City of Ramsey
Agenda
Regular Planning Commission
Thursday, July 6, 2017
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve the June 1, 2017 Planning Commission Meeting Minutes
Approve the June 12, 2017 Special Planning Commission Meeting Minutes

5. Public Hearings

1. PUBLIC HEARING: Consider Variance to Cul-de-Sac Length for Riverstone Addition Phase 1; Case of Riverstone Development, LLC (Capstone Homes)

2. PUBLIC HEARING: Consider a Request for a Variance for a Fence Installation at 7214 167th Terrace NW; Case of Brandon Sis

3. PUBLIC HEARING: Consider Preliminary Plat Plan, Zoning Amendment, Comprehensive Plan Amendment for Estates of Silver Oaks 2nd Addition (Project No. 17-119); Case of John Peterson

4. PUBLIC HEARING: Consider Preliminary Plat for Cole Addition (Project No. 17-132); Case of Bryon and Lynn Cole

5. PUBLIC HEARING: Consider Preliminary Plat and Zoning Amendment for Pearson Place (Project No. 16-31); Case of Development Consulting Services, LLC

6. Commission Business

1. Review Sketch Plan for Bunker Lake Industrial Park; Case of PSD, LLC

2. Consider Sketch Plan Review for Greenway Terrace; Case of Aeon (Project No. 16-84)

3. Consider Appeal of Architectural Review for Single-Family Home in The COR; Case of Purmort Homes

4. Discuss Concerns Raised on Accessory Building Architectural Standards

7. Comprehensive Plan Update Items

1. Receive Progress Report on Comprehensive Plan Update

2. Consider Authorization to Distribute The COR Interim Development Plan for Public Comment

8. Commission/Staff Input

1. Staff Input

2. Zoning Bulletins

9. Adjournment

Regular Planning Commission **4. 1.**

Meeting Date: 07/06/2017

By: JoAnn Shaw, Community Development

Information

Title:

Approve the June 1, 2017 Planning Commission Meeting Minutes
Approve the June 12, 2017 Special Planning Commission Meeting Minutes

Purpose/Background:

N/A

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

June 1, 2017 Minutes
June 12, 2017 Minutes

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/30/2017 11:12 AM
Form Started By: JoAnn Shaw		Started On: 06/30/2017 10:23 AM
Final Approval Date: 06/30/2017		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, June 1, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Cindy Nosan Commissioner Patrick Surma Commissioner Gary VanScoy
Members Absent:	Commissioner Ralph Brauer
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson

1. CALL TO ORDER

Chairperson Bauer called the regular meeting to order at 7:00 p.m.

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to approve the agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Nosan, Anderson, Gengler, and Surma. Voting No: None. Absent: Brauer.

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated May 4, 2017

Motion by Commissioner Anderson, seconded by Commissioner Surma, to approve the following minutes as presented: Planning Commission Meeting Minutes dated May 4, 2017.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Gengler, Nosan, and VanScoy. Voting No: None. Absent: Brauer.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Request for Conditional Use Permit for Danner's Cabinet Shop, Inc. on the Property located at 16735 Quicksilver Street NW (Project No. 16-37); Case of Danner's Cabinet Shop, Inc.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:02 p.m.

Presentation

City Planner Anderson presented the staff report stating the City has received an application for a Conditional Use Permit to expand a lawful, nonconforming use on the property located at 16735 Quicksilver St NW (the "Subject Property") along with a Site Plan for a building expansion. Danner's Cabinet Shop, Inc. (the "Applicant") is proposing a small building expansion on the Subject Property to provide additional office space for their operation. Staff reviewed the request in detail with the Commission and recommended approval of the Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use.

Citizen Input

Commissioner Anderson questioned where the septic system was located.

City Planner Anderson reviewed the location of the mound septic system on an aerial photo.

Troy Danner, 16735 Quicksilver Street NW, thanked the Commission for their consideration. He stated he was hoping to add showroom space to his property.

Commissioner VanScoy asked if the additional landscaping was a concern to the applicant.

Mr. Danner stated he did not object to any of the proposed landscaping.

