Steering Committee

2. 1.

Meeting Date: 11/13/2017

By: Tim Gladhill, Community Development

Information

Title:

Review Feedback from October 26 Public Workshop

Purpose/Background:

The purpose of this case is to review public comments from the October 26 Public Workshop.

Observations/Alternatives:

Please see attached documents for specifics. Background materials are available online at www.cityoframsey.com/ramsey2040. There was also an article in the November 10 Anoka County UnionHerald.

Recommendation:

No action needed. For information purposes only.

Action:

No action needed. For information purposes only.

Attachments

Workshop Comments

Form Review

Inbox

Tim Gladhill

Form Started By: Tim Gladhill

Final Approval Date: 11/10/2017

Reviewed By

Tim Gladhill

Date

11/10/2017 12:05 PM

Started On: 11/10/2017 11:54 AM

STEERING COMMITTEE WORKSHOP
October 26, 2017
COMMENTS

- The walking Path on Nowthen Blvd. has become dangerous because of the new turnout lane (164th Lane & Nowthen Blvd.). I am concerned about increased traffic on Nowthen Blvd.
- Stopped using Itasca Trail when boarding began to experience damage and not replaced. Opposed to bridge over Mississippi River. Align Armstrong Blvd. because it has been established and should stay as planned, connection from Dayton would not align with any feeder roads. Need to stop destroying existing wetlands by putting roads through them when they are not replaced as promised. Keep rural and non “cookie-cutter” personality. Plant trees instead of bulldozing them.
- Ramsey Market crosswalk could really use flashers to alert vehicles.
- I think you need to look hard at some way to alleviate the bottleneck at Highway 47 and Bunker. I know you talked some about it but with more housing and more people it will only get worse and less safe. Also a problem for emergency vehicles.
- Thanks for the opportunity for input – continue to value natural resource preservation, plan for wildlife (deer herd mgmt.), and consider motorized recreational planning, trail connectivity.
- Need more meetings like this – good job.
- Very informative – I like my rural location and am glad effort is being made to preserve it. A community center would be nice and maybe in conjunction with a YMCA or other could help fund.
- Respect and maintain balance between urban, rural and natural environment. Please consider the high T intersection design for Hwy 10 and Ramsey Blvd., etc. Community Center! See Maple Grove for reference – indoor playground, pool.
- Well done meeting – Private wells/septic systems – what happens if the wells “go bad” or many septic systems fail in a neighborhood? Are the canoes at Sunfish Park ever used? Trails along Sunfish Blvd – there is a trail from 143rd Lane south on east side of Sunfish and another trail at Sunfish Lake Park – none between 143rd Lane & the Park – not very safe walking on Sunfish. Any chance of a connecting trail there?

- Do not approve the Rum River Prairie development! Large undeveloped natural spaces are what makes this city great and why I moved here. We do not need more homes and traffic; we need more preserved wildlife habitat.
- We need the Mississippi Skyway overpass!
- Maintain the rural character. Everything does not need to be developed, to benefit the residents.
- I would love to see a turn lane on Bunker heading west going north onto 47.
- I appreciate opening these meetings to the residents! Thank you.
- Thank you for all the great work your committees are doing for Ramsey. I appreciate the meetings to keep us informed. Keep up the good work!
- Thank you for the meeting. With all planning responsible stewards of taxpayers monies is key!
- Continue run/bike trail north of Center Park on Armstrong.
- Would really like to see Target, Home Depot, Cub Foods, and Lund's.
- Highway 47/169 thru Anoka is a major traffic tie-up. Maybe straighten 47 around the fairgrounds would help. Do not use 156 for a Rum River crossing – use Alpine or 167th.
- Stabilization of riverbank: If it costs \$20k, could property value be reduced by equipment amount?
- Future housing with rural character lacking in comments thus far.
- Expand more on what may happen with Highway 47.
- How will right of way be acquired (\$)?
- Does City promote re-use of existing vacant buildings? Could materials be re-used?

STAFF NOTES FROM LARGE GROUP DISCUSSION

- What is the plan for Schools?
- What is the plan for the Closed Landfill
- What more can be done to repair Shoreline Erosion (Can Valuation be adjusted due to loss of area?)
- Occupancy (Vacant)
- Excess Right of Way
- Need to fix Highway 47
- Need more Class A office Space
- Invest in Existing Parks
- Is there an adequate Water Supply for future plans?
- Question on proposed Adrenaline Sports Center
- Future Rural Character
 - Need more policies on this in the Housing Plans

Comp Plan Steering Committee

2. 2.

Meeting Date: 11/13/2017

By: Tim Gladhill, Community Development

Information

Title:

Review Background and Demographic Data for the Comprehensive Plan Update

Purpose/Background:

The purpose of this case is to review background data proposed to be included in the Comprehensive Plan to support the policies proposed within the Comprehensive Plan.

Observations/Alternatives:

Please see the attached document for more specifics.

Recommendation:

Staff recommends that the Committee provide feedback and recommendations on the draft Background Report.

Action:

Provide feedback and recommendations on the draft Background Report to the Planning Commission for their December 7 meeting.

Attachments

Community Profile

Form Review

Inbox

Tim Gladhill

Form Started By: Tim Gladhill

Final Approval Date: 11/10/2017

Reviewed By

Tim Gladhill

Date

11/10/2017 12:05 PM

Started On: 11/10/2017 11:35 AM

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

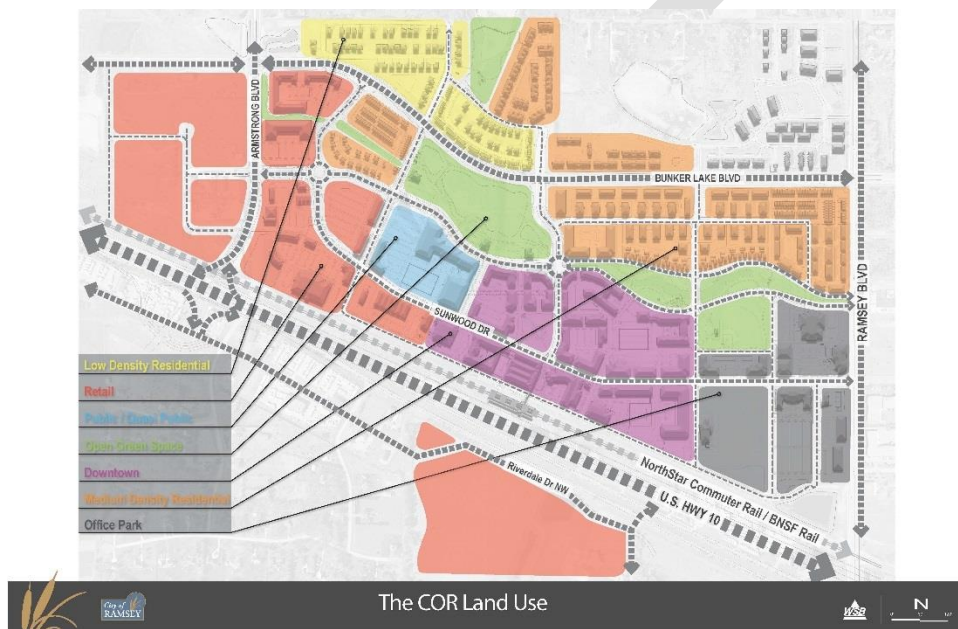
The COR

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

- 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

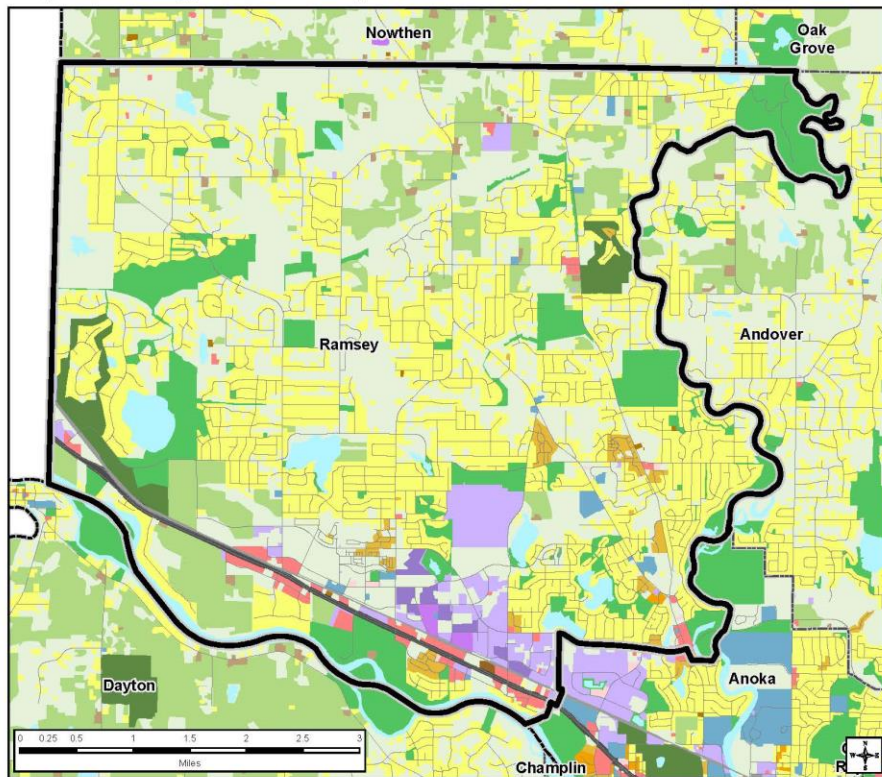
Land Use	Total Acres	Percent
Single Family Detached	6,837	36%
Undeveloped Land	5,957	31%

Ramsey 2040 Comprehensive Plan Community Profile

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.

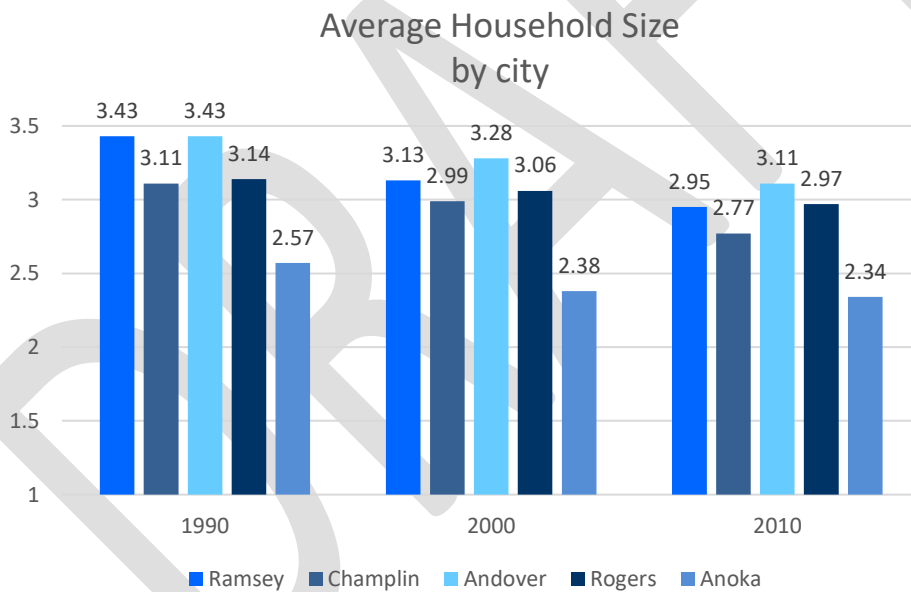
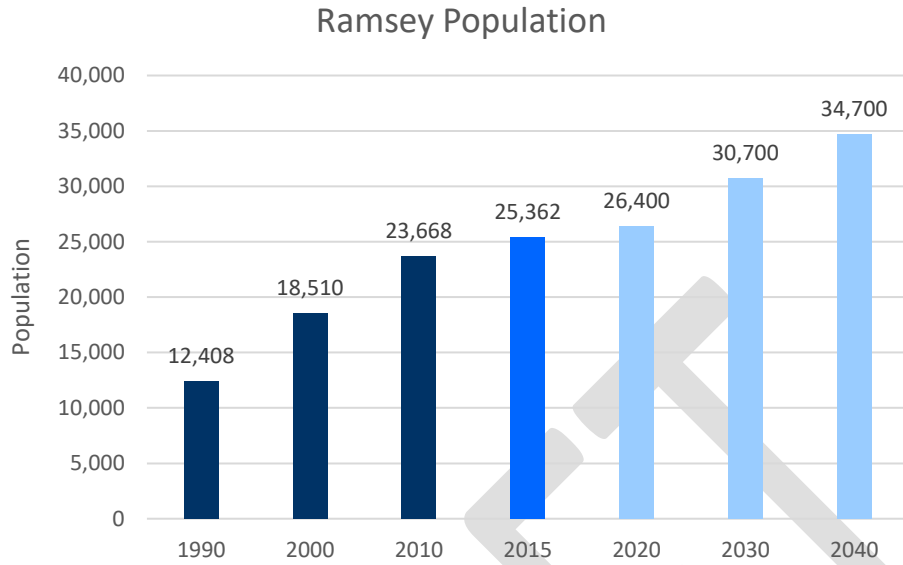
Ramsey has 753 acres of open water, the largest of these being Lake Itasca and Lilly Lake in the south portion of the city. Ramsey does have some significant steep slopes that impact development feasibility and direct the flow of water. Some of the steepest slope areas are in the center of the city along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

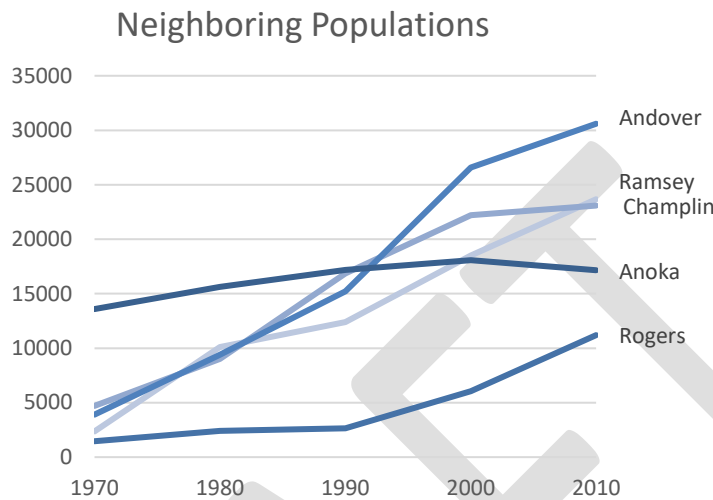


With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

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

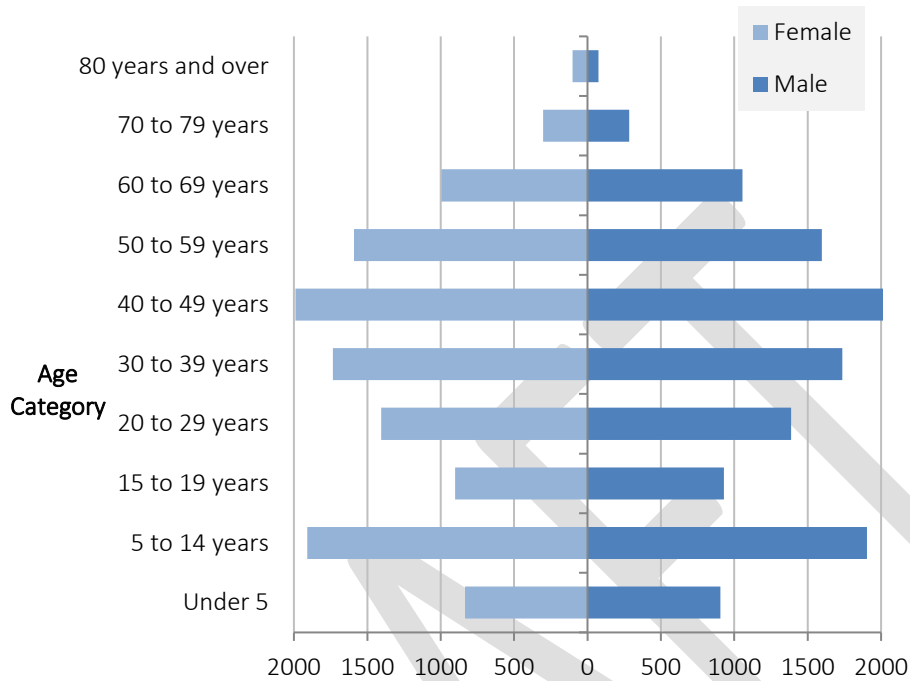


Age demographics

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

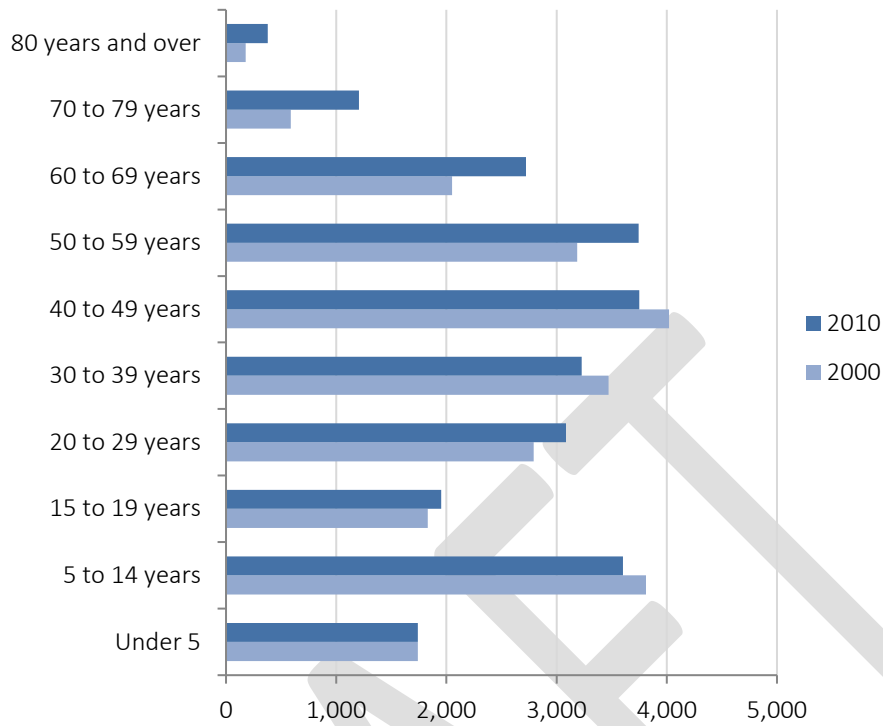
Age of Ramsey Residents



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

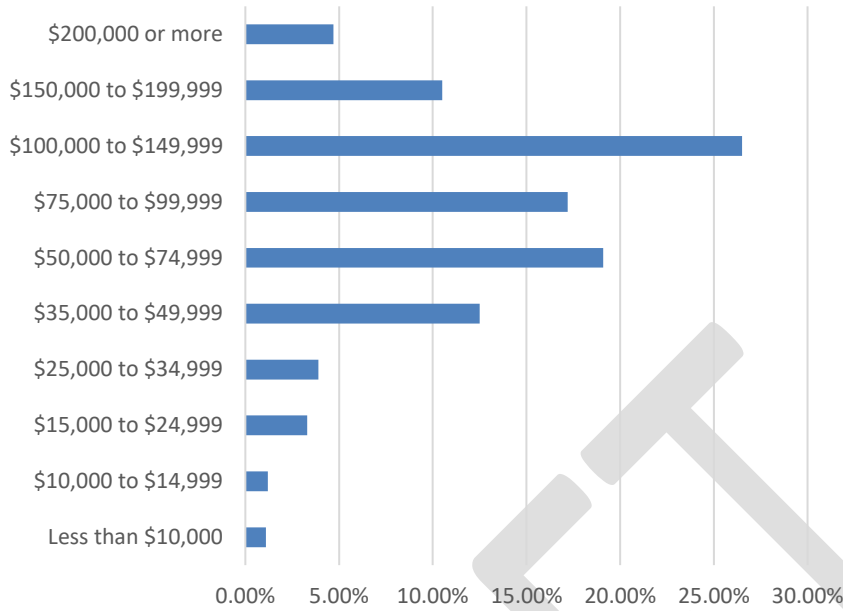


Household Income

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

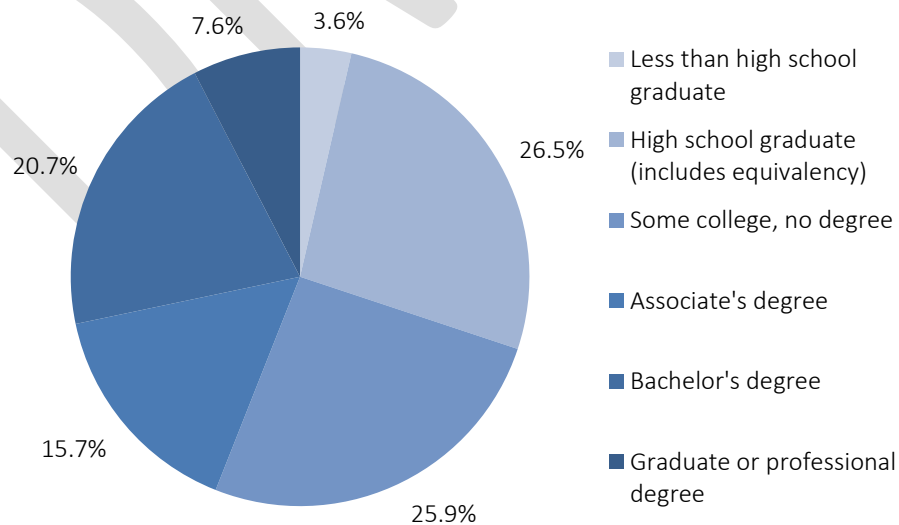
Figure __ - __: Ramsey income distribution by income bracket



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.

