

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

DATE	3/31/17	PROJECT ADDRESS	14800 BLOCK PUMA ST NW
PROJECT. TITLE	RIVERSTONE ADDITION (SKETCH PLAN)		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: tgladhill@cityoframsey.com		

We offer the following comments regarding your land use application. Staff is supportive of the proposed subdivision, subject to corrections to plans identified within this report and final review for compliance with future steps (Preliminary Plat and Final Plat). This sketch plan phase is a conceptual review that focuses on layout and general development standards, but not detailed grading, stormwater, and utility review.

Comprehensive Plan

Action Item: Comprehensive Plan Amendment required to change areas of High Density Residential and Commercial.

The City Council already authorized a Comprehensive Plan Amendment for the ‘Armstrong West’ area. The amendment will now enter Metropolitan Council review. Upon approval of the Comprehensive Plan Amendment, the entire site will be guided as Medium Density Residential. Please note that approximately 90% of the project site is already guided in this manner. The Comprehensive Plan Amendment adjusts two (2) minor areas based off of previous land use planning. In 2013, the City embarked on a minor Small Area Plan commonly referred to as Armstrong West. The proposed project is consistent with policy direction from that planning effort. Results of that process are attached under separate cover.

The Comprehensive Plan defines Medium Density Residential as areas that are within the MUSA and intended to receive medium density housing including lower density multi-family housing and higher density single-family housing. Average density will be 6 units per acre [Zoning Code allows for range of 3 – 6 units per acre].

The fact that the project requires an amendment to the Comprehensive Plan and Planned Unit Development affords the City certain discretion in approving/not approving the project.

Permitted Uses

Action Item: Zoning Amendment required to be consistent with Comprehensive Plan Amendment noted above. Staff recommends utilizing a Planned Unit Development (PUD) due to the overall master plan for the project to be discussed below.

The project is being generally reviewed under the standards of the R-2 Residential District (this district implements the Medium Density Residential (MDR) designation of the Comprehensive Plan. The intent of the R-2 Residential District is to accommodate multiple dwellings at a density of three to seven dwelling units per acre and multiple-dwelling complexes within the 2002 MUSA. All lots created by subdivision located within the 2020 MUSA shall be serviced by sanitary sewer and municipal water. However, there are multiple residential types within the proposed project that make it difficult to apply one single zoning district to the project. Please note that one of the City's goal is to provide a variety of housing options for people at all life stages and income levels to encourage existing and future residents to stay in Ramsey throughout their lives and to achieve a balanced housing supply. One strategy identified in the Comprehensive Plan to achieve this is to continue to develop more affordable single family housing such as small-lot single family homes. The four (4) different types of housing proposed within the project include:

1. 65-foot-wide traditional single-family lot
2. 50-foot-wide traditional single-family lot
3. 50-foot-wide 'villa' lot (association maintained lawn care and snow removal)
4. 4-unit townhome building



Traditional Single-Family/Small-Lot Single Family Lots (65 foot width, 50 foot width)

Detached single-family lots are traditionally guided by the R-1 Residential District. However, the minimum lot width is 80 feet. The City has on multiple occasions allowed this style of development through the PUD process. Most recently, this was utilized for the Villages of Sunfish Lake Development (mid-2000s). These units do not meet the specific definition of detached townhomes in the R-2 Residential District, thus necessitating the need for a PUD, an appropriate tool.

Villa Lots

These would be classified as detached townhomes. The use is consistent with the R-2 Residential District. Please note that the definition of detached townhome within Zoning Code is slightly different than that of Building Code. Staff raises this point not to suggest any conflicts with the proposal, yet clarify for future steps (Building Permit Review).

Townhome Lots (Quad Units)

The use is consistent with the R-2 Residential District.

Layout

The following design standards are required for the various housing types proposed within the development. Please note that due to the variety of housing types, it is difficult to apply a single-set of layout standards to the project. Any perceived deviation to City Code appears to be reasonable with the utilization of a Planned Unit Development. A significant portion of the project area is being preserved for open space, a key component of a PUD Approval.