Commissioner VanScoy questioned how many years Danner's Cabinet Shop had been in business.

Mr. Danner stated he was the third-generation owner and was celebrating 50 years in business.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Anderson, Gengler, and Nosan. Voting No: None. Absent: Brauer.

Chairperson Bauer closed the public hearing closed at 7:11 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Surma, to recommend that City Council adopt Resolution #17-06-126 granting Site Plan and Conditional Use Permit approval for an expansion of a lawful nonconforming use at 16735 Quicksilver Street NW.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Gengler, Nosan, and VanScoy. Voting No: None. Absent: Brauer.

5.02: Public Hearing: Consider Request for Preliminary Plat and Final Plat for COR StoneBrook Academy, and Site Plan for StoneBrook Academy (Project #17-101); Case of Michael and Kristen Johnson.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:13 p.m.

Presentation

Community Development Director Gladhill presented the staff report stating the City has received an application for Preliminary Plat, Final Plat and Site Plan for StoneBrook Academy, a proposed 9,132 square foot building for a new child care center to be located west of Sunwood Village between Sunwood Drive and Veterans Drive. Staff reviewed the request in detail with the Commission and recommended approval of the project, contingent on revisions outlined in the Staff Review Letter (including architectural corrections).

Citizen Input

Commissioner Nosan asked what changed on the plan.

Community Development Director Gladhill reviewed the changes that were made to the building façade in detail with the Commission.

Commissioner VanScoy asked if the request required a variance.

Community Development Director Gladhill explained the Planning Commission had the ability to waive the variance for the architectural design elements.

Commissioner Anderson believed a door needed to be added to the elevation facing Sunwood Drive. He stated he did not support the asphalt roof as this was out of character with the surrounding buildings. He indicated he would rather see a flat roof.

Community Development Director Gladhill commented the applicant could construct a flat roof, but the applicants supported a pitched roof for their building design. He explained that for safety purposes, the applicants wanted the building to have no access point from Sunwood Drive.

Chairperson Bauer indicated he would rather see a pitched roof on this building than a flat roof.

Quinn Hudson, C&H Architects, stated he has been working with City staff to address the comments and concerns expressed by the Planning Commission. He discussed the numerous changes that were made to the building façade in order to create a four-sided building. He explained the playground had been placed in the target zone. He stated he would continue to work on upgraded building materials with staff. He requested the pitched roof be allowed to remain in place as this created a more comfortable, residential atmosphere for the proposed daycare.

Chairperson Bauer supported the elevation on Sunwood Drive not having a door. He believed this would be an extreme danger.

Commissioner Surma asked if the fire department had reviewed the proposed building designs.

Community Development Director Gladhill explained the entire Public Safety Team has reviewed the building plans and were supportive.

Commissioner Anderson did not believe this building had the same look and feel as the other buildings within The COR and for this reason he would not be offering his support on this request.

Commissioner Nosan stated she appreciated the mix of the flat and gable rooflines as this provided more character to the building. She was pleased the building now had brick and had a more pronounced entrance.

Commissioner VanScoy agreed that the applicant had made significant improvements to the building. He suggested brick be placed along the windows on Sunwood Drive to further enhance the building.

Commissioner Nosan supported the building having brick half-way up to enhance the entire building.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Anderson, Gengler, and Nosan. Voting No: None. Absent: Brauer.

Chairperson Bauer closed the public hearing closed at 7:36 p.m.

Commission Business

Commissioner VanScoy questioned how staff would address the comments made by the Commission this evening.

Community Development Director Gladhill recommended staff make a motion clarifying the items they would like addressed within the building materials or building façade.

Commissioner Anderson stated he would not be offering his support for this project as presented.

Community Development Director Gladhill indicated the Planning Commission could opt to table action on this item to June 12th in order to further review the proposed changes.

Chairperson Bauer supported this item moving forward.

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to recommend that City Council adopt Resolution #17-06-127 approving the Plat for COR Stone Brook Academy and approving Site Plan for StoneBrook Academy, contingent upon revisions outlined in the Staff Review Letter, with the design for the elevation along Sunwood Drive being amended to be more consistent with Page 52 of the design framework.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Nosan, and Gengler. Voting No: Anderson and Surma. Absent: Brauer.