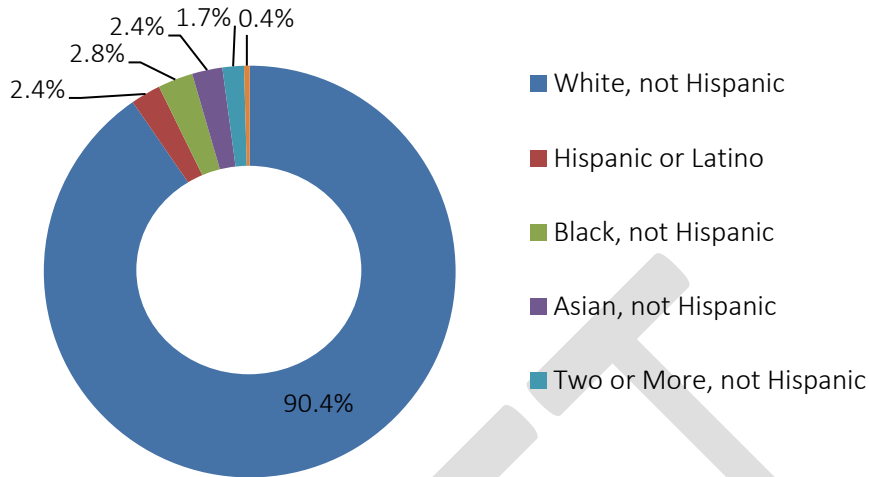
Figure __-__: The industries in which the employed civilian population of Ramsey work

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%

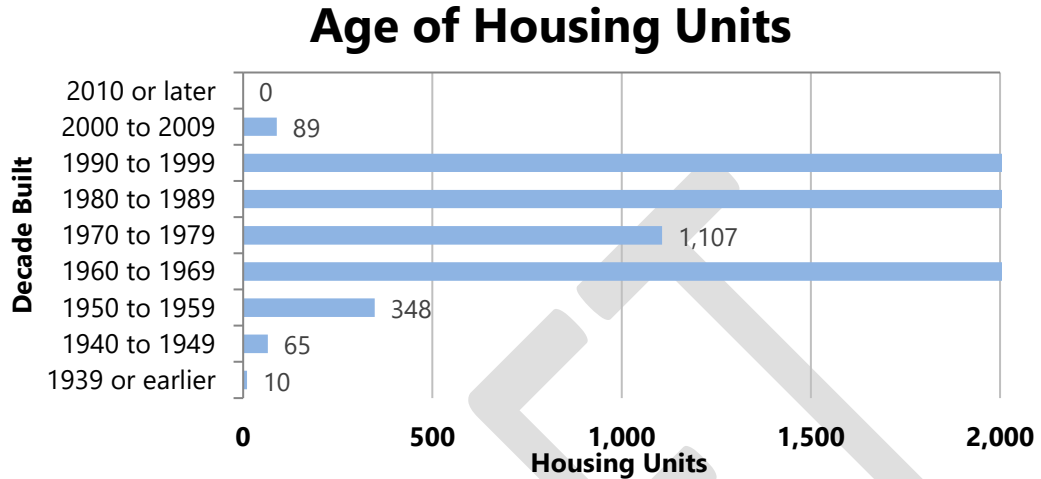
Source: Metropolitan Council Housing Stock Estimates (2015)

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.

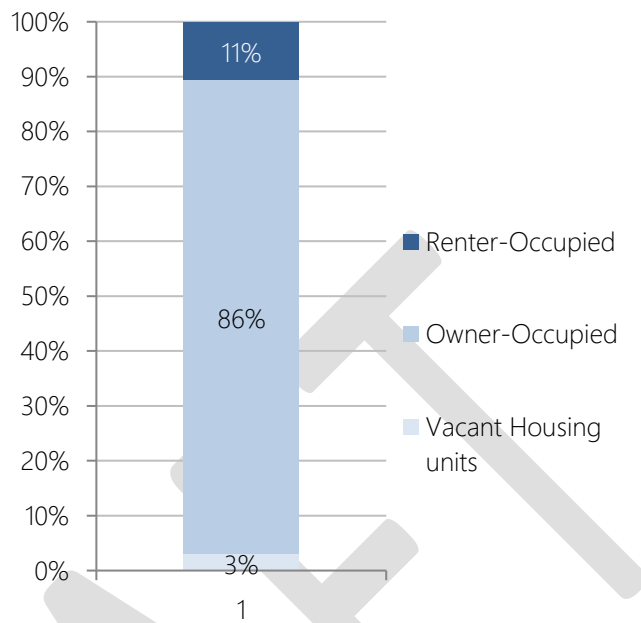
Figure __ - __: Age of Ramsey Housing Stock



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.

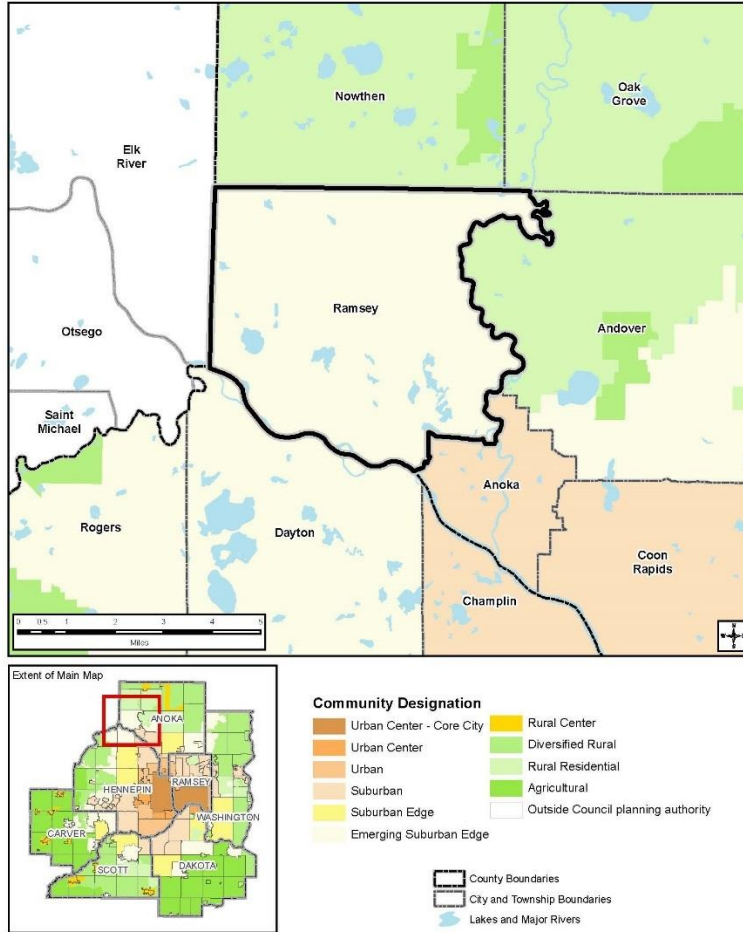
Comprehensive planning often involves planning for people and jobs that are not yet here. As a result, the Metropolitan Council develops population, housing and employment forecasts as a component of a city's system statement. The system statement is developed to help set realistic goals and policies 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

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



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.

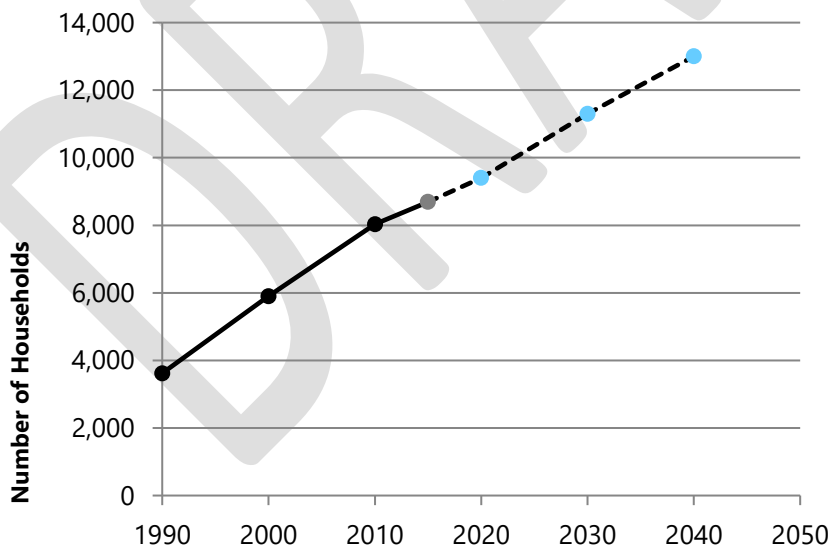
Decadal population growth is expected to increase at a rate of about 4,000 persons per decade over the next 25 years.

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



Comp Plan Steering Committee

2. 3.

Meeting Date: 11/13/2017

By: Tim Gladhill, Community Development

Information

Title:

Review Draft Land Use Chapter of Comprehensive Plan

Purpose/Background:

The purpose of this case is to review a draft of the Land Use Chapter of the Comprehensive Plan and make a recommendation to the Planning Commission. This Chapter will be an iterative review process as subsequent chapters are completed. This will not be the last time the Committee will review this chapter.

Observations/Alternatives:

Please see the attached document for specifics.

Recommendation:

Staff recommends that the Committee provide input on this draft and make recommendations to the Planning Commission for their December 7 meeting.

Action:

Provide input and recommendations on the draft chapter.

Attachments

Draft Land Use Plan

Ramsey's System Statement

Minimum Requirement Checklist

Form Review

Inbox

Tim Gladhill

Form Started By: Tim Gladhill

Final Approval Date: 11/10/2017

Reviewed By

Tim Gladhill

Date

11/10/2017 12:05 PM

Started On: 11/10/2017 10:55 AM

City of Ramsey 2040 Comprehensive Plan Update

Land Use Plan

Background on this Document

This document is a draft of the narrative to be used in the 2040 Comprehensive Plan Update. This is not a final version or actual layout. This document will be reviewed and revised multiple times. The City will try to add additional maps and figures to better tell the story of this vision.

Our Mission

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

Our 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.

Core Values

- 1) Encourage new pedestrian friendly neighborhoods and balanced transportation.
- 2) Maintain landowner rights.
- 3) Employ careful foresight that involves all citizens in decisions that affect their lives, property, and neighborhoods through collaborative public engagement.
- 4) Nurture neighborhood and community interactions with flexibility to meet future needs without compromising the needs and interests of current residents.
- 5) Develop and maintain a well-connected park and public space system for all ages.
- 6) Attract and retain businesses that support the whole community.

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. This chapter sets the stage and tone for subsequent chapters. The Comprehensive Plan is a compilation of several chapters that are well integrated to form a vision for the community for the next twenty (20) years.

- Land Use
- Transportation
- Wastewater
- Surface Water
- Water Supply

- Parks and Trails
- Housing
- Resilience (Natural Resources)
- Economic Competitiveness
- Implementation (tying it all together in a plan of action)

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

DRAFT

2030 Plan Accomplishments

The last plan was adopted in 2010. While a number of factors changed since the last plan was adopted, the City can celebrate a number of successes as it relates to our land use vision. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Created a collaborative development review process for land use plans and project review.
- Implemented meaningful density transition into projects that are located adjacent to existing residential neighborhoods.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.
- Responded to changing market conditions to provide a variety of housing types and prices.
- Concentrated more dense developments in or near The COR to protect the City's rural character, create walkability, and create a unique identity for the community.
- Re-assessed the effectiveness of rural reserve and rural preserve practices and policies.
- Implemented design standards for walkable streets into review practices.
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Developed incentives for The COR to enhance its marketability.
- Maintained high quality design standards in The COR.
- Planned for adequate retail and commercial services.
- Expanded employment and industrial opportunities by facilitating a new, private business park.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices aimed to protect existing neighborhoods and natural resources.
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.

Goals and Strategies

The following represents goals and strategies for future land uses. Subsequent chapters will include their own goals and strategies that integrate with the above. Resources above and beyond current budget approvals are indicated in the ‘Additional Resources’ column.

Goal/Initiative	Tactic	Timeframe	Key Outcomes	Additional Resources
Maintain and Expand the Rural Character of Ramsey				
	Utilize the Metropolitan Urban Service Area as an urban growth boundary that restricts areas of denser growth.	Ongoing	Current rural areas remain rural.	No additional resources required. Boundary is already in place.
	Create a Natural Resources Plan	2019	Protect exception quality ecological areas through public investment and land use controls.	\$7,500 in professional services.
	Create a plan for the Circle of Ramsey	2020	Priority greenway corridors are protected for natural resource protection and recreation opportunities.	TBD – Professional Services. Estimate = \$5,000 depending on scale of plan.
Create a diverse and robust offering of recreation opportunities				
	Create a Master Parks Plan	2018	A well-connected parks and recreation system that respects the balance of community needs and expectations with long-term capital investment and ongoing maintenance obligations.	No additional resources required. Plan is already in development.
	Create a Master Plan for Lake Itasca Park	2019 (note: significant development occurring in area).	A well-connected parks and recreation system for the area west of Armstrong Boulevard along Bunker Lake Boulevard due do new growth.	\$10,000 in professional services.
	Create a Master Plan for Community Park #6	2020	A well-connected parks and recreation system for the area north of Trott Brook near the Brookfield neighborhood for existing and future neighborhoods.	\$10,000 in professional services.
Improve the safety and mobility of major corridors				
	Complete a Comprehensive Transportation Plan	2018	A plan for prioritization, concept design, and funding for key corridors creates a safe and efficient transportation system.	No additional resources needed. Plan is already in development.
	Complete the Ramsey Highway 10 Plan (extension of the Highway 10 Access Planning Study and Greater Minnesota Gateway Initiative)	2018	A plan for prioritization, concept design, and funding for key corridors creates a safe and efficient transportation system.	TBD – a quote has been request of Bolton and Menk, Inc. (firm that completed the original Highway 10 Access Planning Study).

	Complete a Corridor Plan for Highway 47 and Highway 5 (combined)	2019	A plan for prioritization, concept design, and funding for key corridors creates a safe and efficient transportation system.	TBD – professional services. Estimate = \$50,000.
	Complete a Corridor Plan for the Green Valley Road East/West Corridor	2020	A plan for prioritization, concept design, and funding for key corridors creates a safe and efficient transportation system, <i>including a network of trails and shoulder improvement.</i>	TBD – professional services. Estimate = \$25,000.
	Create a Corridor Plan for Armstrong Boulevard	2021	A plan for prioritization, concept design, and funding for key corridors creates a safe and efficient transportation system, <i>including noise mitigation.</i>	TBD – professional services. Estimate = \$25,000.
Ensure the Comprehensive Plan continues to implement the City's Mission and Vision while respecting market forces.				
	Complete The COR Development Plan Update	2018	The development of The COR balances high-quality vision with market realities and maintains high-quality design standards.	No additional resources necessary. Plan is already in development.
	Create a Rum River Hills Neighborhood Plan	2018	A revitalized retail node and surrounding residential area that respects the integration with existing neighborhoods and traffic safety.	TBD – professional services. Timing is being driven by property owner. A cost share of study may be appropriate.
	Create a Mississippi West Neighborhood Plan	2020	A sustainable, market-relevant area post-Highway 10 improvements (Riverdale Drive Extension, modifications to Bowers Drive access) and future development potential.	TBD – professional services. Estimate is \$7,500, with a potential cost-share with those that desire to develop.
	Create a Rivlyn Neighborhood Plan	2018	A sustainable land use plan for post-Highway 10 improvements that balances the need for safe and effective transportation with the City's economic development goals.	TBD – professional services. Need is being driven by the Highway 10 Access Planning Study, with significant land use implications for this area.
	Create a Trott Brook Neighborhood Plan	2019	A sustainable land use plan in advance of any development proposal.	TBD – professional services. Estimate is \$7,500, with a potential cost-share with those that desire to develop.
	Complete a mid-cycle Comprehensive Plan Update	2023	Ramsey continues to develop in a manner that that respects the balance and connectivity between its unique urban, rural, and natural environment for current and future generations through citizen-driven, collaborative processes.	\$10,000 in professional services.
	Establish a new Zoning District for medium density detached single family.	2018	A transparent plan for increasing number of single-family	\$2,500 to ordinance amendment.

			developments being proposed with smaller lots.	
Plan for future educational needs				
	Support the planned second elementary school in Ramsey	2018	Elementary school facilities reduce overcrowding, safety, and space needs.	No additional resources required.
	Encourage the Anoka Hennepin School District or Elk River School District to create a long-term plan for facilities in Ramsey.	2019	A third elementary school and a new middle school are planned for the future (2025 or beyond).	No additional resources required.

DRAFT

Potential Carryover Goals and Strategies from the 2030 Comprehensive Plan

The below is a copy of the 2030 Comprehensive Plan Goals for Land Use. Many of these items have been transferred to Mission, Vision, Core Values, and proposed goals/initiatives. Staff has highlighted some strategies that might make sense to carry forward. Many of these strategies were actually carry over from the 2020 Comprehensive Plan, created nearly twenty (20) years ago.

The needs and rights of existing residents are balanced with the needs and rights of those who wish to develop [Staff note: most is now covered in Core Values, etc.]

STRATEGIES:

1. Encourage a developer-led 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

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

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 [should be in the wastewater chapter]
3. Re-assess the value of 4 in 40 (rural preserve and rural reserve) [complete]

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. [should be in the transportation or parks chapter]
3. Locate residential development at appropriate densities near services to encourage walking

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.

The COR is constructed in accordance with its vision [now part of The COR Development Plan Update tactic]

STRATEGIES:

1. Concentrate the highest density residential development in or near Town Center and at other key locations as shown on the future land use map.
2. Encourage residential and commercial development in The COR before other parts of the City
3. Continue to work to secure a stop on the Northstar Commuter Rail Line for Ramsey [complete]
4. Develop incentives for The COR to enhance its marketability [partially complete].
5. Maintain high quality design standards for the Town Center

Adequate retail and commercial services [should add to the Economic Development Plan]

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

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

The rights of property owners are respected and protected within the planning and development process. [now part of core values]

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.