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Traditional Single-Family/Small Lot Single-Family and Villa Lots

Miscellaneous Standards	Attached and Detached Townhomes
Lot size	None
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	None
Building setback from public street right-of-way	25 feet
Building setback from private street measured from back of curb	25 feet
Building setback from exterior development boundary line	30 feet 25 feet (detached)
Minimum separation between buildings, including any appurtenances thereto (i.e., patios, decks)	20 feet 15 feet (detached)
Parking node setback from exterior development boundary line	30 feet
Parking node setback from structure	15 feet
Maximum lot coverage	35%
Maximum building height (measured from mean ground level to mean gable)	35 feet
Accessory structure setback (measured from the development boundary line)	30 feet
Maximum number of units per structure	81 (detached)
Open space required	40% general open space 10% of which must be identifiable community space

The only deficiency in the above table would be the minimum separation between buildings. The Planning Commission and City Council have already seen this project in concept, and appeared generally supportive of the overall approach. The PUD appears to be an appropriate tool in this instance.

Continued on next page.

Townhome/Quad Units

Miscellaneous Standards	Twinhome or Quad
Lot size	7,000 square feet per dwelling unit
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	50 feet
Front yard setback	30 feet
Side yard setback	10 feet
Side yard setback corner lot	30 feet
Side yard interior wall setback	0
Rear yard setback	30 feet
Maximum lot coverage for all principal and accessory buildings (excludes impervious or prepared surface)	35%
Maximum building height (measured from mean ground level to mean ground gable)	35 feet
Accessory structure setbacks:	
Front	30 feet or same as principal structure, which ever is greater
Rear	5 feet
Side	6 feet
Side corner	30 feet
Maximum number of units per structure	4

The only apparent deficiency to the above table is lot width, which is measured at approximately 45 feet. There appears to be sufficient space in the common area to widen the individual lots without impacting the proposed buildings themselves.

Action Item: Adjust the lot widths of the quad units to 50 feet.

Continued on next page.

Architectural Standards

The R-2 Residential District has increased architectural design standards when compared to the R-1 Residential District. The current submittal does not include architectural renderings. The PUD approval process does require this step.

Action Item: Submit architectural renderings for all unit types. Master Plans for model types must be approved by the Planning Commission and City Council. Please note this requirement for future building permit submittals. We encourage you to submit all desired model types in advance to avoid delays in building permit review. Please note, individual permits meeting the requirements of the Building Code Master Plan process can be reviewed. Each individual permit does not need to be reviewed by the Planning Commission and City Council. Minor adjustments to master plan floor plans is acceptable.

Street Widths and Design

The proposed street widths are deficient of minimum width standards for the City (32 foot wide streets). Staff continues to debate the pros and cons of this approach. This approach was utilized in the Village of Sunfish Lake Addition. The City's Public Safety and Public Works Maintenance Teams have expressed concern with this design due to maneuverability. On the other hand, Staff also sees other benefits.

The intersection of Street H and Alpine Drive is deficient in pedestrian safety. The current recommended strategy is a roundabout in this location and would include a cost share. The proposed intersection has been identified as a concern due to sight lines, geometry, and pedestrian safety. The intersection will also serve as an entrance to future Lake Itasca Park.

The project also requires execution of the Armstrong West Arterial/Collector Infrastructure Project. This topic was discussed at the March 28 City Council Work Session. This topic will be discussed as part of Preliminary Plat.

Action Item: Either 1) amend the proposal to 32 foot street widths or 2) provide a narrative outlining the benefits of 29 foot street widths. This is for public streets only. Private streets must meet the minimum design requirements of the R-2 Residential District.

Action Item: Amend the plan set to include a roundabout at the intersection of Street H and Alpine Drive –OR- propose an equivalent approach that improves sight line and pedestrian safety.

Stormwater Pond

Based on projects with similar stormwater pond size and depth, Staff anticipates some concerns regarding safety to be raised by Planning Commission. Plans should be updated to better reflect the fact that these are intended to be lined ponds that hold water as an amenity. We also encourage you to be prepared to discuss stormwater safety, especially along public trails and compliance with stormwater regulations. Since this is not Preliminary Plat review, Staff has not finalized our recommendations on this matter.

Development Fees

Standard Development Fees are due on the plat. You have indicated a desire to obtain certain Park Dedication and Trail Development Fee Credit for the open space and trail areas. Staff's recommendation is that trail easement and trail construction for the Lake Itasca Greenway internal to the site is eligible for Park Dedication Credit. Staff does not recommend credit for the private (not City owned) open space areas (Outlot C and Outlot D). However, the City Council has noted that they would be open to additional options for parks.