5.03: Review Sketch Plan for Pearson Place (Project No. 16-31a); Case of John Dobbs.

Presentation

City Planner Anderson presented the staff report stating the purpose of this case is to review the official Sketch Plan, prepared by Otto Associates and dated May 4, 2017, for a proposed twelve (12) lot residential subdivision near the southern/eastern end of Bowers Drive. The Sketch Plan Review process affords the Planning Commission to opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. It was noted the City hosted two (2) public workshops regarding a concept plan for this project in 2016. Comments from attendees of those workshops was reviewed with the Commission. Staff reviewed the request in further detail and requested feedback from the Commission on the sketch plan for Pearson Place.

Commission Business

Commissioner Anderson stated he supported the concept and believed this was a nice addition. He suggested Outlot C be flattened out to allow for better access in the case of an emergency during construction.

Commissioner Nosan requested further information on the buffer.

City Planner Anderson described the location of the 50-foot buffer that is behind the existing homes along Bowers Drive to provide a buffer for them from potential future development of the adjacent agricultural land.

Commissioner VanScoy believed the buffer was very generous. He questioned how the City would address street damage that may occur during construction.

City Planner Anderson stated this issue would have to be addressed with the applicant. He noted an escrow could be requested from the applicant by the City and the amount could be reduced over time as the lots develop.

Community Development Director Gladhill reported the applicant has been working with the City Engineer on a surety for construction damage.

John Dobbs, Pearson Place developer, discussed his development in further detail and thanked the Commission for their feedback. He discussed the proposed lot depths for both sides of the street. He clarified he would not be controlling the future of Outlot C and then discussed the grading that would occur within the development for the retention ponds. He explained he would work to install 12 driveways without removing significant trees from the proposed lots.

Commission VanScoy asked what the capacity of Bowers Drive was.

Mr. Dobbs stated he has had conversations with the City Engineer regarding this matter and would address the road limits with the future contractors.

Commissioner VanScoy stated his only concern with the project was access for emergency vehicles. He inquired if there was an alternative access point, other than Outlot C.

Mr. Dobbs did not believe there was another option and noted this was a quiet neighborhood with a dead-end street.

Commissioner Surma questioned if the units would have underground septic or mound systems.

Mr. Dobbs anticipated each of the lots would have an underground septic system.

Chairperson Bauer asked for final thoughts from the Commission. There were no additional comments.

The Commission offered their support to the Sketch Plan.

5.04: Review Sketch Plan for Estates of Silver Oaks 2nd Addition (Project No. 17-119); Case of Marcel Eibensteiner.

Presentation

City Planner Anderson presented the staff report stating the purpose of this file is to review the official Sketch Plan prepared by E.G. Rud & Sons, Inc., Roshell Engineering, and Royal Oaks Realty for the purpose of an eight (8) lot subdivision located on Lithium Street NW. The Sketch Plan submitted includes nine (9) sheets. The Sketch Plan Review process affords the Planning Commission the opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff discussed the sketch plan further and requested feedback from the Commission.

Commission Business

Commissioner VanScoy understood the development would have a permanent cul-de-sac. He asked if staff had considered a future connection to 164th Avenue.

City Planner Anderson stated should the area to the north ever develop, staff would recommend a connection to 164th Avenue be made.

John Peterson, the applicant, commented on the tree survey he had completed for the development. He believed that his plan was being very sensitive to the adjacent developments.

Commissioner Nosan thanked Mr. Peterson for working so hard to preserve the trees within this development.

The Commission offered their support to the Sketch Plan.

5.05: Review Concept Plan for Bunker Lake Industrial Park; Case of PSD, LLC

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review a concept plan in design stages for Bunker Lake Industrial Park by PSD, LLC. This is not yet a formal application. The intent is to get preliminary feedback to the Developer before a formal land use application is submitted.

Commission Business

Commissioner VanScoy asked if the proposed property was adjacent to residential property.

Community Development Director Gladhill reviewed the boundary of the property noting there was a few 100 feet between the proposed parcel and residential property. He discussed the proposed buffering that was being planned by the applicant.