Property rights are protected along with natural resources [now part of core values and natural resources plan]

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

DRAFT

Community Designation: Ramsey is an Emerging Suburban Edge

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

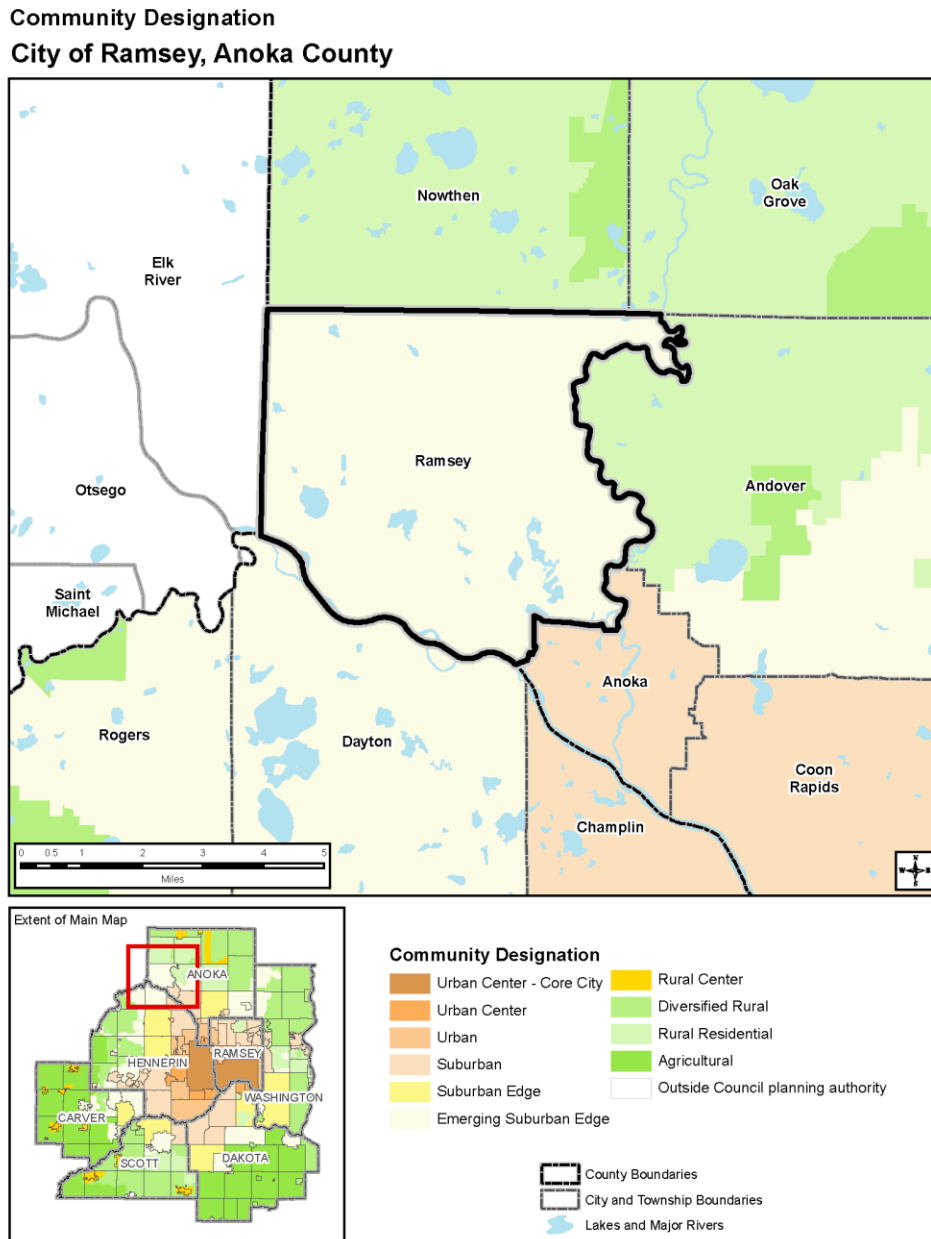
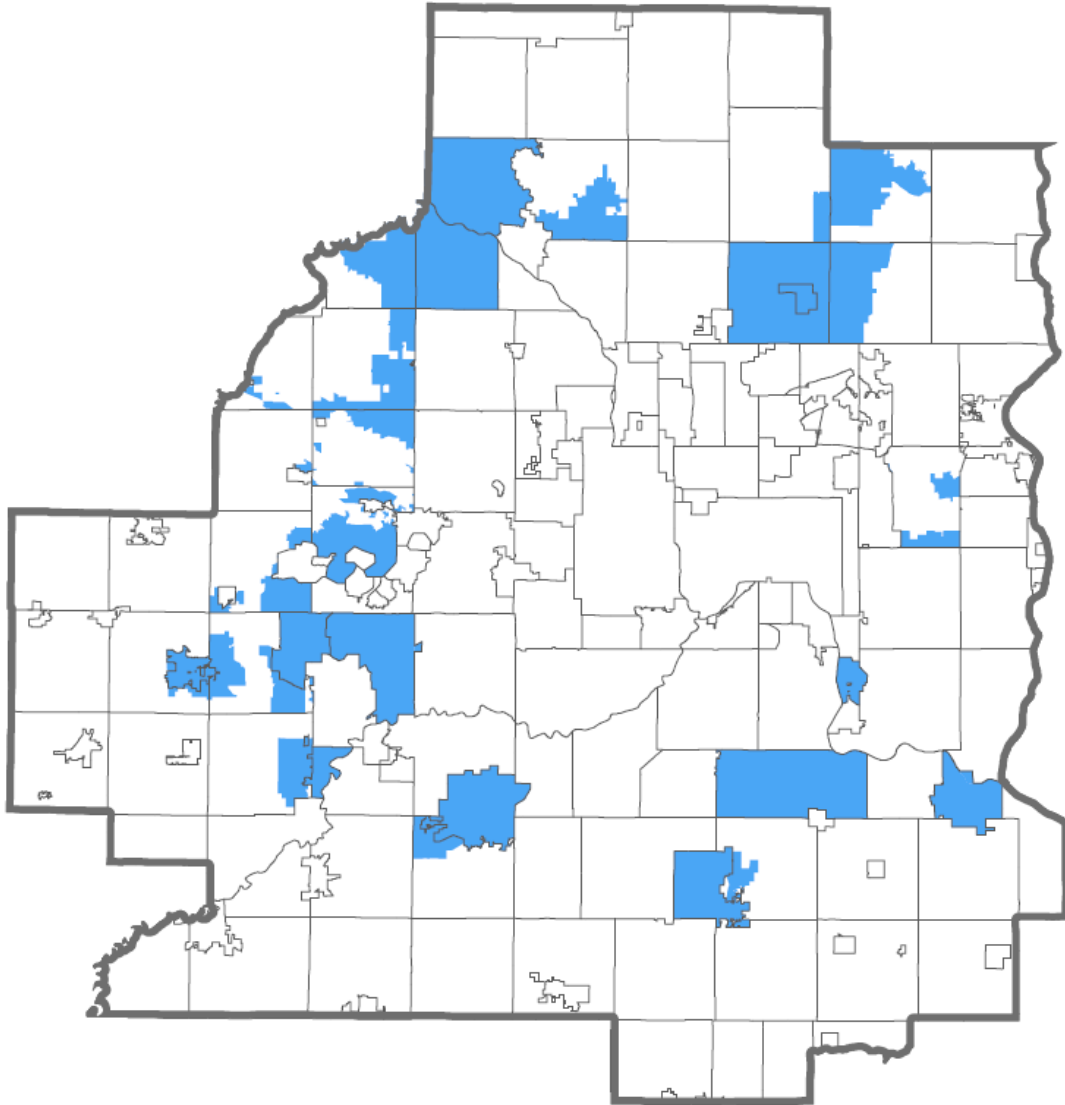


Figure 2: Emerging Suburban Edge Communities

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.



Forecasted Growth

Table 1: Forecasted Growth

	2016	2020	2030	2040
Households	8,973	9,400	11,300	13,000
Population	26,251	26,500	30,700	34,700
Employment	6,334	6,200	7,000	7,600

Planned Intensity of Employment

Ramsey plans for forecasting future employment growth by a metric of 45% building coverage of a parcel.

Figure 3: Forecasted Household and Population Growth

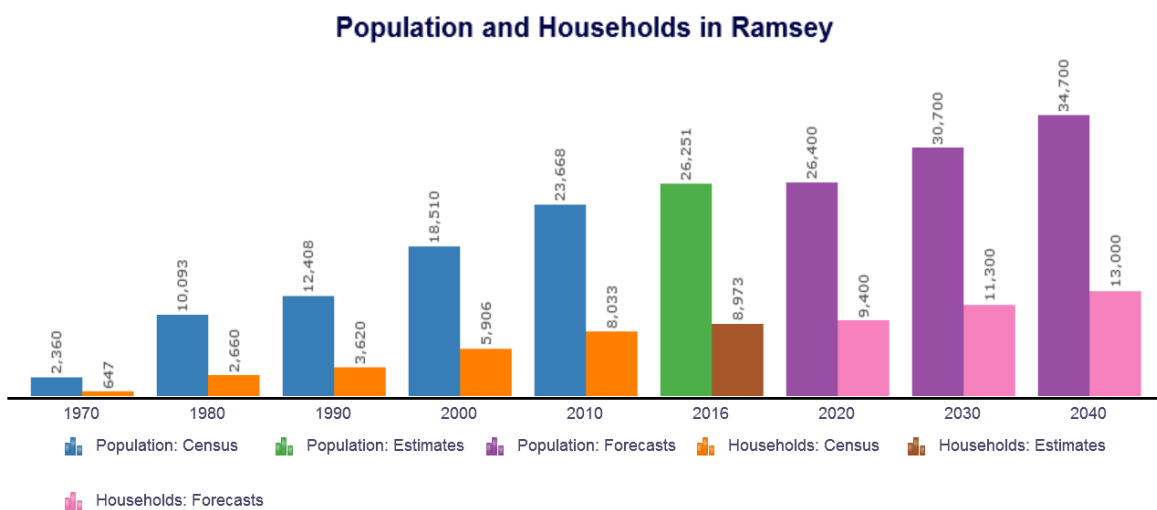
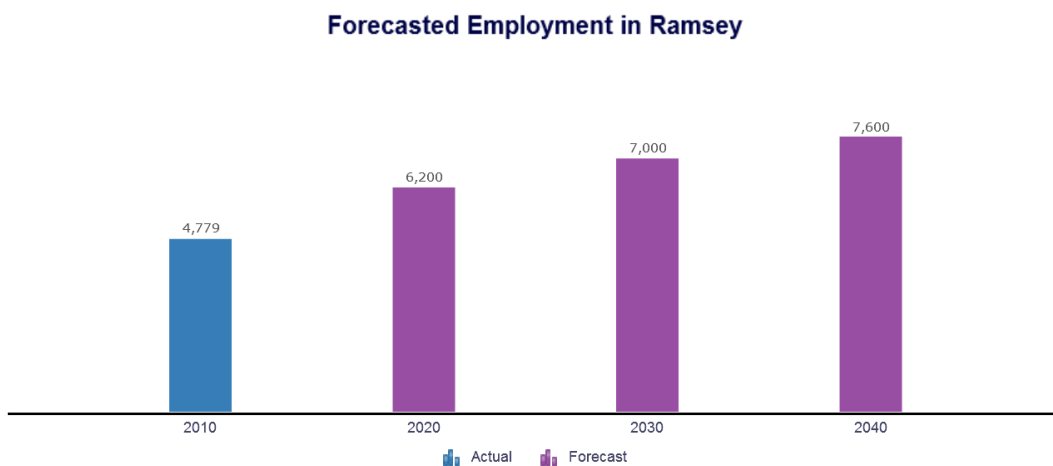
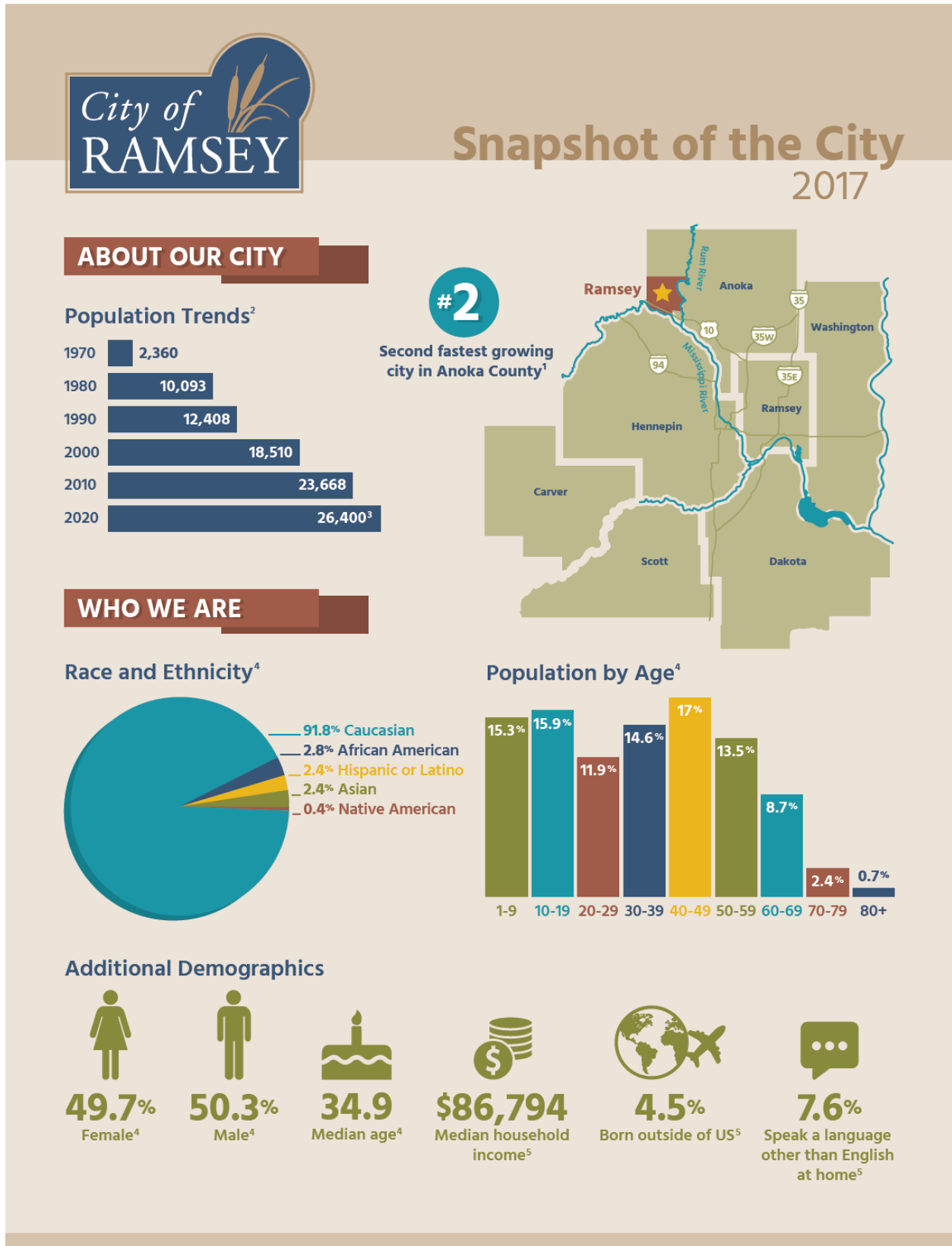


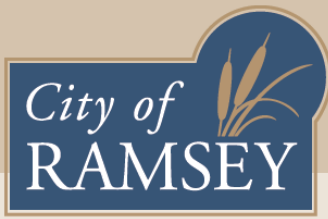
Figure 4: Forecasted Employment Growth



Source: [Quarterly Census of Employment and Wages](#), Minnesota Department of Employment and Economic Development, 2nd quarter data; Metropolitan Council staff have estimated some data points; and [Metropolitan Council Forecasts](#).

Figure 5: Snapshot of City (source: University of Minnesota Resilient Communities Project)





Snapshot of the City 2017

WHAT WE HAVE



32

Parks⁶



5,600

Acres of undeveloped land⁹



50+

Miles of trail⁷



17+

Miles of shoreline⁸



1,000+

Acres of developable land¹



15+%

of land is protected wetland¹⁰



HOW WE LIVE AND WORK

9,158

Total Number of Housing Units⁴



6,776

Single family detached



1,438

Townhome



37

Duplex, triple, quad



823

Multifamily (5 units or more)



84

Manufactured home

Septic vs. Sewer



4,000

Housing units on septic¹³



5,158

Housing units on sewer¹³

Employment



470

Places of work¹¹



6,334

Number of jobs in Ramsey¹²

1. City of Ramsey Developers Document | 2. Decennial Census (1970, '80, '90, 2000, '10) | 3. Metropolitan Council Population, Households and Employment Forecast | 4. 2010 census
5. 2011 American Community Survey | 6. 2017 Ramsey New Residents Packet | 7. City of Ramsey Parks Department | 8. Google earth
9. Metropolitan Council Generalized Land Use Historical Data Set | 10. City of Ramsey Parks and Recreation webpage | 11. 2012 Economic Census
12. 2016 Quarterly Census of Employment and Wages – second quarter | 13. Rick Jarson, Ramsey Building Official