This topic will be discussed further in May during Preliminary Plat Review.

Environmental Review

An Environmental Assessment Worksheet (EAW) is mandatory by the State of Minnesota for this project. A draft has been completed and is available for review. The City Council will consider authorizing distribution for official comment period later in April or early May. Staff has completed an initial review, and has determined this EAW to be incomplete. Minor updates and revisions are required before distribution. The draft EAW is included in the Planning Commission packet.

Policy Document

During concept plan phase (unofficial review), the City prepared a Policy Document to guide discussions between Staff and Developer. This document is included as reference.

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

DATE	MARCH 29, 2017	PROJECT ADDRESS	WEST OF PUMA STREET, SOUTH OF ALPINE DRIVE
PROJECT. TITLE	RIVERSTONE		
ESCROW #	115626		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Sketch Plan Exhibits for Riverstone. The submittal consists of 16 sheets prepared by Carlson McCain dated March 8, 2017. The submittal included a document with the stormwater summary and geotechnical report. This review also covers the draft EAW submitted for this project.

General comments:

- 1. A legend must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. A scale must be shown on all sheets.**
2. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
3. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
4. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features stand out. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.
- 5. Underlying lines must be broken where they are under text boxes to enhance readability. Underlying text must be moved so there is not text on text.**
6. Move the typical street section to one of the Street/ Storm Sheets.
7. Add match lines and continuation notes to all sheets where part of the street is shown on a different page. Station numbers must be darker in plan view. Lines must be broken under the match lines.
8. Each pedestrian ramp requires a specific detail with walk/ trail width, ramp slope, landing pad slope, spot elevations and number of truncated domes.

9. Final plat documents must have plan and profiles for streets, sanitary sewer, storm sewer and watermain. Plan view must be shown for all pipes extending outside of the right-of-way.

Sheet Specific Comments:

Sheet 4:

1. A drainage and utility easement must be dedicated along Puma Street for the future Lift Station. See additional comments on utility plan.

Sheet 8:

1. The future lift station must be placed in a drainage and utility easement outside of the public right-of-way. The lift station must have a driveway access from Puma Street.
2. Water valves must be added mid-block near Lot 14, Block 9, Lot 8, Block 13, Lot 7, Block 12, Lot 14, Block 6, Lot 10, Block 5 and Lot 8, Block 11.
3. The manhole information for the structure near Lot 43, Block 9 is not correct. The rim and invert elevations are reversed. The invert elevation is lower than the downstream invert.
4. Rim and invert elevations are required on the proposed sanitary sewer in Puma Street. The responsibility for construction of this line and the lift station has not been determined; however, design information must be shown on this plan to ensure that the proposed line will function properly.
5. Watermain must be placed on the north side or east side of the road. The location must be changed adjacent to Block 6.
6. Sanitary sewer north of the lift station can be 8", not 18" diameter pipe.

Sheets 10-13:

1. The grading plan must be revised to achieve the following separation distances per the Lower Rum River Watershed Management Organization rules (LRRWMO).

The lowest floor elevation of all development, including basements, must be at least 3 feet above the highest anticipated ground water table, 2 feet above the designated or designed 100-year flood elevation, or 1 foot above the emergency overflow, whichever is higher.

This requirement may be waived if evidence that a lesser separation can be achieved is:

- submitted and certified by a geotechnical engineer
- reviewed and approved by the city engineer or other party designated by the city engineer, and
- approved by the LRRWMO.

If this process is pursued, the developer should consult with the LRRWMO Engineer before beginning the study to discuss acceptable methodologies.

Stormwater Management Plan:

1. The proposed conditions section states 27.3 acres of new impervious will be created. The next paragraph states 35 acres of new impervious will be created. The locations of these areas must be identified in plan view.
2. The proposed infiltration areas do not meet the LRRWMO criteria for infiltration as outlined below:
 - a. The volume to be infiltrated must be retained in the basin prior to any discharge leaving the basin. The large infiltration basin does not retain any water prior to discharge leaving the pond.
 - b. The bottom of the basin must be at least 3 feet above the ground water level, The infiltration benches do not meet this separation requirement.
3. If water will be discharged directly to the infiltration area then allowed to overflow to the pond, then a sump manhole or water quality treatment structure must be installed up stream of the infiltration basin to capture sediment and debris.
4. Soil borings are required in the area of the infiltration practices to verify the soils are suitable for infiltration.
5. Water cannot be directly discharged to the wetland. It must be treated as noted above.
6. Detailed procedures for constructing the infiltration basins and bringing them online will be required in the final plans.
7. The narrative indicates 0.04 acres of wetlands will be lost. Wetland sequencing must be provided to document this loss. If this area is larger than the de-minimus then mitigation must be provided.
8. The table on page 4 lists Highway 10 as a discharge point. Drainage from this area does not reach Highway 10. The railroad tracks block flow to the south.
9. The title of the HydroCAD models must be revised to include the project name and designate Existing or Proposed conditions.
10. The rainfall used in the model must indicate Ramsey, not Andover.
11. The normal water level of the ponds is 866, the soils report indicates the groundwater level was 858 – 860. This is 6 – 8 feet below the normal water level and could result in dry dusty ponds. This possibility must be evaluated during development of the final plans.
12. The ponds must be less than 10 feet deep to comply with the recommended guidelines in the Minnesota Stormwater Manual.
13. A Minimal Impact Design (MIDS) model or P8 model must be submitted showing the water quality improvements provided by the stormwater system.
14. Staff downloaded the De Minimus calculation form and worked through it. This part of Ramsey is in the 2,500 sq. ft. exemption area. The proposed impact is 1,742 sq. ft. This is under the threshold; however, this wetland was described as seasonally flooded type. Staff looked at the several aerial photos from different years in GIS and measured the apparent area of the north east wetland for 1997. There were over 1.2 acres that appear to be wet. The delineation lists the area of this wetland as 0.68 acres.

The De Minimus form states that the historic impacts + the proposed impacts exceed the de minimus then the exemption cannot be claimed. Staff feels the request for exemption needs further investigation before we accept it. The request must also be reviewed by the wetland specialists at the LRRWMO as part of the approval process for the exception.

Geotechnical Report:

1. The logs indicate loose to very loose sands at depth in each boring. The report must be revised to indicate how these loose to very loose sands should be addressed under the future pavements. The City must maintain the roads and requires that the subgrade be as uniform as possible to prevent differential settlement of the pavements.

Draft EAW:

The following comments were generated after reviewing the draft EAW.

- Page 7 - Utility phasing needs to be clarified. The southernmost streets can be served with sewer from Bunker Lake Boulevard. The remainder of the development will send sewage to a lift station. The responsibility for construction of the lift station must be identified.
- Page 8 - The tabulation lists a loss of 0.4 acres of wetland. Commentary needs to be added justifying this loss, ie. De Minimus exemption. See comments above regarding supporting the exemption.
- Page 31 - The list of permits must be updated. McDonalds has withdrawn their permit application.
- Page 74 - The traffic study states turn lanes are not required on the existing roadways. Historically projects of this size in Ramsey have needed some traffic modifications. The traffic study commentary should be expanded to show the justification for not adding turn lanes.
- Page 85 - Remove the transit comment. Ramsey does not have transit in any part of the City due to low population density.
- Page 90 - The traffic data count sheets need to be updated. The file name lists Ramsey streets while the page header lists a St. Paul intersection.
- Page 128 - The diagrams do not accurately reflect the inplace roadways at the modeled intersections. The southern leg of diagram 2 does not exist and should not be shown.

- Page 130 - The picture does not show the location of all of the diagrams listed on the page. The comments on the diagrams generally apply to all of the pages in the report.
- Page 167 - Diagram 3 lists minimal traffic from the existing neighborhood to the north. It shows the trips heading west. It also shows 181 vehicles making the north to west movement. This is not intuitive. The Alpine Drive –TH10 intersection is to the west and is not a good connection for going east on TH10. There are no plans for future employment or businesses along Alpine Drive west of the project site, so there are not apparent destinations in this direction.



Memorandum

To: *Tim Gladhill, City of Ramsey*

From: *Breanne Rothstein, WSB & Associates, Inc.*
Alison Harwood, WSB & Associates, Inc.