Existing Land Uses

Figure 6: Existing Land Use Map

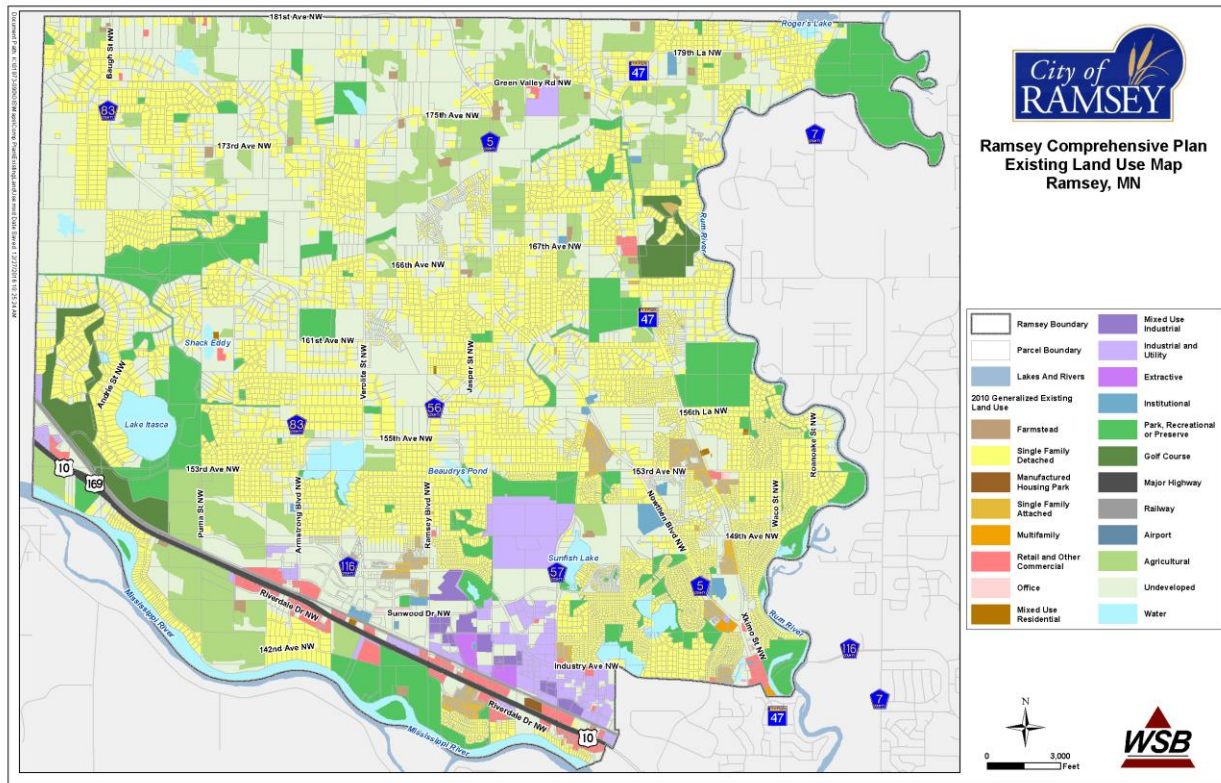


Table 2: Existing Land Use Categories

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%

Future Land Uses

Figure 7: Future Land Use Map

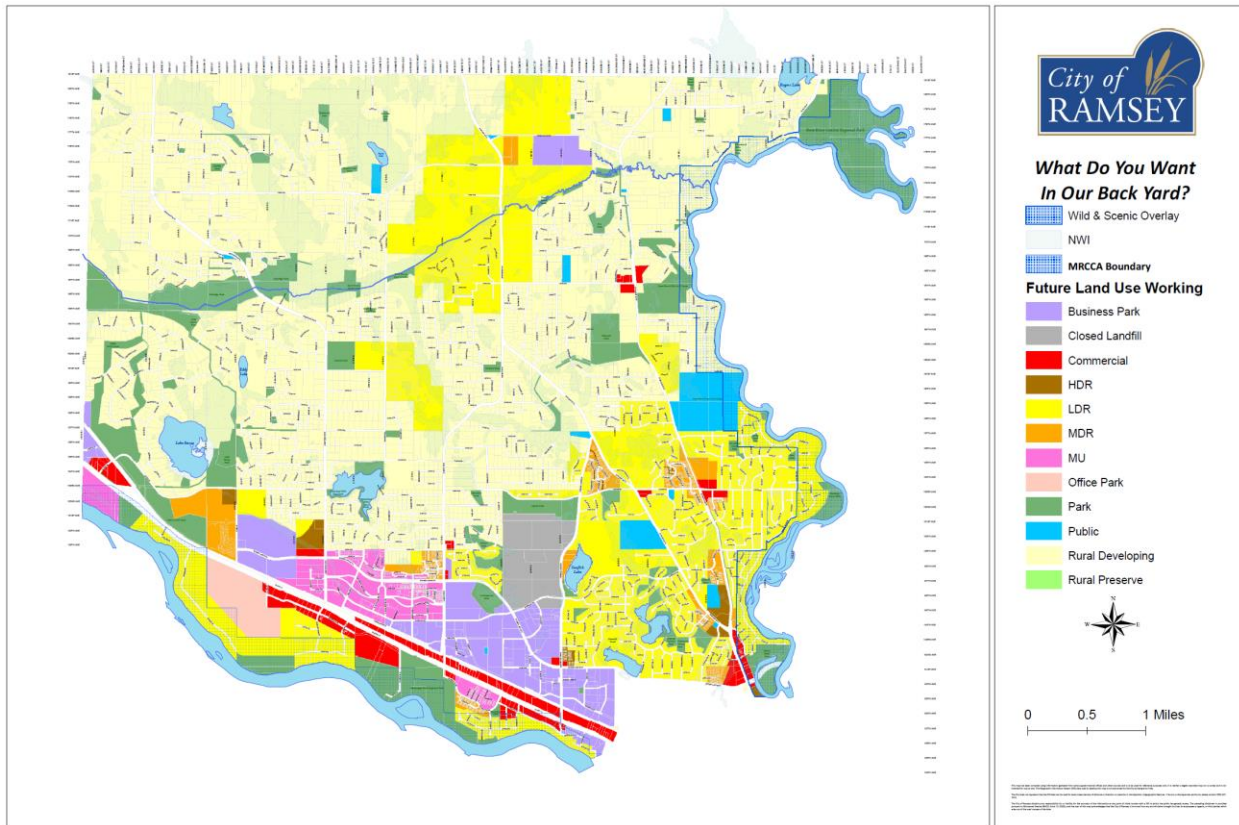


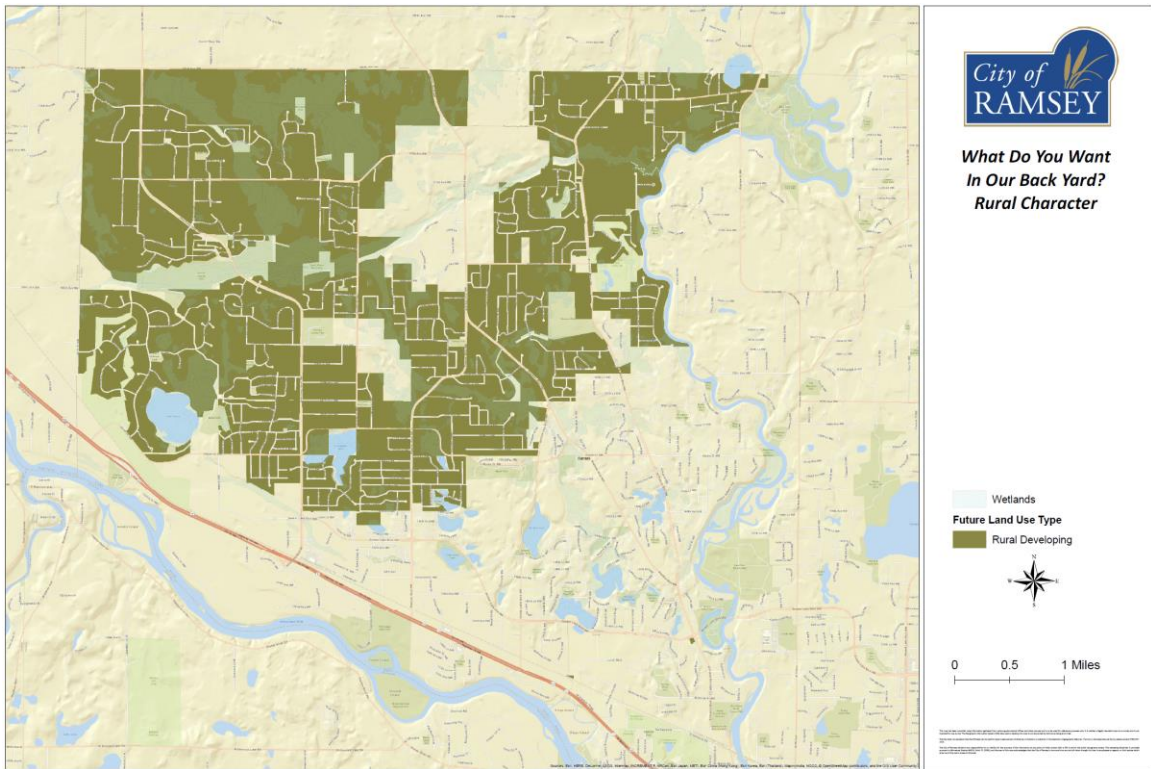
Table 3: Future Land Use Categories

To be tabulated later

Rural Character

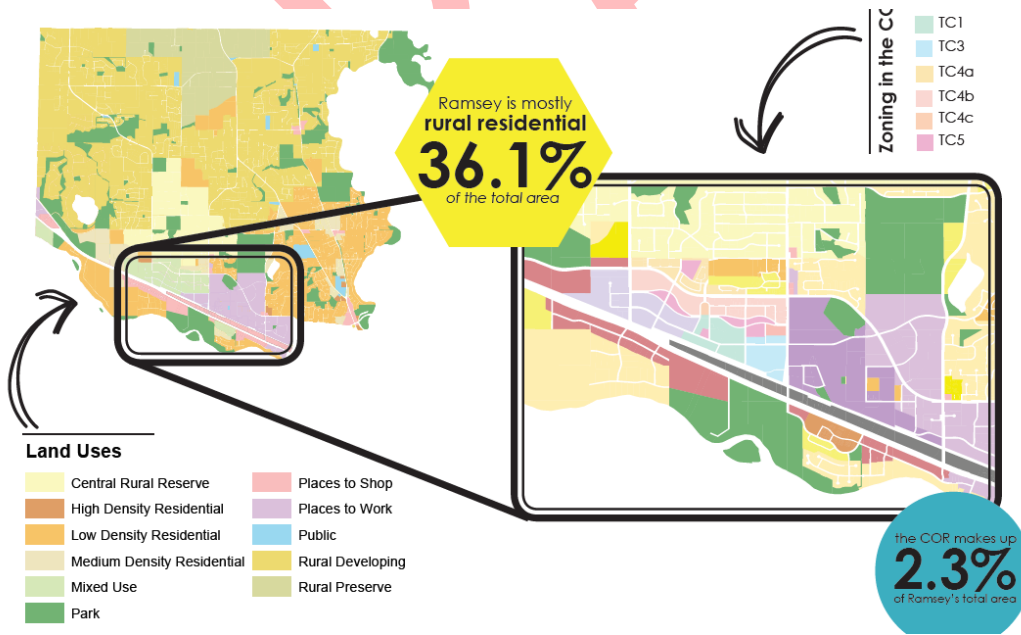
The #1 key theme raised by Ramsey Residents in preparation of the 2040 Comprehensive Plan was the need to plan for protection of existing rural areas and expansion of future rural character. The following series of exhibits is intended to tell this story.

Figure 8: Rural Character



Note: this map will be revised to add additional layers (natural resource areas, parks, etc.)

Figure 9: Rural and Urban Balance (source: University of Minnesota Resilient Communities Project)



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 three (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. Medium density detached single-family is becoming an increasingly popular development pattern for Ramsey.

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 ten (10) 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

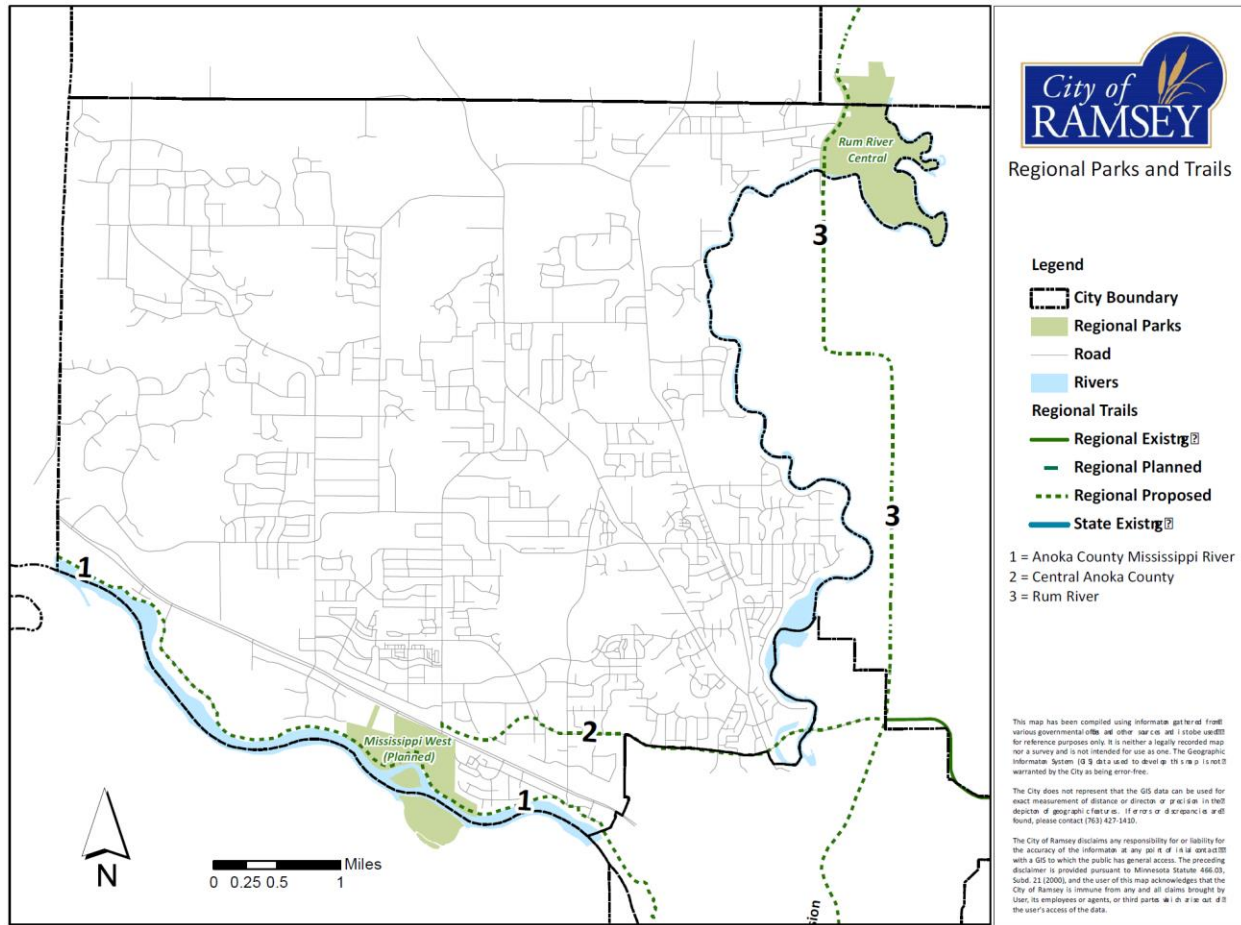
The risk to public health and safety associated with the closed landfill in Ramsey is mitigated by implementing land-use controls that minimize public exposure to landfill hazards and protect the state's response action equipment. In other words, future use of land at and around closed landfills needs 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 10: Master Plan Boundaries



Expected Density of Future Development

Figure 11: Expected Growth Areas (this map will be updated for better readability)

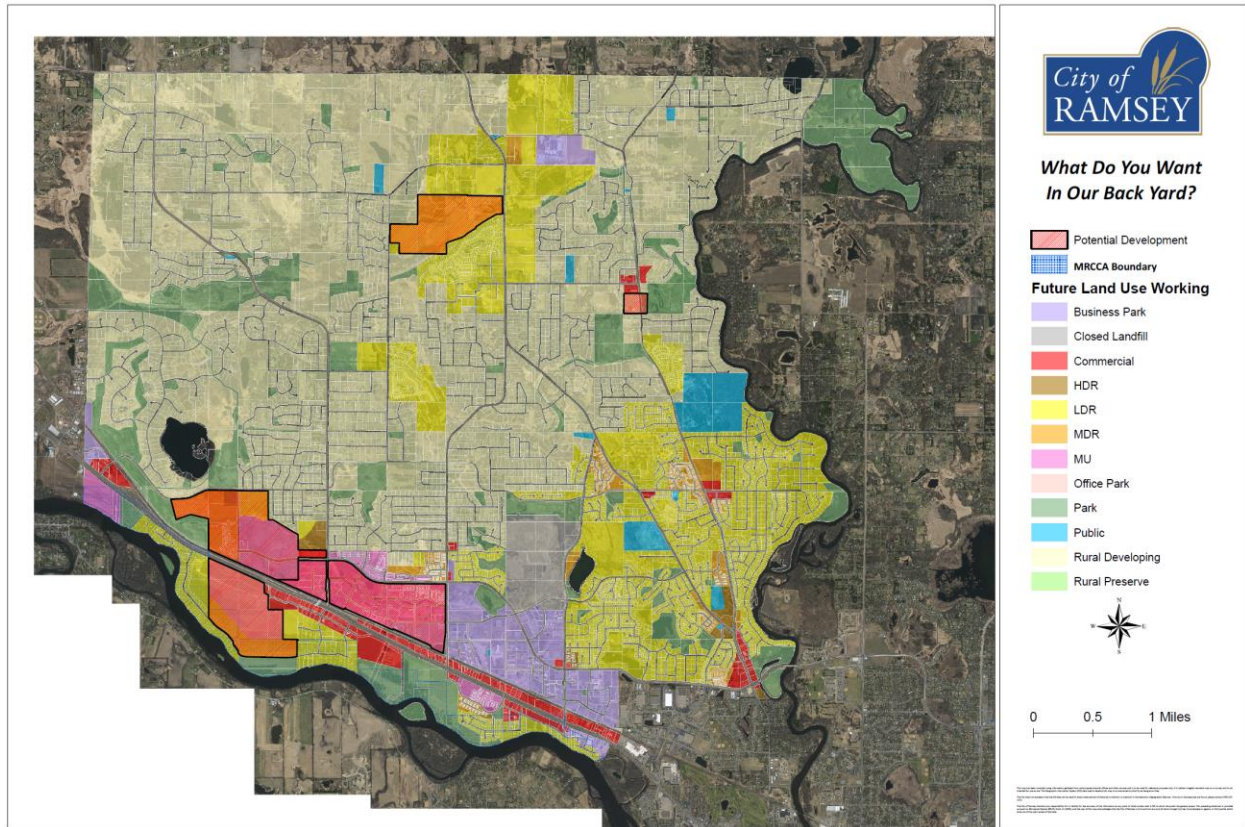


Table 4: Planned Density Ranges

	Minimum Density	Maximum Density	Average Density
Low Density Residential	2	4	3
Medium Density Residential	3	7	6
High Density Residential	7	15	10

Affordable Housing Allocation

The City participates in the Livable Communities Program of the Metropolitan Council, which provides access to a number of funding opportunities. As part of said participation, the City plans for an allocation of affordable housing. The City has confirmed that the Future Land Use Map/Plan is acceptable for anticipated affordable housing need.

The Comprehensive Plan Steering Committee should add some messaging here about what is defined as affordable housing, what is the need, and what is the benefit.

Affordable Housing Need	
At or Below 30% AMI	292
31% to 50% AMI	167
51% to 80% AMI	40
Total Units	499
AMI = Area Median Income	

Staged Development Plan

Ramsey will need to complete this section on the final draft. The City needs further policy direction on the underlying assumptions before preparing a staging plan for future development. Future Development and supporting infrastructure shall be forecasted in the following periods.

- 2020
- 2030
- 2040

Planned Density

Table 5: 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 6: Mixed Use Densities

Land Use Category	% Residential	% Commercial	% Office	Residential Density Range
Mixed Use	50%	25%	25%	10-15 units/acre

Staged Development and Redevelopment

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

- Armstrong West/COR West
 - Bunker Lake Industrial Park
 - Future Business Park
 - Riverstone
- Mississippi West
 - Pearson Agricultural Area
 - Riverside Farms
- Rum River Retail Node
 - Rum River Hills
 - Retail Node Revitalization
- The COR
- Trott Brook

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/Rum River Hills

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 City has excess land for sale, remnant from the construction of Water Tower #3. Rum River Hills Golf Course desires redevelop a portion of their property (two holes only) and reconfigure the two (2) holes displaced by redevelopment.

The COR

The COR is a 320-acre master-planned community located adjacent to the Northstar Commuter Rail – Ramsey Station (The COR plus surrounding developable area is over 400 acres). 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

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.

Special Resources Plan

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

1. Mississippi River Corridor Critical Area
2. Old Town Hall

Figure 12: Special Resources

To be added later.

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. The City will prepare this plan as a separate chapter.

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.

Other Opportunities

The City has partnered with the University of Minnesota through its Resilient Communities Project (RCP). One of these projects is evaluating other cultural and historical resources may exist within the community.

Mississippi River Corridor Critical Area

Portions of Ramsey are located within the Mississippi River Corridor Critical Area (MRCCA). Ramsey acknowledges the requirement to update MRCCA Plans based on new State of Minnesota Rules. Said Plan Amendment will be added to this document either as a section within this Chapter or as a separate chapter of the Comprehensive Plan.

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.	<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

<ul style="list-style-type: none"> • Ensure the efficient use of land when planning for and approving new developments and redevelopment projects. 	<ul style="list-style-type: none"> • Partner with local communities to improve land use patterns to reduce the generation of carbon emissions.
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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

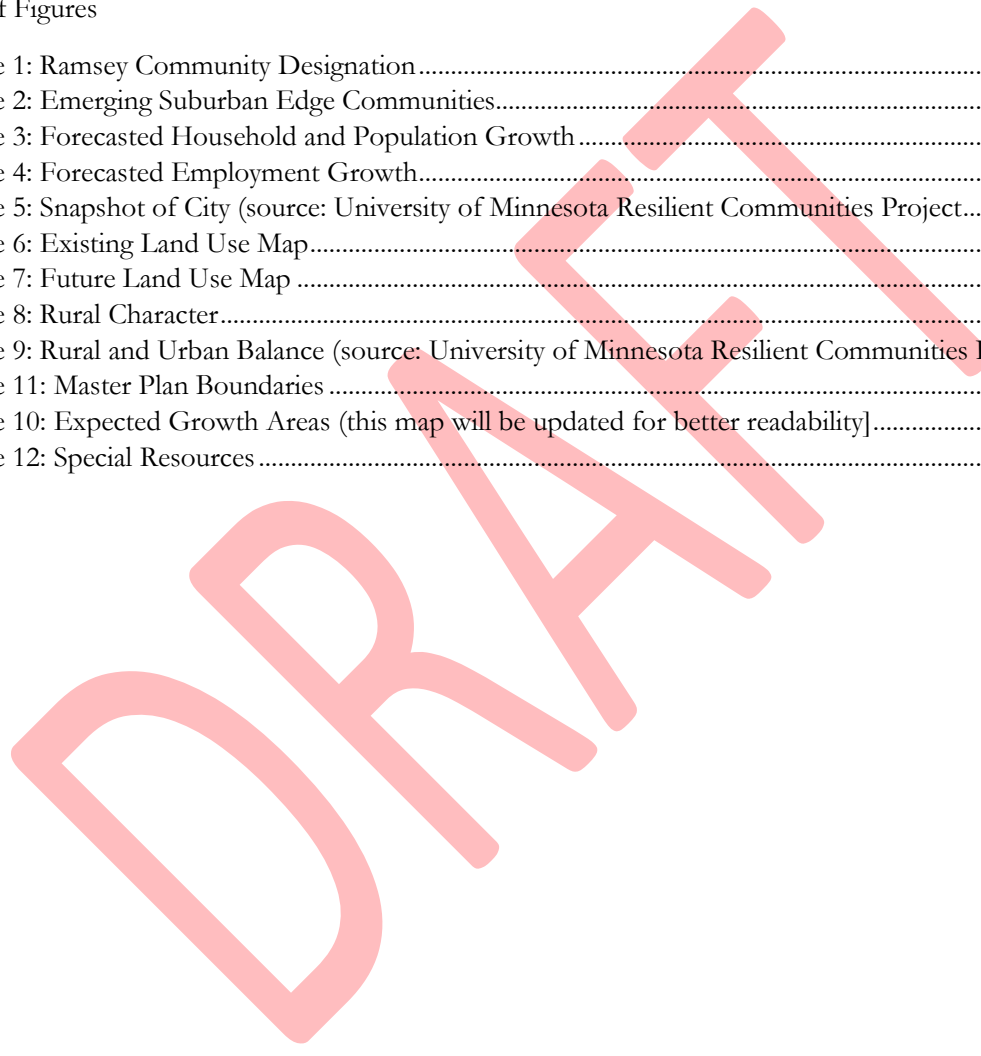
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List of Tables

Table 1: Forecasted Growth 13
Table 2: Existing Land Use Categories..... 16
Table 3: Future Land Use Categories 17
Table 4: Planned Density Ranges 21
Table 5: Density Table 22
Table 6: Mixed Use Densities 22

List of Figures

Figure 1: Ramsey Community Designation 11
Figure 2: Emerging Suburban Edge Communities..... 11
Figure 3: Forecasted Household and Population Growth 13
Figure 4: Forecasted Employment Growth..... 13
Figure 5: Snapshot of City (source: University of Minnesota Resilient Communities Project)..... 14
Figure 6: Existing Land Use Map..... 16
Figure 7: Future Land Use Map 17
Figure 8: Rural Character..... 18
Figure 9: Rural and Urban Balance (source: University of Minnesota Resilient Communities Project) 18
Figure 11: Master Plan Boundaries 20
Figure 10: Expected Growth Areas (this map will be updated for better readability]..... 21
Figure 12: Special Resources 24



2015 SYSTEM STATEMENT

System Statement Issue Date:

2015 SYSTEM STATEMENT FOR CITY OF RAMSEY

System Statement Issue Date: September 17, 2015

Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan*, the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to [State statute](#).

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at <http://www.metrocouncil.org/Communities/Planning.aspx>. Paper copies are available by calling the Council's Data Center at 651-602-1140.

System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section [473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Eric Wojchik, at 651-602-1330, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

Regional Development Guide

The Council adopted [Thrive MSP 2040](#) as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous, equitable, and livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.



Three principles define the Council's approach to implementing regional policy: **integration, collaboration, and accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

Thrive also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

Thrive identifies Ramsey with the community designation of Emerging Suburban Edge (Figure 1). Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. 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 opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Emerging Suburban Edge communities can be found on Ramsey's [Community Page](#) in the [Local Planning Handbook](#).

Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with

communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	23,668	24,811	26,400	30,700	34,700
Households	8,033	8,500	9,400	11,300	13,000
Employment	4,779	5,736	6,200	7,000	7,600

Housing Policy

The Council adopted the [Housing Policy Plan](#) on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

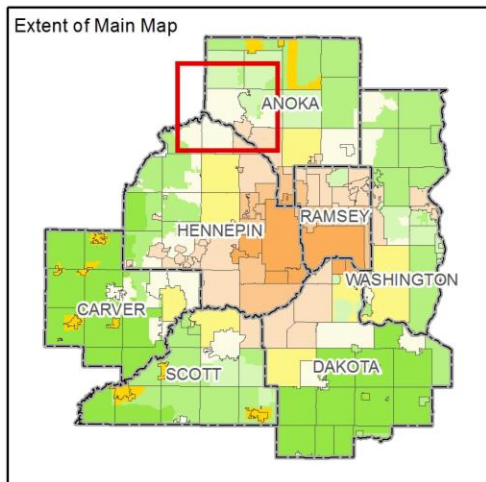
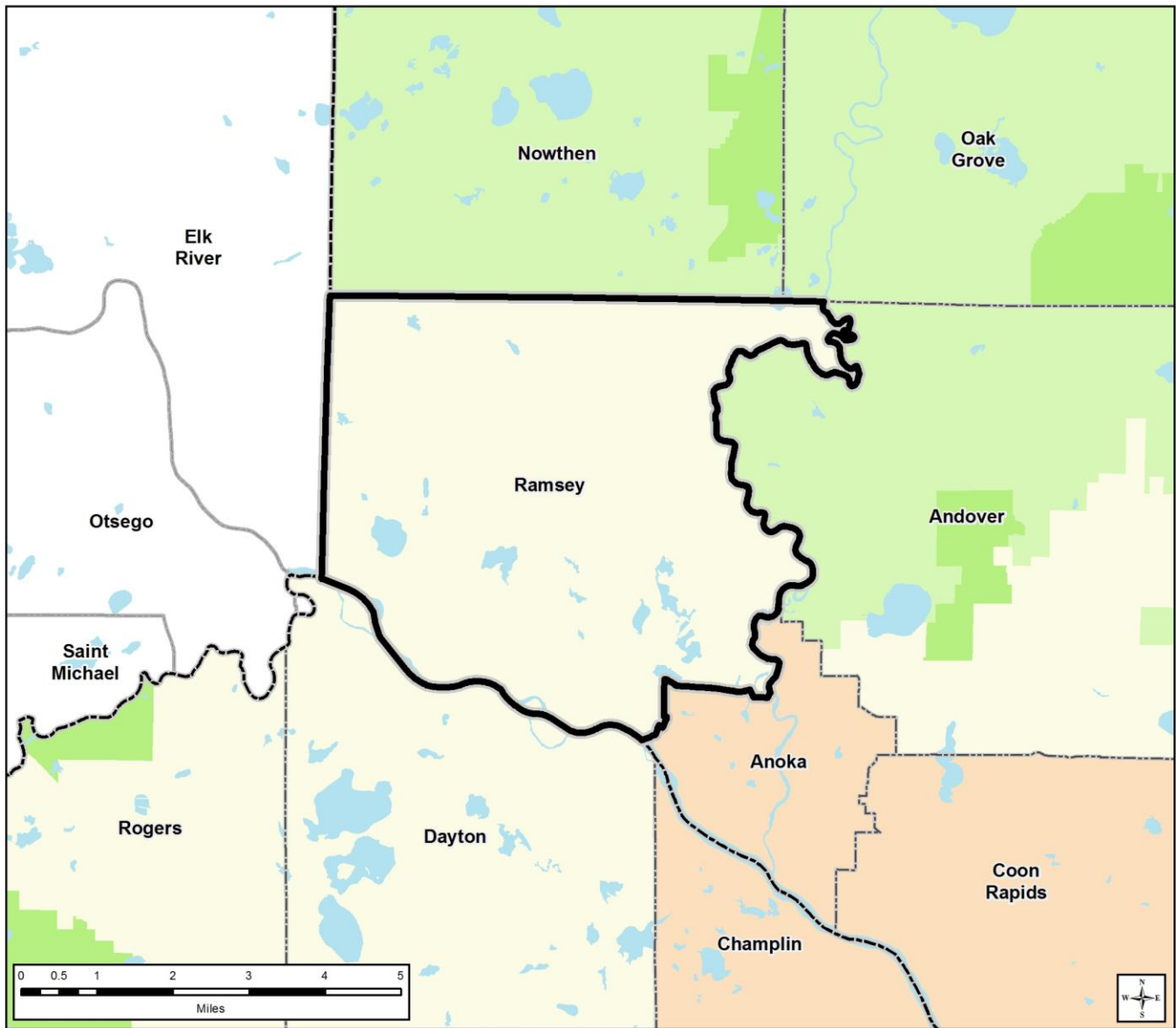
Ramsey’s share of the region’s need for low and moderate income housing is 499 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 292 affordable to households earning at or below 30% of AMI, 167 affordable to households earning 31% to 50% of AMI, and 40 affordable to households earning 51% to 80% of AMI.

Affordable Housing Need Allocation for Ramsey

At or below 30% AMI	292
31 to 50% AMI	167
51 to 80% AMI	40
Total Units	499

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the [Local Planning Handbook](#).

Figure 1. Ramsey Community Designation



Community Designations

- Outside Council planning authority
 - Agricultural
 - Rural Residential
 - Diversified Rural
 - Rural Center
 - Emerging Suburban Edge
 - Suburban Edge
 - Suburban
 - Urban
 - Urban Center
- County Boundaries
 City and Township Boundaries
 Lakes and Major Rivers

TRANSPORTATION SYSTEM STATEMENT

City of Ramsey

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: [http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx). The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

Key Changes in the 2040 Transportation Policy Plan

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

Metropolitan Highway System - Chapter 5

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.
- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.
- Modifications were made to *Appendix D - Functional Classification Criteria*, and *Appendix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

Transit System - Chapter 6

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.
- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.
- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.
- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.
- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Aviation System - Chapter 9

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.
- Modifications were made to *Appendix I – Regional Airspace*, *Appendix J – Metropolitan Airports Commission Capital Investment Review Process*, *Appendix K – Airport Long Term Comprehensive Plans* and *Appendix L – Aviation Land Use Compatibility*.

Other Plan Changes

Regional Bicycle Transportation Network - Chapter 7

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region's major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to "right size" the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

System Plan Considerations Affecting Your Community

Ramsey should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Ramsey should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan. Specific system plan considerations affecting Ramsey are detailed below.

Metropolitan Highways

There is a principal arterial located within Ramsey: TH 10. The *TPP* includes the following specific regional mobility improvements as shown in *TPP* Figure 5-8: TH 10 Armstrong Boulevard – construction of interchange and rail grade separation.

Transit System

Ramsey includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
Market Area IV	Transit Market Area IV has lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The low-density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate in Market Area IV.

Ramsey should identify and map existing transit services and facilities in the local comprehensive plan. Ramsey should also work with transit providers serving their community to identify potential future transit service options and facilities that are consistent with the *TPP* and the applicable Transit Market Areas. Communities can find further maps and guidance for transit planning in the Transportation section of the [Local Planning Handbook](#).

Transitways

Current Revenue Scenario Transitways

Ramsey should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8). Ramsey includes Northstar, which is currently in operation.

Ramsey should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Chapter 3 - Land Use and Local Planning from the *TPP* and consistent with the project phase of development. Communities can find further guidance for station-area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*. The Transportation section of the [Local Planning Handbook](#) also includes a map of existing, planned, and proposed transitway stations throughout the region and the planning status of these stations that should be reflected in Comprehensive Plans.

Increased Revenue Scenario Transitways

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Ramsey believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*.

Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Ramsey is not in an influence area of a regional airport. Airspace protection should be included in local codes/ordinances to control height of structures.

Other Plan Considerations

Regional Bicycle Transportation Network

TPP Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board’s biannual regional solicitation.

Figure 7-1 shows that your community currently has one or more RBTN corridors and alignments within its jurisdiction. The Council encourages local governments to incorporate the RBTN map within their local bicycle plan maps to show how the local and regional systems are planned to work together. An on-line interactive RBTN map, which allows communities to view the RBTN links in their community at a much more detailed scale than Figure 7-1, can be found in the Transportation section of the [Local Planning Handbook](#). The handbook also includes best practices, references, and guidance for all local bicycle planning.

A Minor System / Functional Classification

The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria*. Communities should consult the Local Planning Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.



Freight

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

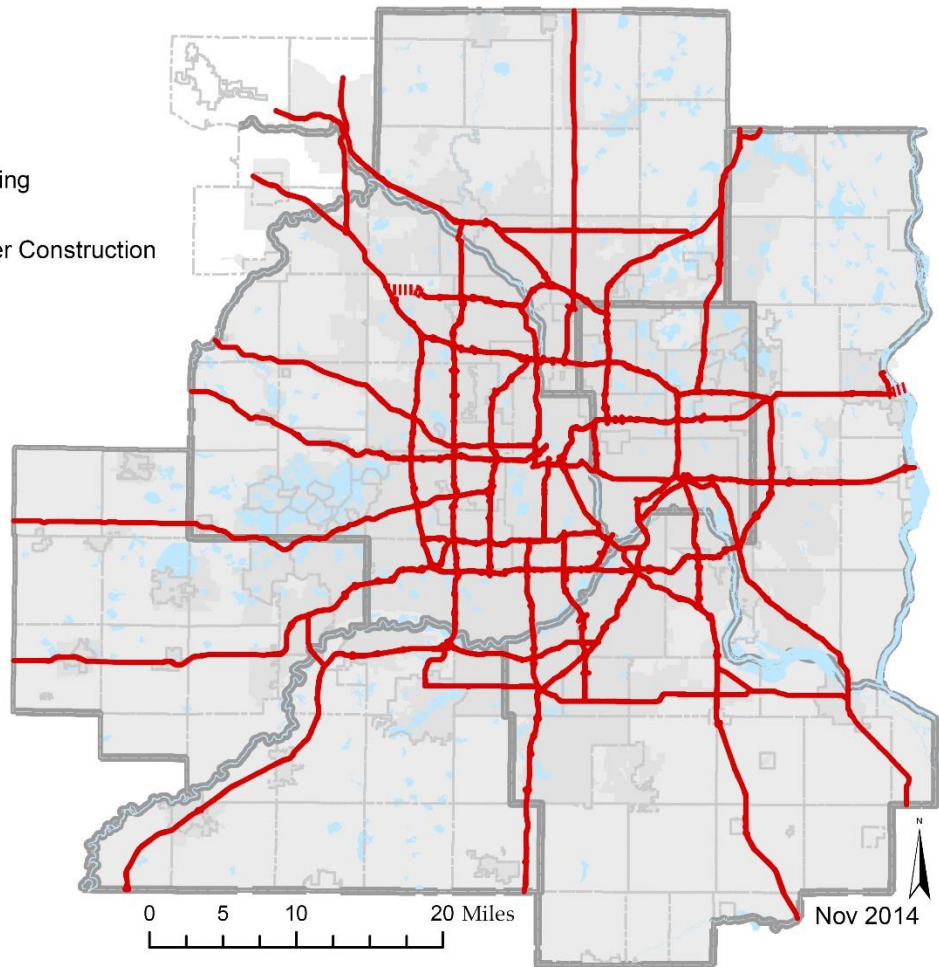
Figure 1-1 of the TPP

Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

Reference Items

-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  MUSA 2040 MPO Area



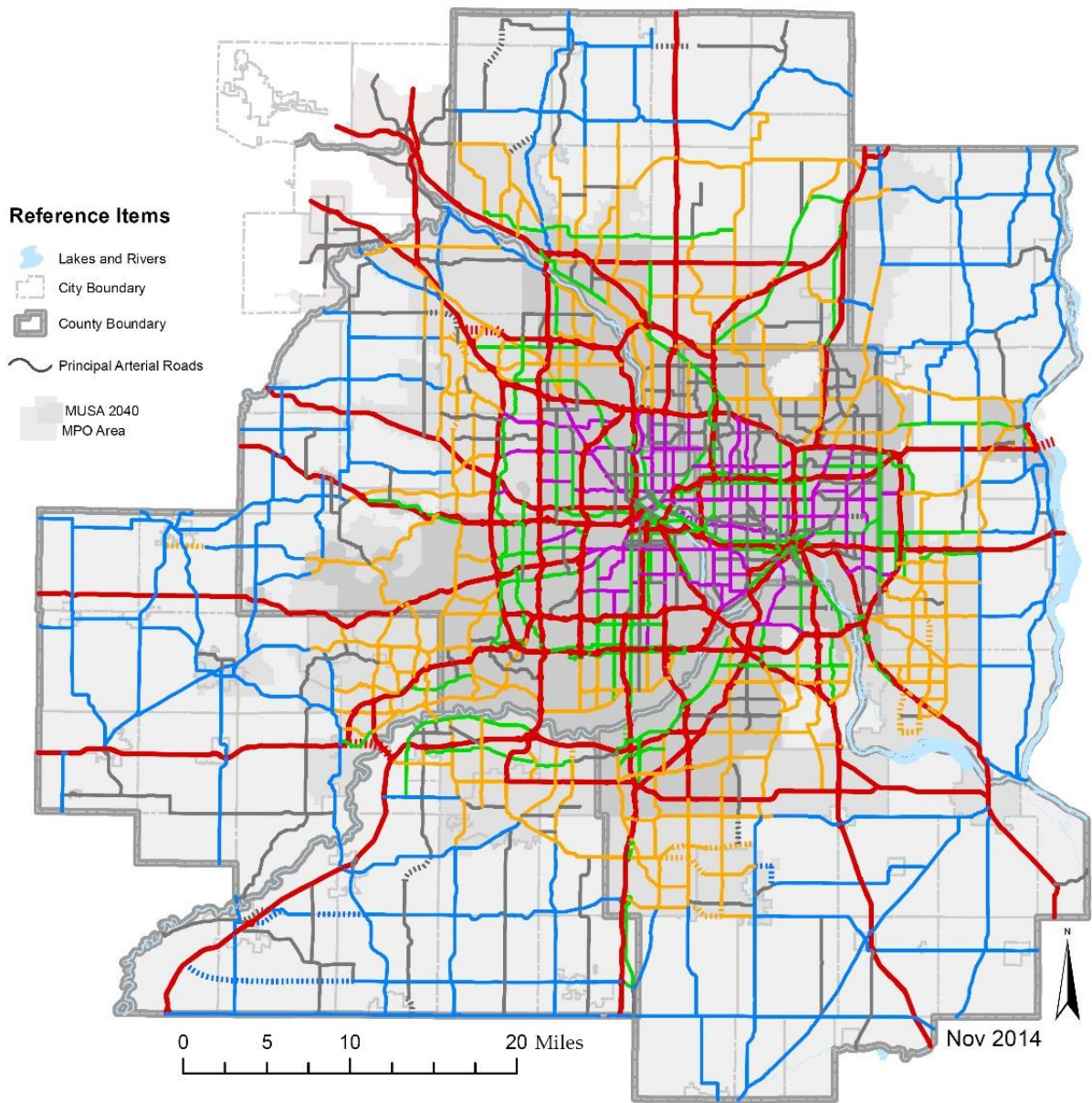
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1









Figure 1-2 of the TPP







Functional Class Roads



Existing

-  Principal Arterial
-  A-Minor Augmentor
-  A-Minor Reliever
-  A-Minor Expander
-  A-Minor Connector
-  Other Minor Arterial

Planned

-  Principal Arterial
-  A-Minor Augmentor
-  A-Minor Reliever
-  A-Minor Expander
-  A-Minor Connector
-  Other Minor Arterial

Thrive Planning Areas





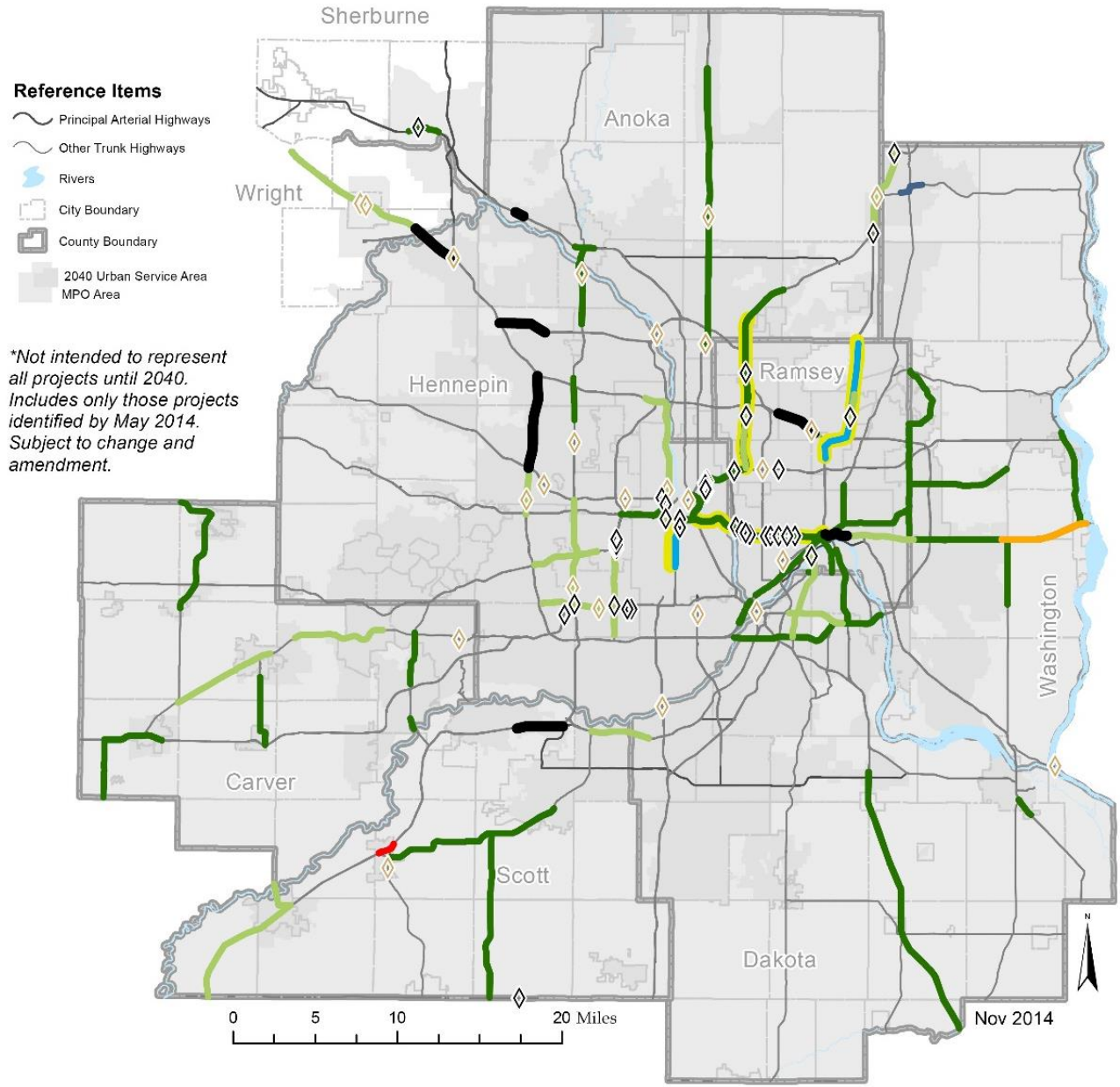
-  Urban Core & Urban & Suburban
-  Suburban Edge & Emerging Suburban Edge
-  Rural Service Areas
-  MPO Area outside the Seven County Area

Figure 5-8 of the TPP

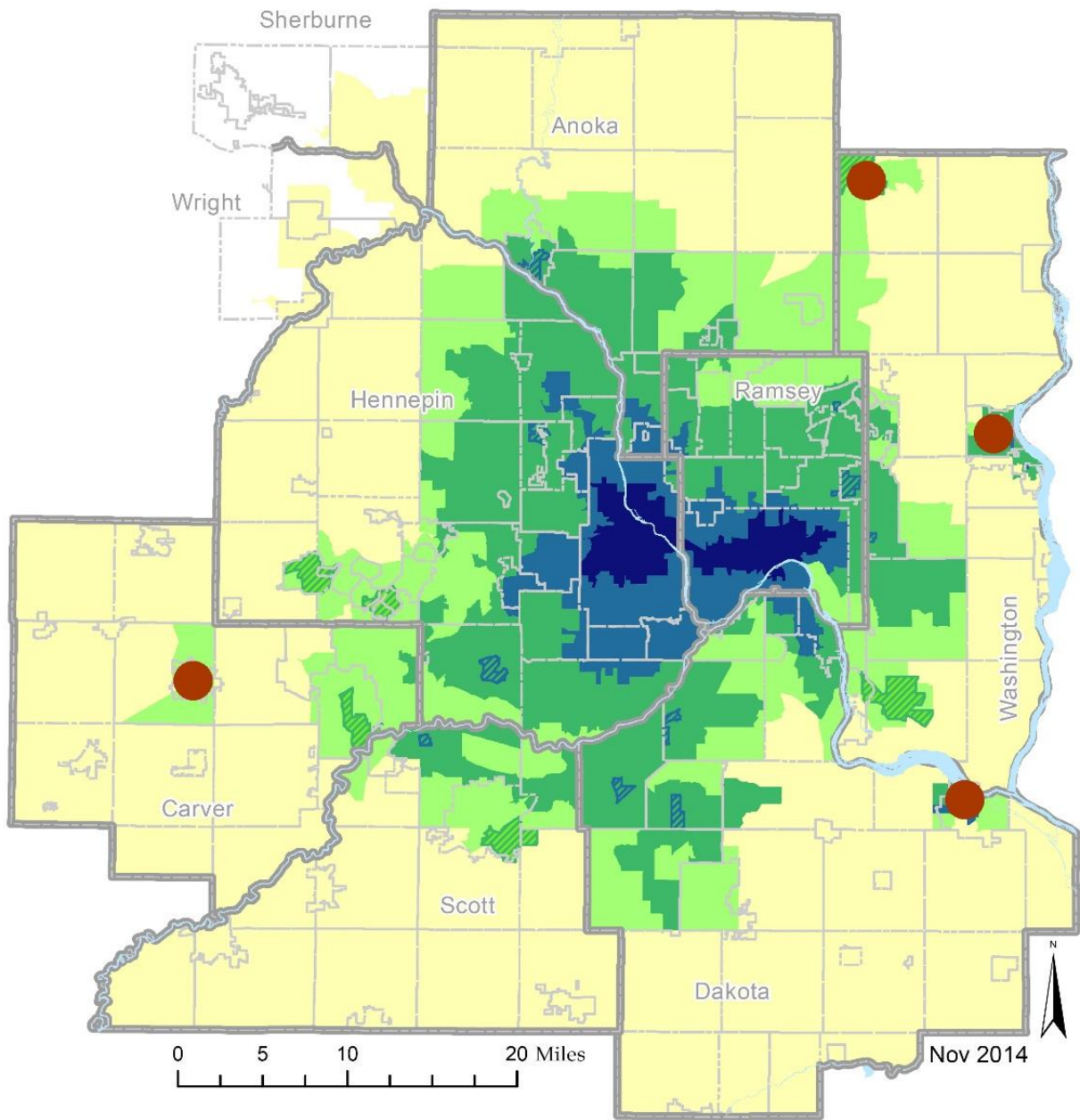
Identified Projects* in Highway Current Revenue Scenario



- ◇ 2015-2018 TIP Bridges
- ◇ 2019 - 2024 Bridges
- ◇ Strategic Capacity
- ◇ Roadside Infrastructure
- ◇ Roadside Infrastructure / Safety
- ◇ 2015-2018 TIP Pavement
- ◇ 2019 - 2024 Pavement Projects
- ◇ 2015 - 2018 Pavement / MnPass
- ◇ 2015 - 2018 Pavement / Safety
- ◇ Tier 1 MnPASS Expansion

Figure 6-3 of the TPP

Transit Market Areas



- Market Area I
- Market Area II
- Emerging Market Area II
- Market Area III
- Emerging Market Area III
- Market Area IV
- Market Area V
- Freestanding Town Center

Figure 6-8 of the TPP

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

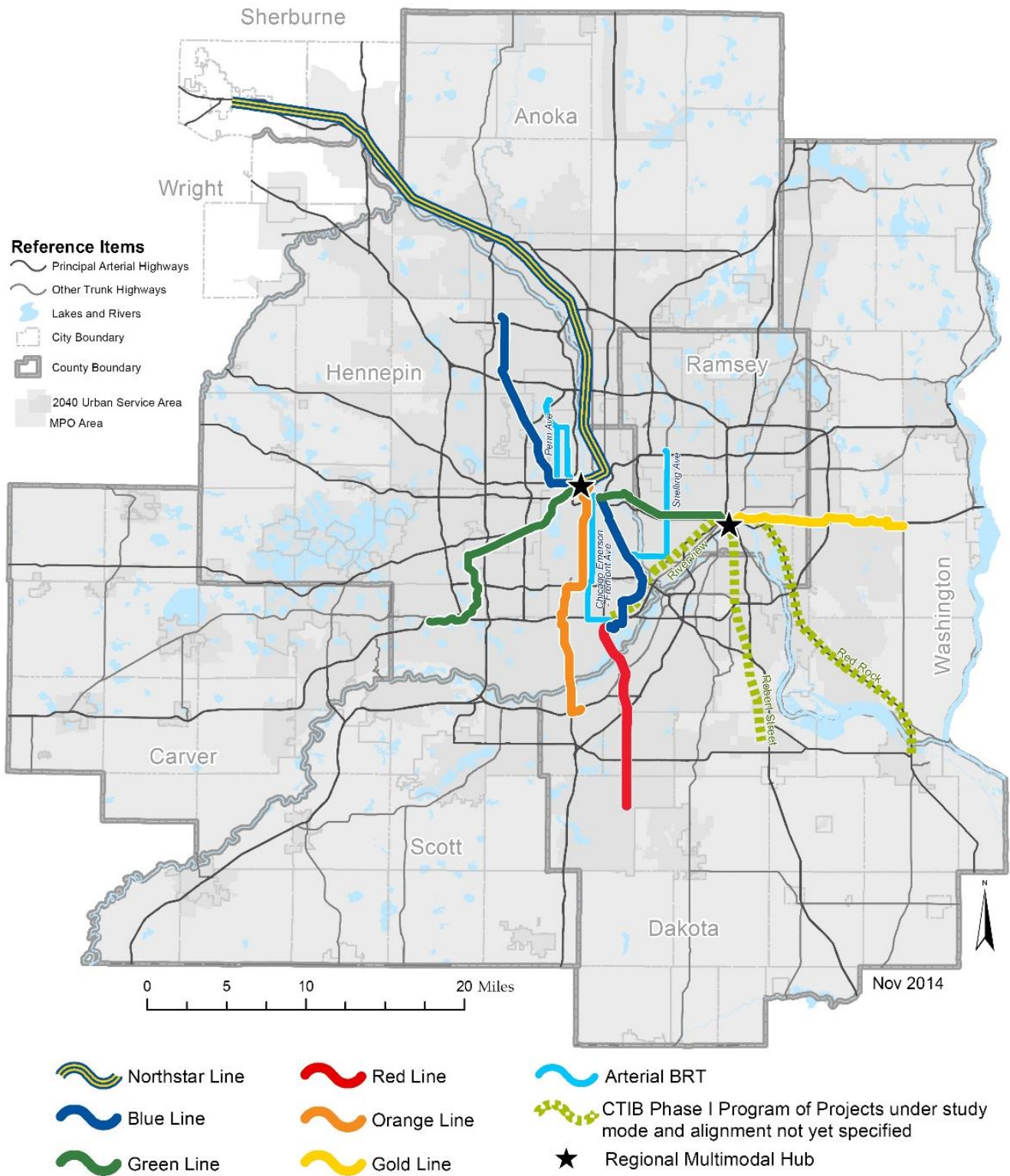


Figure 6-9 of the TPP

Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision

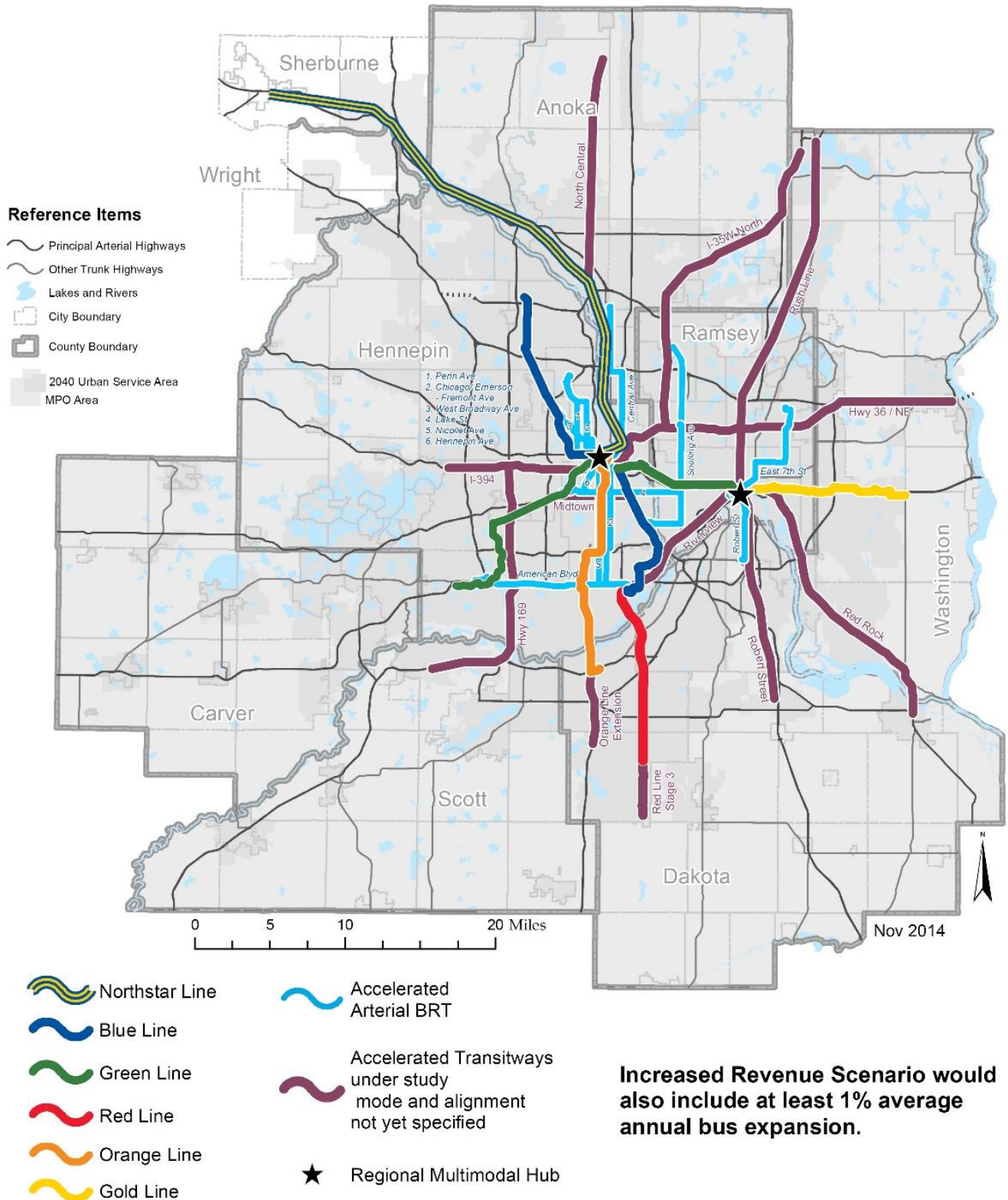
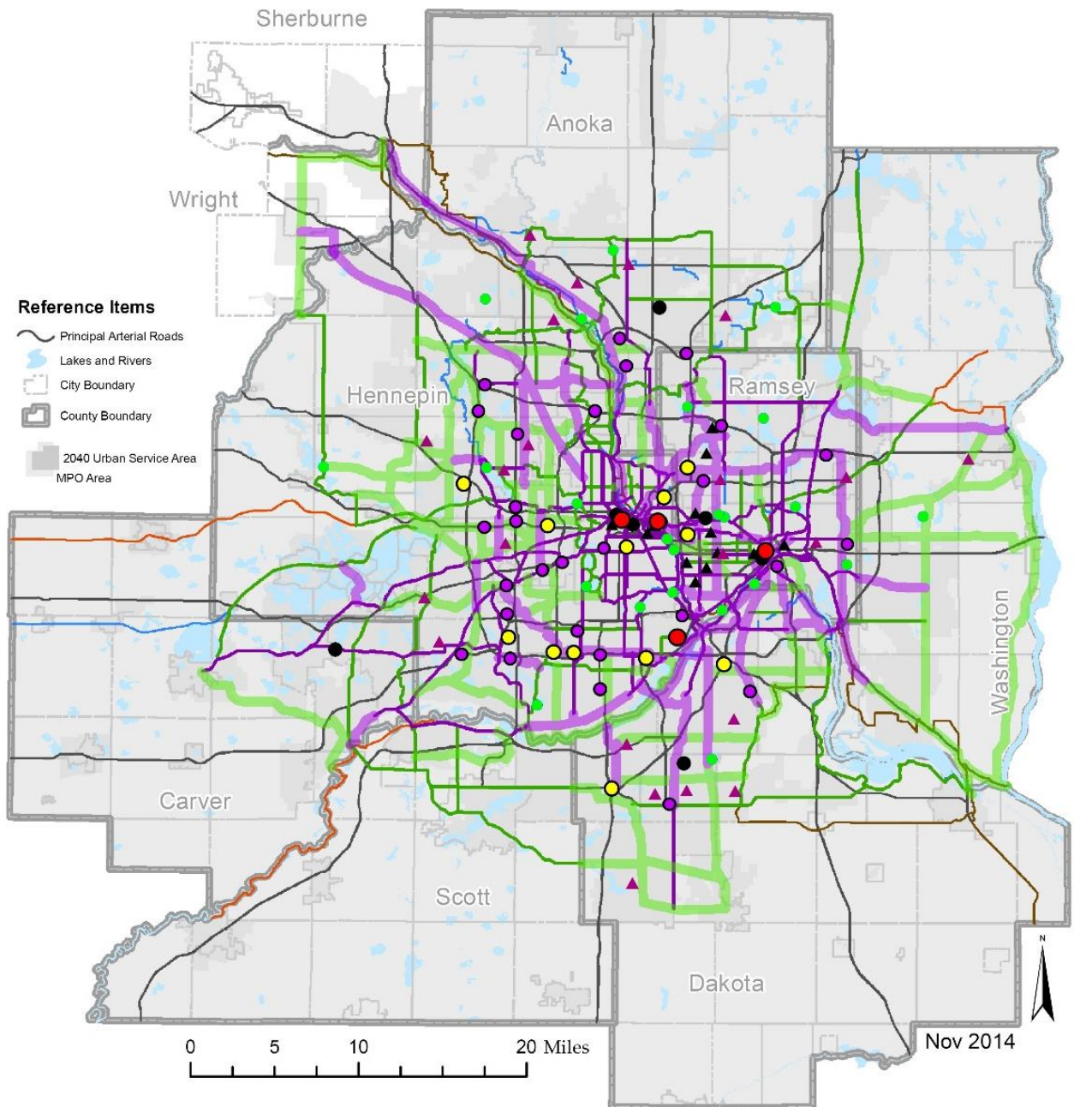


Figure 7-1 of the TPP

Regional Bicycle Transportation Network Vision



RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Figure 8-1 of the TPP

Metropolitan Freight System

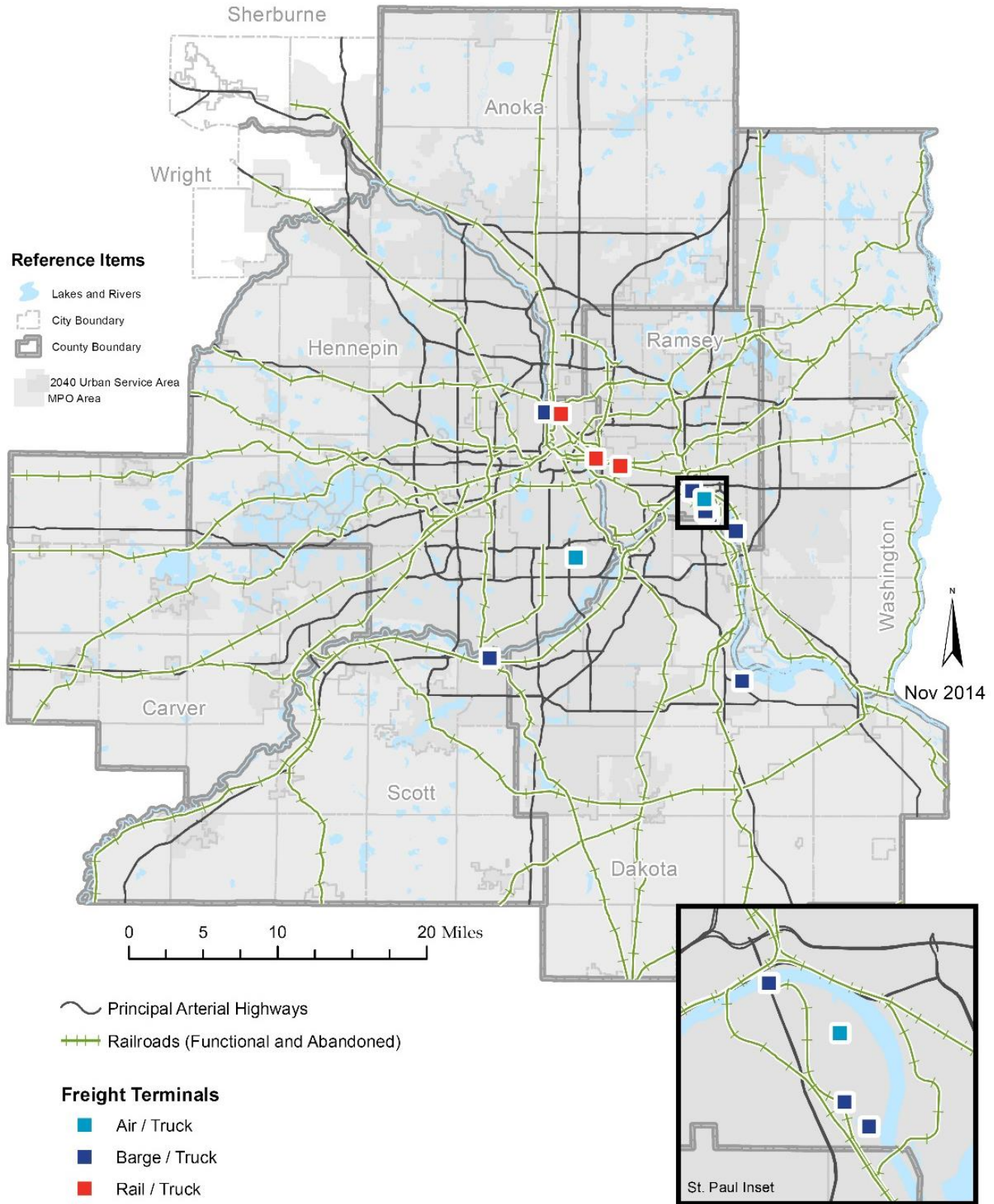
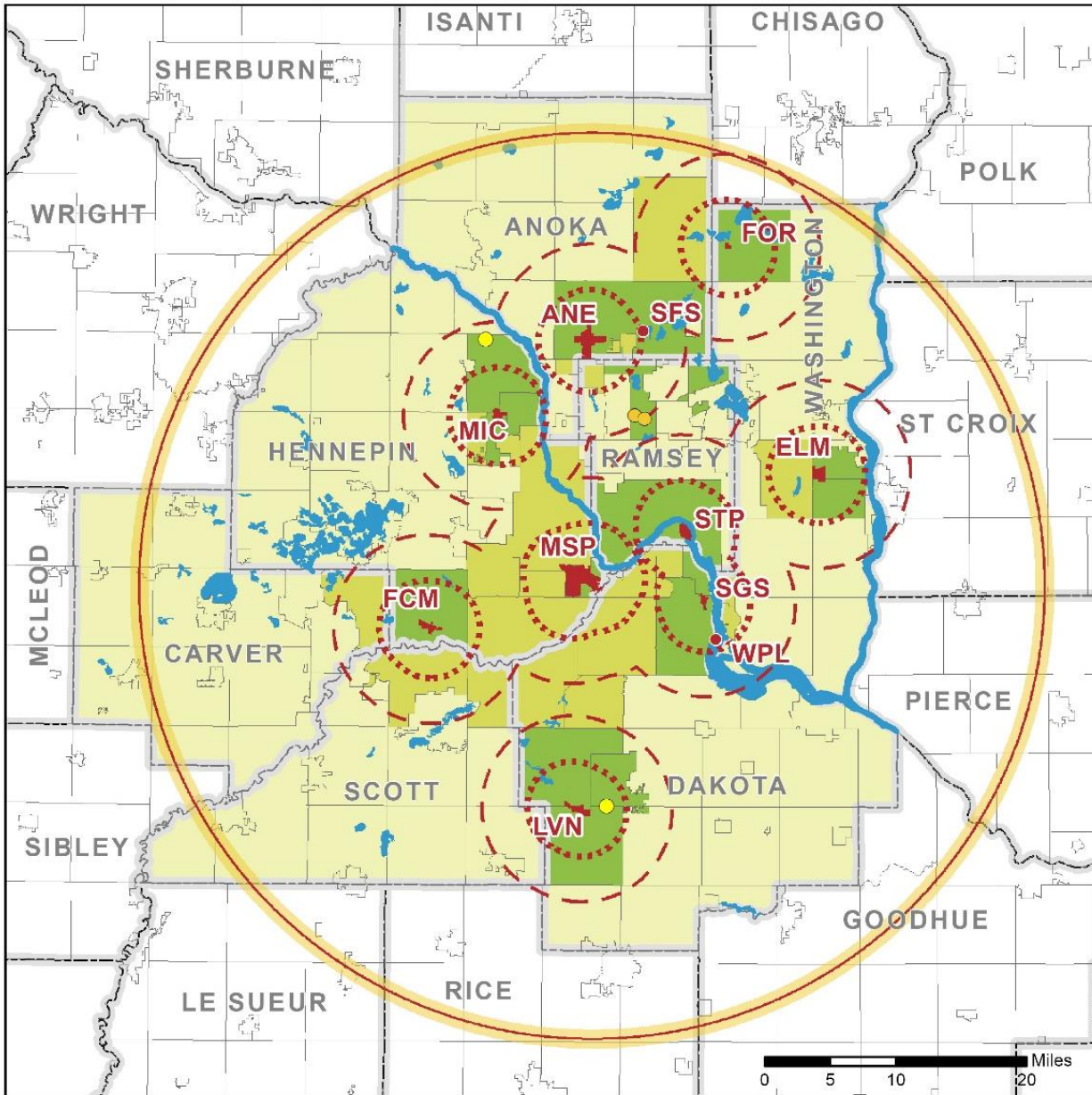


Figure 9-1 of the TPP

Airport Service Areas



Public Owned Public Use Airport

Airport Compatibility Area
 (3 NM's - Noise, Zoning, Infrastructure)
 (6 NM's - Landfills, Wind Towers)

MSP Minneapolis - St. Paul International Airport
(Wold-Chamberlain Field)

STP St. Paul Downtown Airport
(Holman Field)

ANE Anoka County - Blaine Airport
(Janes Field)

FCM Flying Cloud Airport

MIC Crystal Airport

SGS South St. Paul Airport
(Fleming Field)

ELM Lake Elmo Airport

LVN Airlake Airport

FOR Forest Lake Airport

Privately Owned Public Use Airport

SFS Surf-Side Seaplane Base
(Rice Lake)

WPL Wipline Seaplane Base
(Miss. River)

Minneapolis Class-B Airspace Boundary

Permitted Seaplane Surface Waters
(Rice Lake)

VOR Protection Zone

Tall Tower Areas

Aviation Facility Located in Community

Community Directly Affected by Facility(s)

General Airspace Notification/Protection

WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

City of Ramsey

The *2040 Water Resources Policy Plan* includes policies and strategies to achieve the following goal:

To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

Key Concepts in the 2040 Water Resources Policy Plan

Adopted by the Metropolitan Council in May 2015, the *2040 Water Resources Policy Plan* is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes:

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
 - Providing an adequate water supply for the region
 - Promoting and implementing best management practices that protect the quality and quantity of our resources
 - Providing efficient and cost effective wastewater services to the region
 - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
 - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.

- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Ramsey should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Ramsey should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Metropolitan Sewer Service

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Ramsey as contained in the adopted *2040 Water Resources Policy Plan* can be found at:

<http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx> and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Ramsey, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Ramsey wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Ramsey is treated at the Metropolitan WWTP.

Description of the Regional Inflow/Infiltration (I/I) Program

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Ramsey should adopt a management program consistent with state rules. An overview of Ramsey's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the [Local Planning Handbook](#).

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Ramsey should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Ramsey is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Ramsey must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current *Local Planning Handbook*.

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Ramsey. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Ramsey is part of and a list of impaired waters in the community for use in development of your local water plans.

Other Plan Considerations

Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).

The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be

reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the *Local Planning Handbook*, and the Council's *Master Water Supply Plan*.

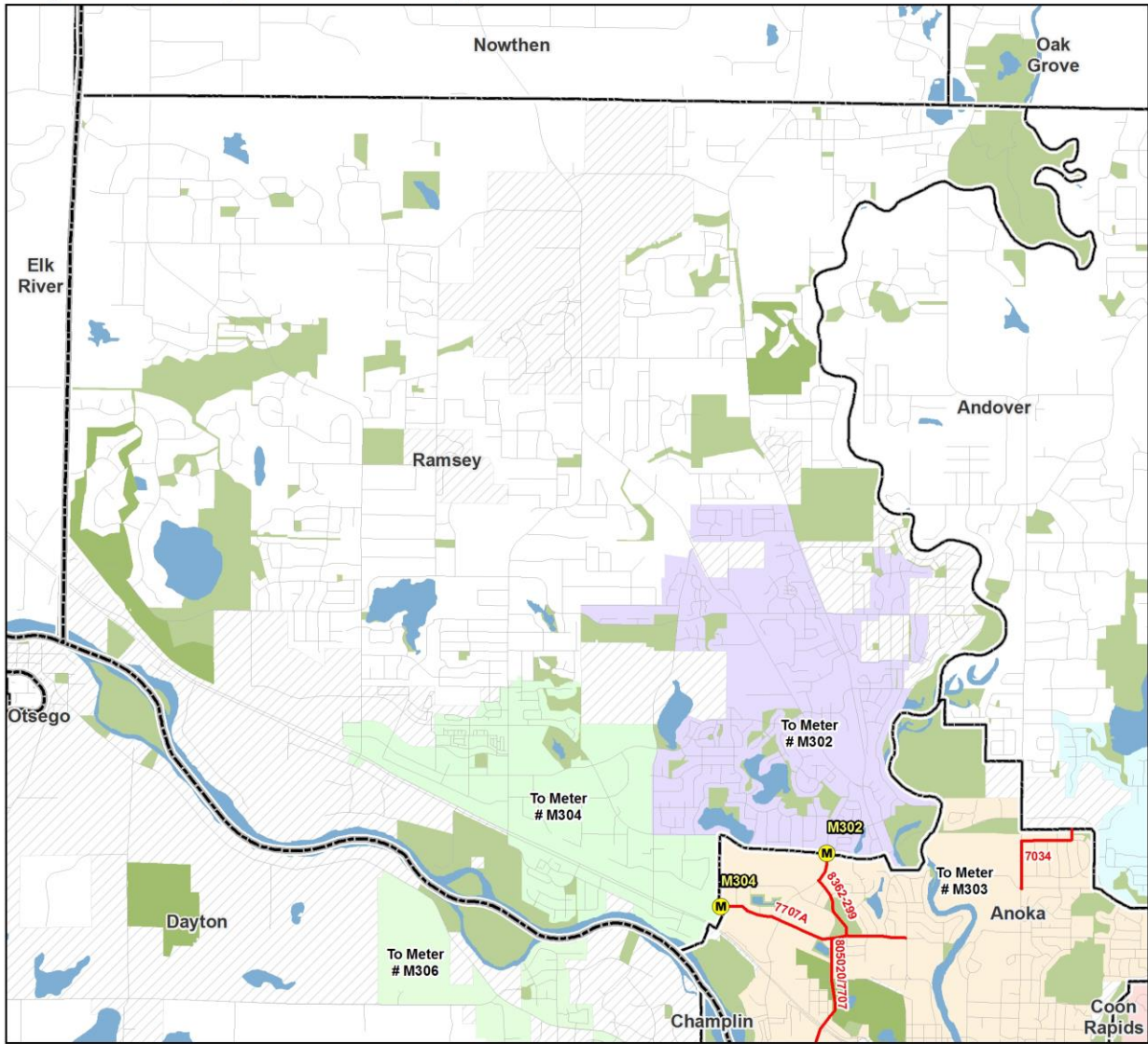
The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

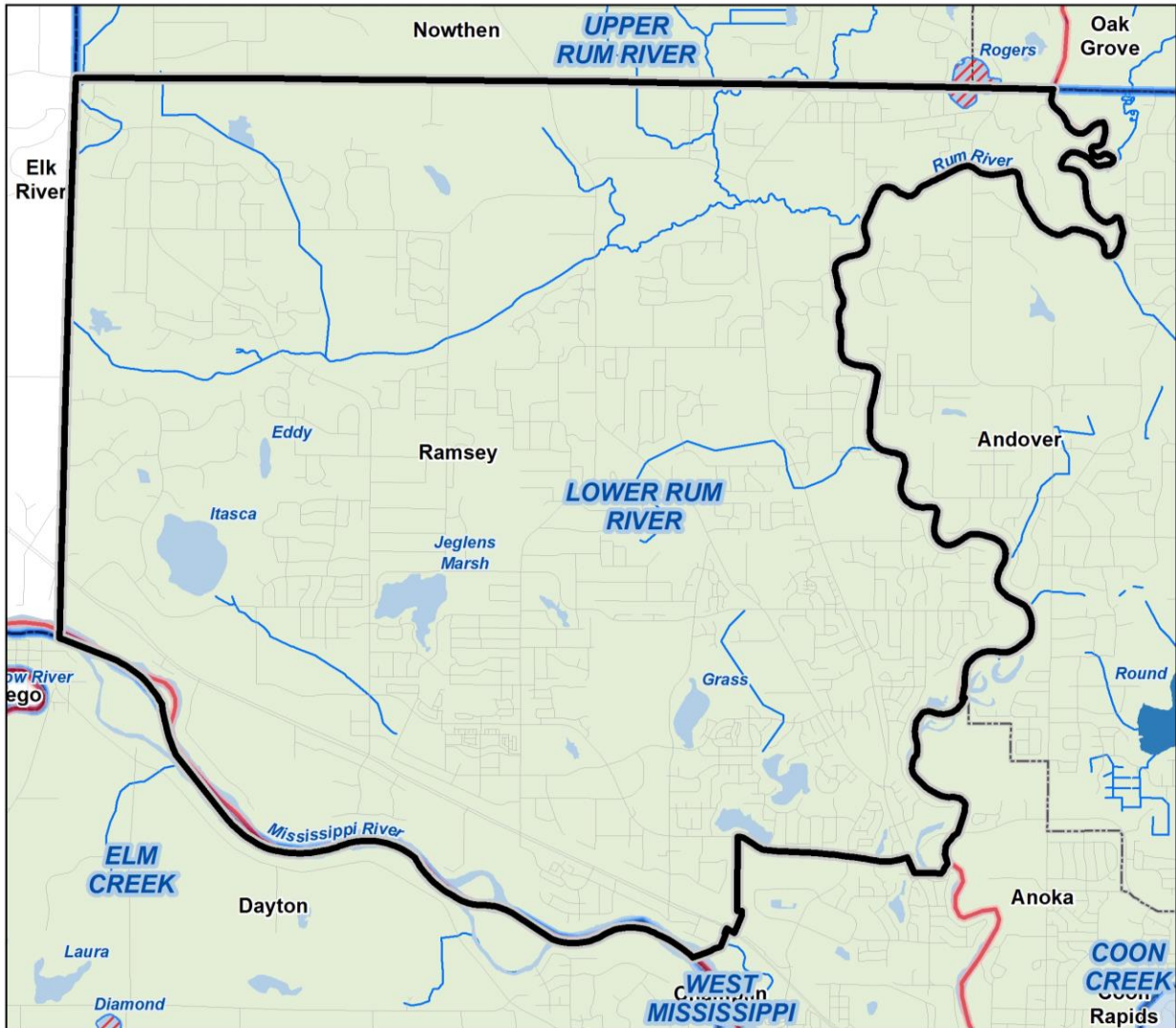
City of Ramsey, Anoka County



- | | | |
|-----------------------------|---------------------|--------------------------------------|
| Interceptors by Type | — Outfall | Ⓜ Meters |
| — Gravity | — Low Head Crossing | ▲ Lift Stations |
| — Forcemain | — Bypass | WTP MCES Wastewater Treatment Plants |
| — Siphon | | |
-
- | | |
|--|--------------------|
| Interceptor Meter Service Areas | |
| ■ To Meter # 100 | ■ Areas Not Served |
-
- | | | |
|--|--------------------------------|----------------------------------|
| ■ Areas of Unmetered Flow into the Community | ▭ County Boundaries | ■ Park, Recreational or Preserve |
| ▨ Rural Center WWTP Service Areas | ▭ City and Township Boundaries | ■ Golf Course |
| ▨ 2040 MUSA | ▭ Lakes and Rivers | |
| | — NCompass Street Centerlines | |

Figure 2. Surface Water Resources

Ramsey, Anoka County



- Watershed Management Organization Boundaries
- Watershed Management Organization Type**
- County
- Watershed District
- Watershed Management Organization
- Impaired Rivers & Streams (2014 Draft MPCA 303(d) List)
- 2014 Priority Lakes
- County Boundaries
- City and Township Boundaries
- Other Lakes and Major Rivers
- Other Streams
- NCompass Street Centerlines

Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

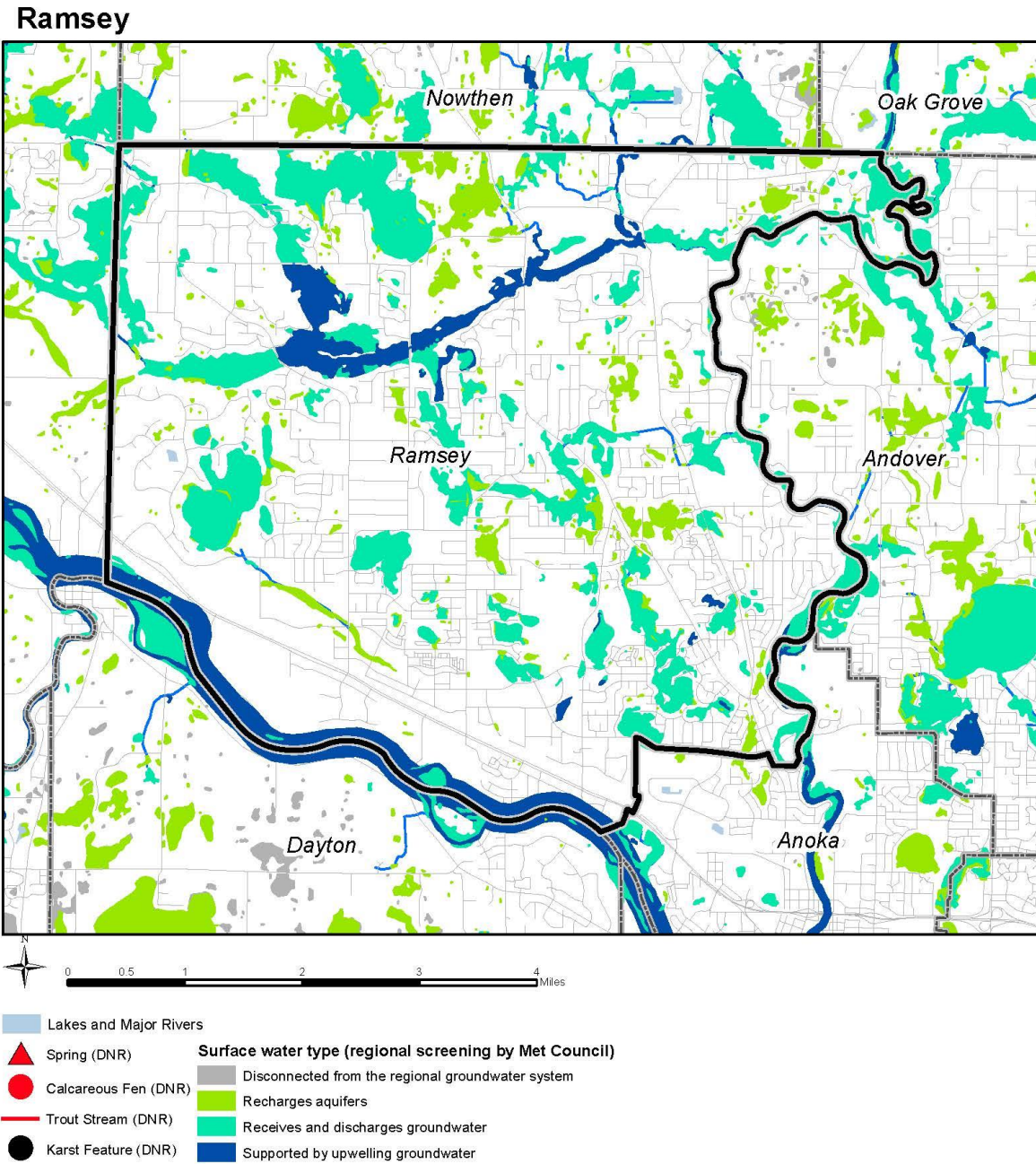


Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

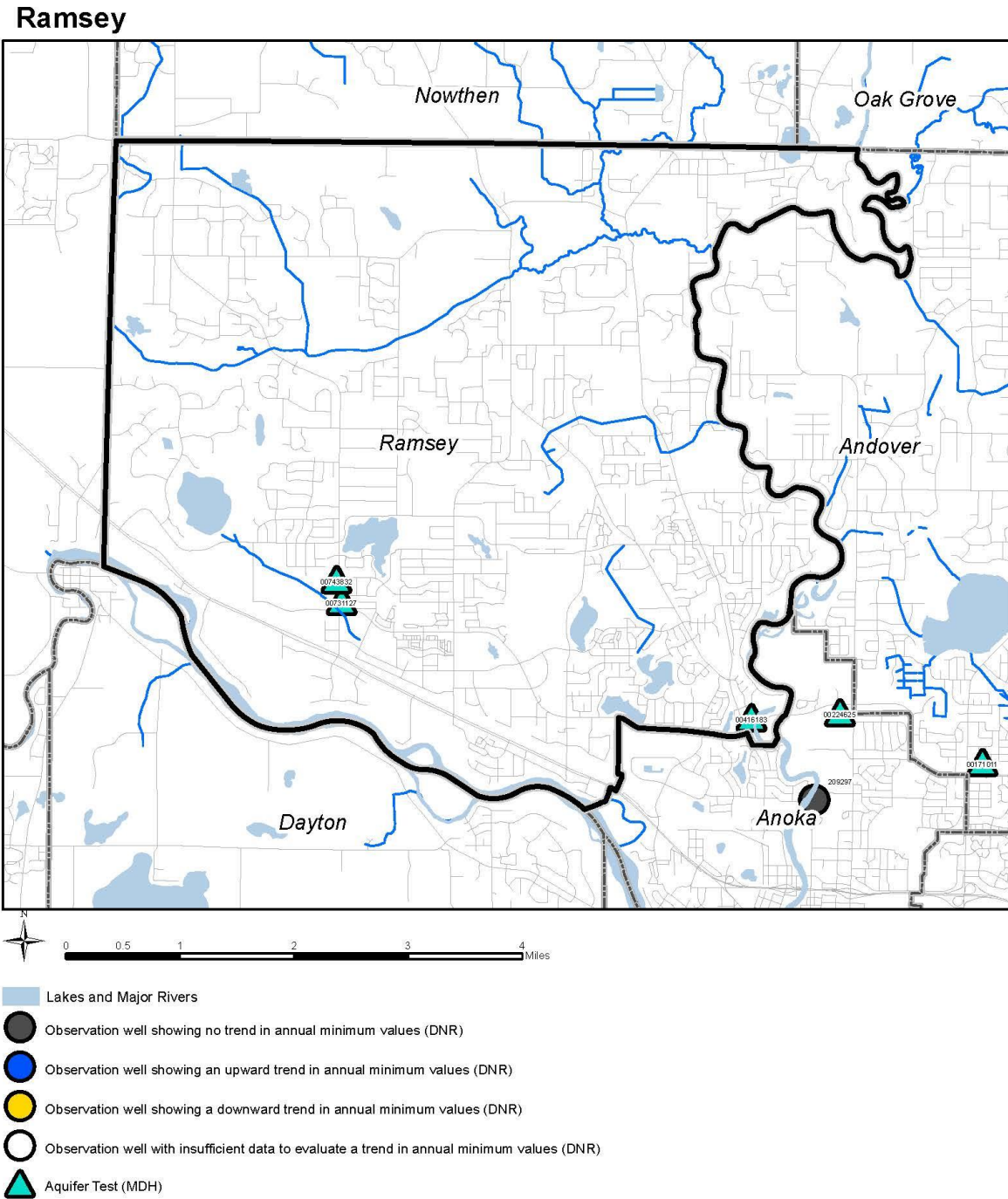
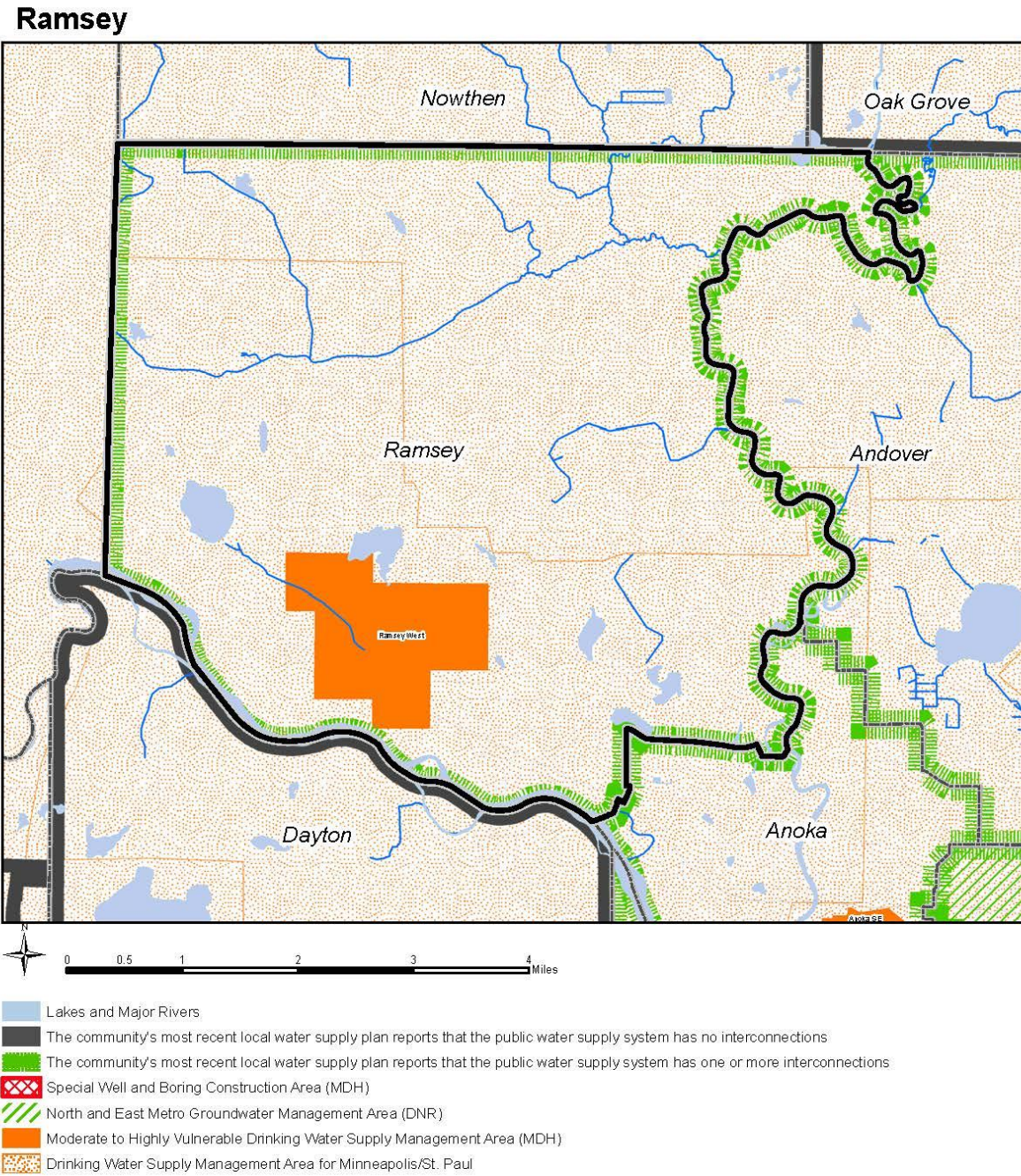


Figure 5. Municipal public water supply system interconnections and regulatory management areas



REGIONAL PARKS SYSTEM STATEMENT

City of Ramsey

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan*.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

Key Concepts in the 2040 Regional Parks Policy Plan

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on [the Council's website](#).