Date: *March 30, 2017*

Re: *Capstone Homes (Riverstone Addition) EAW Review*

WSB Project No. 01973-350

On behalf of the City of Ramsey, WSB & Associates, Inc. has reviewed the Pearson Farm Residential Development EAW for compliance with requirements. The following comments were noted during our review:

- 1) Project Title
 - Page 1 – Include the location in the project title.
- 5) Project Location
 - Page 2 – For residential development, it is recommended that grading, drainage, or other plans be attached if available.
- 6) Project Description
 - Page 2 – Figures 3 and 4 show the proposed site plan and a maximum density site plan, but both are referenced for the proposed site plan. Consideration should be made to distinguish between the two in the project description
- 11) Water Resources
 - Page 11 – for the Table 6, Appendix B reference, the formatting makes it seem like Table 6 is located in Appendix B. Consider reformatting by possibly using semicolon or ampersand symbol.
 - Page 11 – Include a table that shows the location of the wellhead protection area or other sensitive water management areas.
 - Page 16 – in the Surface Waters section, include measures taken to avoid or minimize impacts to wetlands, such as an alternatives analysis.
- 12) Contamination / Hazardous Materials / Waters
 - Page 18 – Include a figure for the WIMN database listings.
- 17) Noise
 - **Page 23 – With the project adjacent to TH 10 a noise analysis should be considered to document the need for future noise walls. Although this is not a requirement, in the future if issues arise MnDOT will not participate in funding of needed walls. It will be the local responsibility.**
- 18) Transportation
 - Page 24 – This section should be updated based on the Traffic Study comments.

Figures

 - On the site plan the access at Bunker Lake Blvd shows a center median. In order to provide lane continuity Bunker Lake Blvd will need to be widened.

Appendix E

 1. Introduction:
 - **Page 1 – the study only include analysis at the intersections closest to the development. Consideration should be given to also evaluating for regional impacts:**
 - **Bunker Lake Blvd at Armstrong Blvd**
 - **Alpine Dr at Armstrong Blvd**

- **Alpine Dr at TH 10**
- 3. Forecasted Traffic:
 - Page 3 – in the Site Traffic Forecasting section, the traffic distribution indicates 78% to/from east on Alpine Dr and Bunker Lake Blvd. Please provide the break down between the two roadways.
 - Page 3/4 – in the Non-site Traffic Forecasting section:
 - **More detail on what was assumed in the previous studies should be provided.**
 - **The text indicates that the previous studies were for a Business Park however, the trip generation tables in the Appendix show Industrial Park uses. This should be clarified.**
 - **Was other approved or anticipated development in the area included with the analysis? The EAW in Table 10 shows other projects in the City. The projects in the area of the proposed development should be included as background traffic.**
 - **The text indicates that a background traffic growth was applied. Provide a discussion on how this was calculated and applied.**
 - Page E2 and E3 - Figure 2 and Figure 3 indicate 2018 volumes however all reference and analysis is for 2040. This should be clarified.
- 4. Analysis
 - Page 5 – the text indicates that the capacity and LOS analysis is included in the appendix. A summary should be included in the body of the report for each analysis scenario.
 - Page 5 - the capacity analysis did not show the results for the left and right turning traffic from mainline (Alpine Dr and Puma St). This should be provided to show if delays and queues are an issue turning into the site.
 - Page 5 – the text indicates that “vehicle queuing of five cars or more is considered unreasonable”. How was this determined?
 - **Page 7 – in the Vehicle Mitigation section it was concluded that with the existing posted speed limit of 40 mph no turn lanes would be required for capacity. However, safety at the intersections should also be considered. Additional analysis of the sight lines should be provided at each of the driveway accesses.**
 - Page 8 – in the Vehicle Mitigation section it indicates that future improvements at Armstrong Blvd and Bunker Lake Blvd were not considered. Additional information should be provided. The current study does not include this intersection in the analysis, although it is recommended to include it.