2040 Regional Parks System Facilities

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

Special Recreation Features

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

Regional Trails

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

2040 Regional Parks System Components

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

Existing Regional Parks System Facilities: include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

Planned Regional Parks System Facilities (not yet open to the public): include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

Regional Parks System Boundary Adjustments: include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

Regional Park Search Areas: include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

Regional Trail Search Corridors: include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

2040 Regional Trail Search Corridor System Additions: include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

Key Changes in the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

Identify all proposed regional trails as regional trail search corridors

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy Plan* depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Ramsey should consult the complete [2040 Regional Parks Policy Plan](#) in preparing its local comprehensive plan. In addition, Ramsey should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Regional Parks System Components in your community

The following Regional Parks System Components within Ramsey as identified in the *2040 Regional Parks Policy Plan* are listed below.

Regional Parks, Park Reserves, and Special Recreation Features

Rum River Central Regional Park: This is an existing regional park with an established boundary. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Mississippi West Regional Park: This is an existing regional park with an established boundary. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

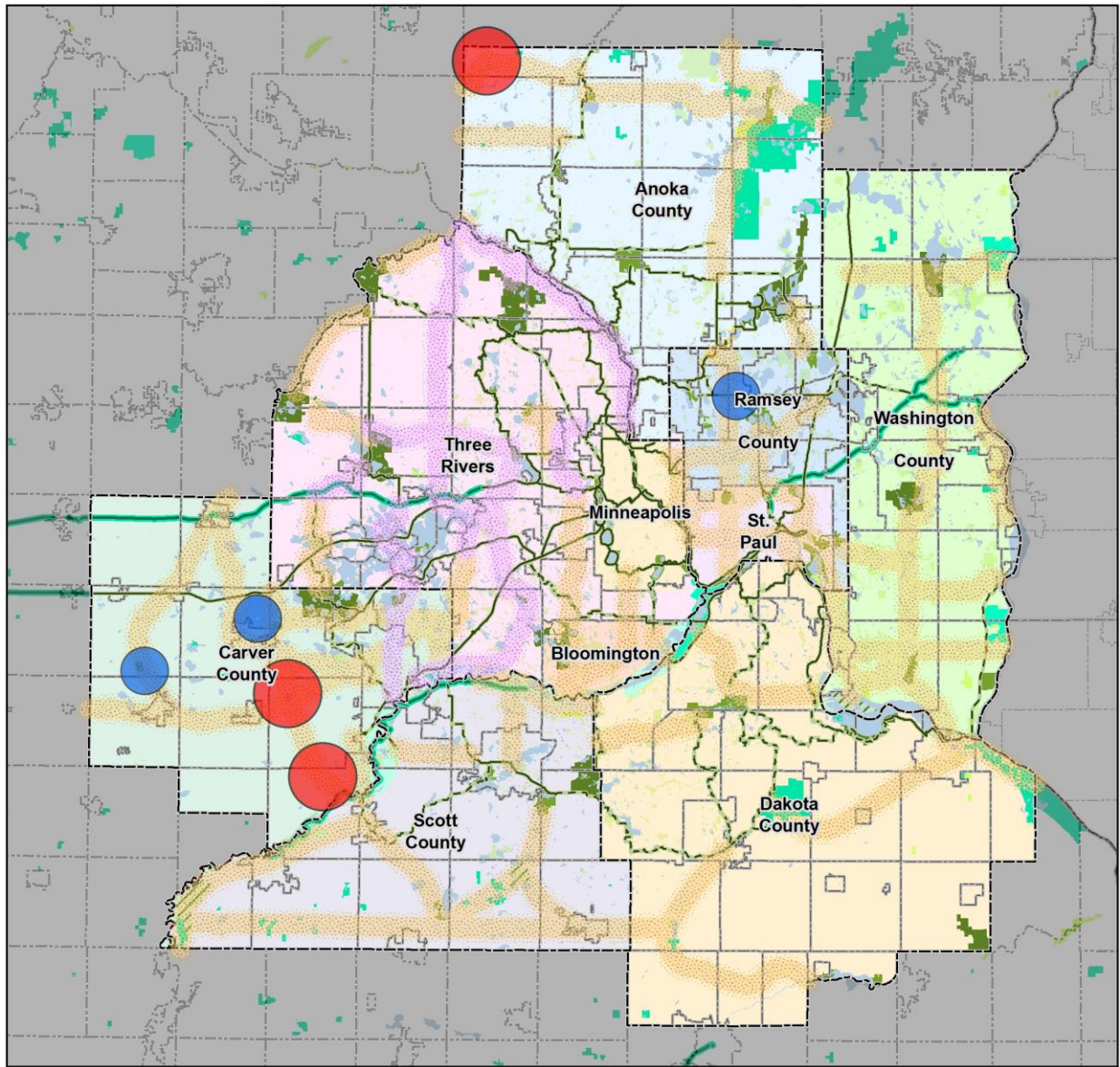
Central Anoka Regional Trail: This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Andover, Ham Lake, Blaine, Lino Lakes, and Centerville as it connects Mississippi West Regional Park, Rum River Regional Trail, Bunker Hills Regional Park, East Anoka County Regional Trail and Rice Creek Chain of Lakes Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Mississippi River Regional Trail (Anoka County): This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Anoka, Coon Rapids, and Fridley as it connects Mississippi West Regional Park, Rum River Regional Trail, Coon Rapids Dam Regional Park, Rice Creek West Regional Trail, and Anoka County Riverfront Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks System Components in Ramsey.

Figure 1. 2040 Regional Parks System Plan Map

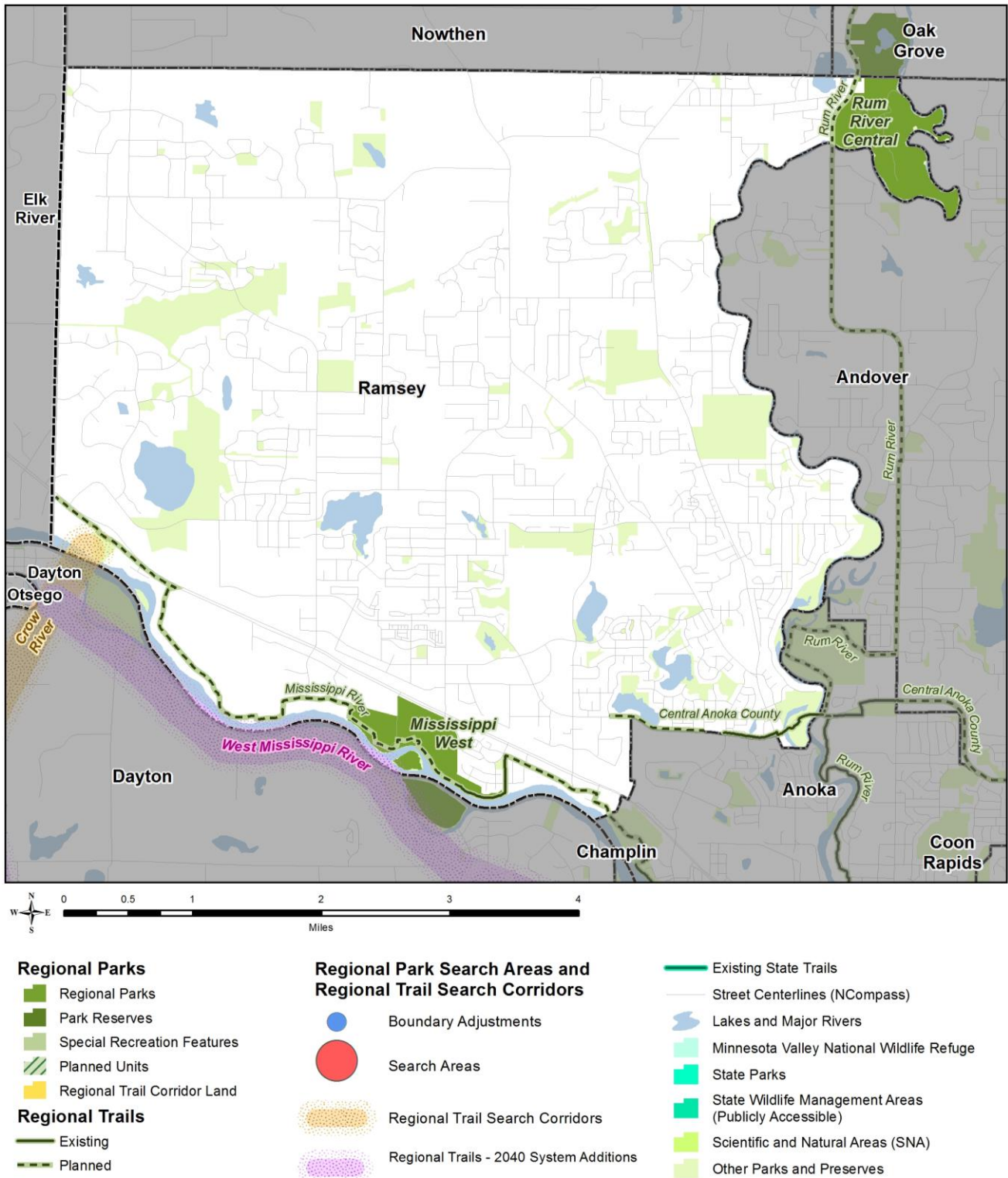
Regional Parks System Twin Cities Metropolitan Area



- | | | |
|---|---|--|
| <p>Regional Parks</p> <ul style="list-style-type: none"> Regional Parks Park Reserves Special Recreation Features Planned Units Regional Trail Corridor Land <p>Regional Trails</p> <ul style="list-style-type: none"> Existing Planned | <p>Regional Park Search Areas and Regional Trail Search Corridors</p> <ul style="list-style-type: none"> Boundary Adjustments Search Areas Regional Trail Search Corridors Regional Trails - 2040 System Additions | <ul style="list-style-type: none"> Existing State Trails Lakes and Major Rivers Minnesota Valley National Wildlife Refuge State Parks State Wildlife Management Areas (Publicly Accessible) Scientific and Natural Areas (SNA) Other Parks and Preserves |
|---|---|--|

Figure 2. Regional Parks System Facilities in and adjacent to Ramsey

Regional Parks System City of Ramsey, Anoka County



CHECKLIST OF MINIMUM REQUIREMENTS FOR RAMSEY

The checklist below was compiled from information on the [Plan Elements](#) pages in the [Local Planning Handbook](#) under the “Minimum Requirements” sections of the respective topics. Please note that this information is subject to change. The most current information can always be found on the website. Also, please remember that additional information may be requested during the review process for clarification and accuracy by the Technical Review staff. If you have any questions, please contact your [Sector Representative](#).

LAND USE

Forecasts and Community Designation

- Include a table of forecasted population, households, and employment for 2020, 2030, and 2040, consistent with the Council’s forecasts.
- Remember, Council forecasts must be used consistently throughout your entire comprehensive plan.
 - Your transportation plan needs to allocate forecasts to transportation analysis zones (TAZs).
 - Your water and wastewater plans need to reflect forecasts to plan for urban services.
 - Your land use plan must reflect and be coordinated with your forecasts.
- Include a map acknowledging your regional Community Designation(s) and acknowledge the overall density expectations for your Community Designation(s).
- Each Community Designation identifies both Council and Community Roles in Thrive’s land use policy section. Plans must be consistent with Community Roles for your Community Designation(s) as well as Community Roles that apply to everyone.

Existing Land Use

- Provide an Existing Land Use Map with a land use legend.
- Provide an Existing Land Use Table. Calculate total acres and percent of total acres for each land use category.
- Land uses categories on the map and in the table, as well as any text references must all be consistent with one another.
- Show existing regional parks, park reserves, and special recreation features with a land use of “Park” (or your equivalent) on your Existing Land Use Map.

Future Land Use

- The Future Land Use plan must be consistent with the Council’s forecasts of population, households, and employment and identify sufficient land to support your community’s forecasted growth.
- Provide a Future Land Use Map and land use legend, including density ranges for all land uses that allow residential development.
- Provide a Future Land Use Table. Calculate total acres and percent of total acres for each land use category for each 10-year planning period (2020, 2030, and 2040).
- Define each land use category shown on the Future Land Use Map. Land use categories must be used consistently throughout your plan.
- Land use categories must include types of allowed uses and the minimum and maximum densities (“the allowable density range”) for all categories that allow residential uses. Allowed uses should include a description of allowable housing types such as single family, detached, duplexes, townhomes, etc.
- For each “mixed use” category, define an expected share of individual land uses and identify the permitted density range for residential uses. For example, Mixed Use Downtown might have an expectation of 30% commercial, 40% office, and 30% residential with a density of 10-15 units per acre.
- Acknowledge Council-approved master plan boundaries of regional parks, park reserves, and special recreation features by guiding the properties with a land use of “Park” (or your equivalent) on your Future Land Use Map.

For Communities within the Metropolitan Urban Service Area (MUSA) and Rural Centers:

- Identify employment locations and provide a measurement of intensity of planned employment. Employment locations are typically the areas guided for commercial, office, industrial and institutional uses. Acceptable measurements of intensity include Floor Area Ratio (FAR), building footprint or impervious coverage. Ranges for measuring intensity are acceptable.

For Communities with Special Resources:

- In order for properties to be enrolled in the Agricultural Preserves Program, the Future Land Use Map must reflect an Agricultural land use designation with a maximum density of 1 unit per 40 acres at the time of plan adoption, as required by state law.
- Identify aggregate resources in your community on the Future Land Use Map.
- See the Special Resources section within the Land Use Plan Element for requirements for Critical Area Plans, Historic Preservation, and others.

Density Calculations

- Identify where forecasted residential growth will happen on your Future Land Use Map. Show expected new development and re-developed areas.
- Identify what density range is expected for each residential land use in your community.
- Identify when residential development or redevelopment is anticipated to happen. See the Handbook section on Staged Development and Redevelopment.
- The average net residential density for your community must be consistent with the density requirements for your community designation.
- Provide a minimum and maximum value for each residential density range. (Zero is not an acceptable minimum. The maximum value must be a whole number.)
- Use the lowest allowed residential density from land use ranges in your calculations. For example, a land use that permits a density range of 3-5 units per acre must use 3 units per acre in all density calculations for this land use. This ensures that even at the lowest permitted density, the community will be developing at densities that meet overall density expectations.
- Focus on areas of change. Show us which planned land uses have changed from your previously approved plan and where new land uses (change or development intensity) is planned/expected.
- Provide the net developable acreage for each residential land use. It's OK to exclude wetlands and natural water bodies, public parks and open space, arterial road rights-of-way, and natural resource lands protected by local plans and ordinances (i.e. steep slopes, wetland buffers, tree preservation) from area calculations. Stormwater ponds, utility easements, local roads, and local rights-of-way cannot be excluded from area calculations.
- The information you develop in your land use plan carries over to other elements of your comprehensive plan. The areas and densities in the land use plan must be consistent across elements related to forecasted growth, wastewater, water, housing, and transportation.

For Communities with Existing or Planned Transitways or High Frequency Bus Corridors:

- Minimum average net densities near transitway stations and high frequency bus corridors must meet the standards in the 2040 Transportation Policy Plan (TPP). Refer to the Transportation Plan Element.

For Communities with an Affordable Housing Allocation:

- Guide residential land at densities sufficient to create opportunities for affordable housing using one of the following options outlined in the Housing Plan Element. Refer to the Projected Housing Need section.

Staged Development and Redevelopment

- Identify potential local infrastructure impacts for each 10-year increment.
- Demonstrate that the municipality is capable of providing services and facilities that accommodate its planned growth.
- The staging plan or likely development phasing must be consistent with the volume of anticipated sewer flow identified in your community's Local Sewer Plan.
- The staging plan or likely development phasing must support and be consistent with your community's share of the Region's Need for Affordable Housing for 2021 - 2030.

For Suburban Edge, Emerging Suburban Edge, Rural Centers, and Communities with Orderly Annexation Agreements (OAAs):

- Map stages of development in 10-year increments (existing, 2020, 2030, and 2040).
- Provide a table of staged development in 10-year increments. The table must include future land uses, area in acres, density ranges, and total residential units by each 10-year time increment.

Natural Resources

- Describe your community's goals, intentions, and priorities concerning preservation, conservation, or restoration of natural resources in your community.

Special Resource Protection

- All plans must include a protection element for historic sites.

- All plans must include policies for the protection and development of access to direct sunlight for solar energy. Solar access is addressed in depth under the Resilience section.
- All plans must identify whether or not aggregate resources are available within the community. For communities with aggregate resources, additional requirements apply.

For Communities with Agricultural Preserves:

- In order for properties to be enrolled in the Agricultural Preserves Program, the Future Land Use Map must reflect an Agricultural land use designation with a maximum density of 1 unit per 40 acres, as required by state law.

For Communities with Aggregate Resources:

- Identify aggregate resources in your community on the Future Land Use Map using the Aggregate Resources Inventory.
- You must address and minimize potential land use conflicts.
- Identify planning and regulatory measures to ensure that aggregate resources are extracted prior to urbanization of aggregate-rich sites.

For Communities in the Mississippi River Critical Area Corridor

- Review Critical Area plans to ensure consistency between state and federal guidelines and land use updates.
- Review and consider protection and enhancement requirements of the Mississippi National River and Recreation Area (MNRRA) Plan. The corridor boundaries of the Mississippi River Critical Area and MNRRA are the same.
- Include a map of the Mississippi River Critical Area Corridor and your community.
- After the DNR completes pending Rules revisions, we will update this section to reflect any additional or changed planning requirements.

Comp Plan Steering Committee

2. 4.

Meeting Date: 11/13/2017

By: Tim Gladhill, Community Development

Information

Title:

Discuss Future Meetings

Purpose/Background:

The purpose of this case is to discuss an additional meeting in December and the potential to meet in January, February, and March, 2018 in order to ensure completion of the Comprehensive Plan by the June deadline to submit for comment.

Observations/Alternatives:

Staff recommends the following meeting dates:

- Monday, December 11 (Transportation Plan, Economic Development Plan)
- Monday, January 8 (Master Parks Plan)
- Monday, February 12 (Water Resources [Waste Water, Surface Water, Water Supply], Housing)
- Monday, March 12 (Re-Check for consistency across plans, Implementation Plan)

Staff would also recommend a public workshop on April 9. The Planning Commission would hold a Public Hearing on Thursday, May 3. The City Council would consider adopting the plan on Tuesday, May 22.

Recommendation:

See above for recommendations.

Action:

Consensus to approve the schedule above.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	11/10/2017 12:05 PM
Form Started By: Tim Gladhill		Started On: 11/10/2017 11:37 AM
Final Approval Date: 11/10/2017		