Riverstone Addition Schedule

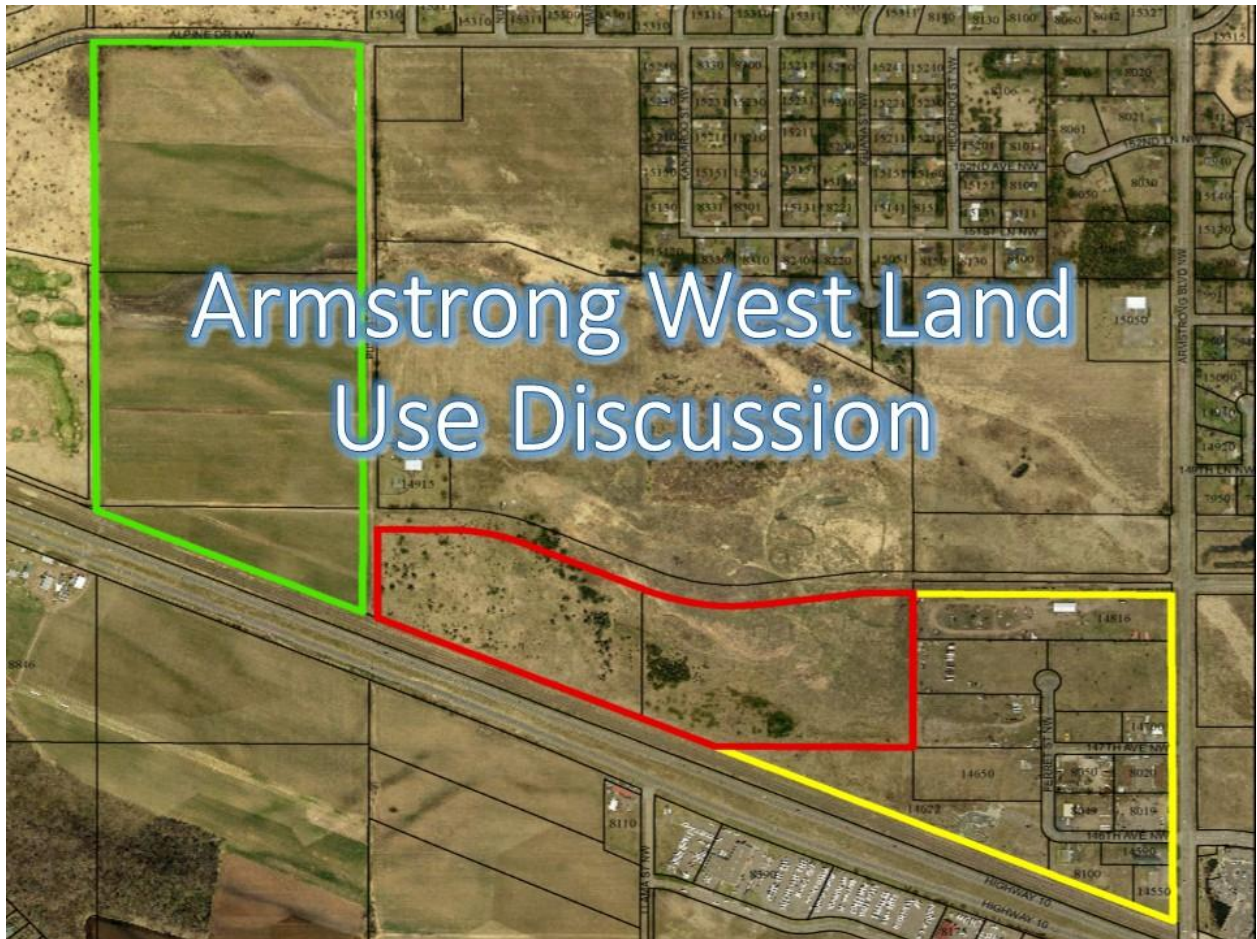
	2017											
	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	January	February	March	April	May	June	July	August	September	October	November	December
Task 1: Environmental Assessment Worksheet												
Order EAW		█										
Complete Draft			█									
City Council Approval for Distribution				█								
Comment Period				█	█							
Public Comment Meeting					█							
Planning Commission Review					█							
Environmental Policy Board Review					█							
City Council EIS Needs Decision/Final Draft						█						
Distribute Final Document						█						
Task 2: Assessment/Petition and Waiver Agreement (Trunk Infrastructure Agreement)												
City Council Approves Memorandum of Understanding				█	█							
Design												
Accept Plans and Specifications and Advertise for Bids												
Accept Bids and Award Contract												
PLACEHOLDER: OVERALL PROCESS					█	█	█	█	█	█	█	█
Task 3: Comprehensive Plan Amendment												
Adjacent Review				█	█							
Metropolitan Council Review					█	█	█					
Task 3: Sketch Plan Review												
Environmental Policy Board												
Planning Commission				█								
Parks and Recreation Commission												
Task 4: Preliminary Plat Review												
Environmental Policy Board				█								
Planning Commission					█							
Parks and Recreation Commission					█							
City Council					█							
Task 5: Final Plat Approval												
City Council						█	█					
Task 6: Construction												
Plan Revisions							█	█				
Pre-Construction Meeting							█	█				
Field Staff On Site Pre-Construction Meeting							█	█				

Working Draft
Not for Formal Use

Desired Preliminary Plat Approval

Desired Final Plat Approval

Desired Construction Start Date = August 1

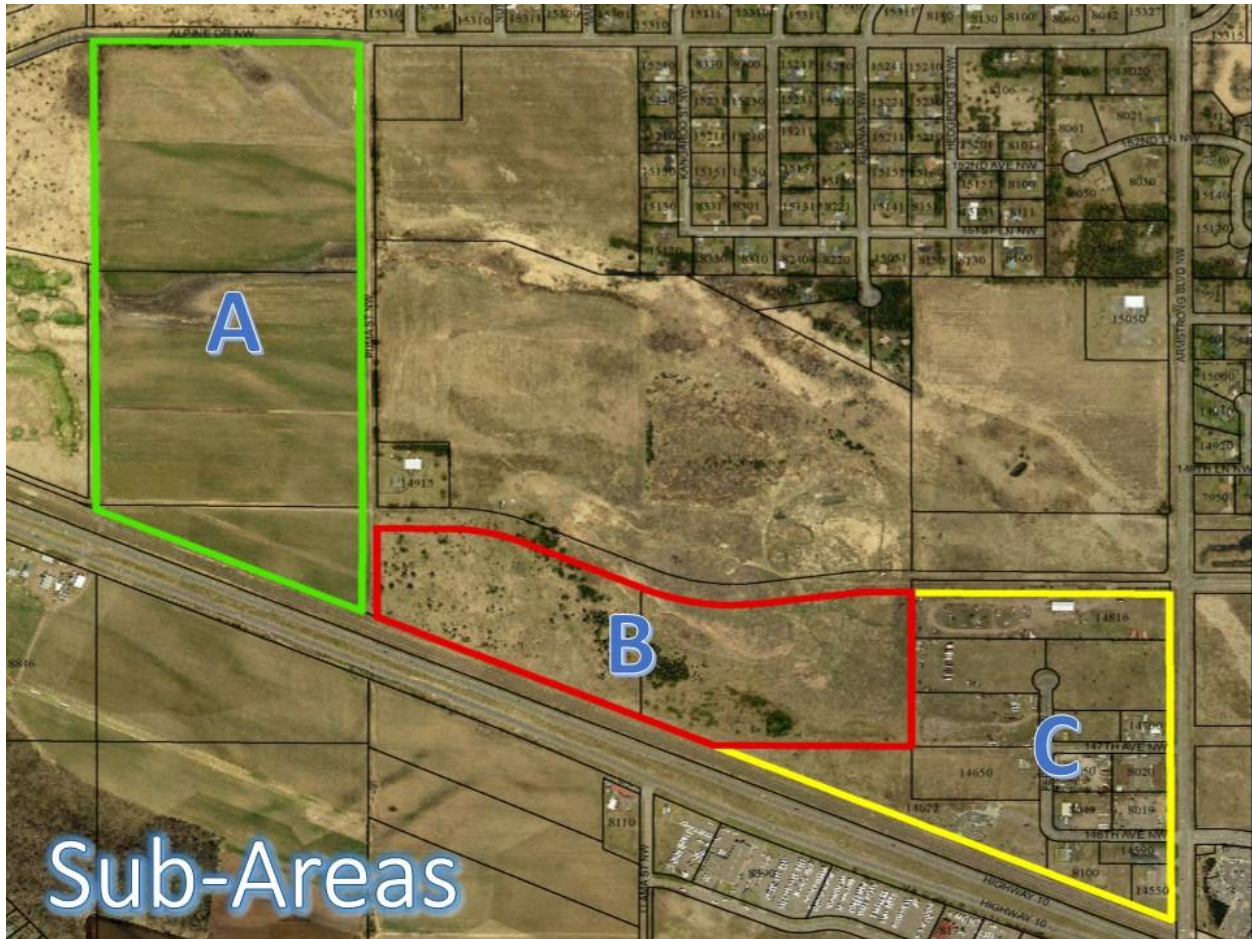


Public Discussion – December 12, 2013

The following represents comments submitted by participants.

Goals (as defined by participants)

- Add commercial and industrial land in order to add to the tax base
- Discuss necessary infrastructure
 - Water & sewer
 - Streets & access



Definitions

- Business Parks – uses could include warehousing, office, light manufacturing. May or may not include outside storage.
- Retail – places to shop.
- Low Density Residential – average three (3) homes per acre. May or may not include attached units.
- Medium Density Residential – three (3) to seven (7) homes per acre. Traditionally includes attached units, but may include detached units as well (twin-homes, detached townhomes, small-lot single-family).
- High Density Residential – seven (7) to fifteen (15) homes per acre.

Sub-Area 'A' – Pearson Properties [NOTE: discussion also added areas of Northfork, Inc. to the west and to the north]

- Portion of area as business park
 - Light manufacturing
 - Limited or no outside storage
 - High architectural standards
- Portion of area as residential
 - Low to medium density
 - Small lot single-family or twin-homes
 - High quality design standards
 - Fit well with adjacent golf course [The Links at Northfork]
 - Low traffic
 - PUD-Planned Unit Development
 - Cluster development with permanently protected green/open space to serve as buffer/transition
 - Conservation style subdivision without creating a new district/subdivision process (utilize existing PUD process)
 - NOTE: would NOT be the same, previous ordinance known as the Cluster Subdivision Ordinance (circa 2005).
 - Proposed PUD would permanently protect open space, not preserve areas for future development.
 - Focus on transition from residential to business park and compatibility with golf course
- Written Comments:
 - Keep in consideration golf course area for higher end residential & possibly private road (compared to industrial access)
 - Homes along golf course
 - Industrial park north of tracks
 - Residential North end
- Northfork, Inc. Area
 - Currently guided as larger acreage lots without sewer
 - Screening may be important depending on adjacent land use type
 - Interested in other land use options
 - Site has private, restrictive covenants
 - Could consider a higher density (low density to medium density) to match development pattern of what happens on Pearson site
 - Interested in working with Pearson Properties

Sub-Area 'B' – Hageman Holdings [NOTE: discussion also added other Hageman Holdings properties to the north]

- Open to a project in the short/near-term
- Focus = business park
- Open to the concept of retail
- Future school will provide its own buffer for compatibility
- Written Comments:
 - Industrial/business
 - Retail option
 - Not the school area or land on Alpine = residential
 - Residential north half
 - Industrial park south half

Hageman Residential Portion (36 Acres along Alpine Drive)

- High quality architecture
- Single-family feel
- Allow for some clustering with permanent buffer
- See Saint Michael example
 - Hans Hagen development adjacent to J & B Group
 - Medium density with screening/buffer
 - Twin-homes; small-lot single-family

Future School Site (North of Bunker and Sub-Area 'B')

- Current vision remains a school (user to be determined) or other youth-focused philanthropic endeavor
- If unable to develop as a school:
 - Potential for retail development (first choice)
 - Also potential for a business park

Sub-Area 'C' – West (COR) Retail

- Existing standards may be too restrictive
 - Continue quality standards on the façade
 - Default to traditional bulk standards (setbacks, parking, etc.)
- Potential/need for frontage roads
- Potential for railroad crossings and/or railroad spurs
- Hageman Holdings OK with concept of adjacent retail (Sub-Area 'B')
- Market should drive scale of retail
 - Large-scale (big-box) or small/medium-scale (convenience, food, etc.).
 - Not quite at the stage to fully determine where exact locations or large, medium, or small scale should be – let the market drive
- Reduced visibility due to Armstrong Interchange
- Need taller signs
- Written Comments:
 - Retail as best fit for the new interchange, etc.
 - Industrial park to the west

Pearson Farm City Policy Statements

Contents

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 - Environmental Impact Statement (EIS)..... 2
 - Alternative Urban Areawide Review (AUAR) 2
- Park Dedication..... 2
- Regional Infrastructure 3

Land Use and Zoning

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

Medium Density Residential Character

These areas are within the MUSA and intended to receive medium density housing including lower density multi-family housing and higher density single-family housing. Average density will be 6 units per acre.

Planned Unit Development

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

Environmental Review

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

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

Environmental Assessment Worksheet (EAW)

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

Environmental Impact Statement (EIS)

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

Alternative Urban Areawide Review (AUAR)

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

Park Dedication

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

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

Regional Infrastructure

The section will be populated at future steps.

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

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