The Commission offered their support to the Concept Plan.

5.06: Adopt Resolution #17-06-130 Finding Compliance with the City's Comprehensive Plan Compliance for Proposed Tax Increment Finance District No. 16 Creation.

Presentation

Community Development Director Gladhill presented the Staff Report stating the City has received a request from PSD LLC to create Tax Increment Financing (TIF) District No. 16 to facilitate the development of the new Ramsey Business Park located south of Bunker Lake Boulevard and just east of Puma Street. As part of the creation of the district, the TIF Plan must be found to be in compliance with the City's land use plans (Comprehensive Plan). The District will be created to capture new increment created by future development within the District. When a TIF District is created or modified, the Planning Commission shall review the plan or modification to determine if they are in compliance with the City's Comprehensive Plan. The City Council recently amended the Comprehensive Plan for this parcel to allow for industrial/warehouse users after recommendation of the same from the Planning Commission. Staff reviewed the request in further detail and recommended approval.

Commission Business

Motion by Commissioner Nosan, seconded by Commissioner VanScoy, to adopt Resolution #17-06-130 finding that the creation of Tax Increment Finance District No. 16 and its associated TIF Plan to conform to the general plans for the development and redevelopment of the City, contingent upon final approval of the Comprehensive Plan Amendment by the Metropolitan Council.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Nosan, VanScoy, Anderson, and Surma. Voting No: None. Absent: Brauer.

5.07: Review Concept Plan for Redevelopment Plan at 6021, 6043, and 6101 Highway 10 NW; Case of 13120 Sunset Trail LLC.

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review a concept plan submitted by 13120 Sunset Trail LLC for a small redevelopment project. The Developer currently owns 6043 Highway 10 NW, and has a purchase agreement for 6021 Highway 10 NW (former ICO gas station). The Developer is also interested in purchasing 6101 Highway 10 NW (City-Owned, former Ralph's Gun and Pawn). Staff requested feedback on the proposed Concept Plan.

Commission Business

Commissioner Anderson was excited to see the ICO gas station site being redeveloped. He suggested the concept of a service road remain in the plan. He stated he supported the plan.

Commissioner VanScoy asked if the service road was consistent with MnDOT's plans for the area.

Community Development Director Gladhill reported this was the case. He provided further comment on alignment of the frontage road.

Commissioner Nosan supported this area of the City being redeveloped.

The Commission offered their full support of the project with a frontage road.

5.08: Receive Update on Riverstone Addition Preliminary Plat; Case of Capstone Homes.

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to receive an update on the Preliminary Plat for Riverstone Addition reviewed by the Planning Commission at the May 4, 2017 Regular Meeting. The Preliminary Plat is expected to be considered by the City Council on Tuesday, June 13. The following items have been discussed in more detail since Planning Commission Review.

1. Park Dedication and Trail Development
2. Vacation of Roadway Easement for former section of Puma Street south of Bunker Lake Boulevard
3. EAW Public Comment Period

Commission Business

Chairperson Bauer stated did not want to see a 10-mile noise wall but rather would encourage this project to have a natural berm.

Community Development Director Gladhill explained staff was interested in pursuing a natural berm as well.

5.09: Receive Update on The COR Interim Development Plan.

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review preliminary comments from the EDA on The COR Interim Development Plan, which essentially puts into motion a more formal amendment to the master plan. Direction from the April 25, 2017 Joint Work Session was to review this draft with advisory boards and commissions. The draft was reviewed by the Economic Development Authority on May 25, 2017. The draft will be reviewed by the Parks and Recreation Commission and Environmental Policy Board at their respective June Meetings. It was noted staff will be seeking authorization for public comment on the draft in July.

Commission Business

Commissioner VanScoy asked if the retail area south of Highway 10 would be formally included in The COR.

Community Development Director Gladhill stated staff does not have that level of detail within the plan to date.

6. COMPREHENSIVE PLAN UPDATE

Community Development Director Gladhill provided the Commission with an update on the Comprehensive Plan.

7. COMMISSION / STAFF INPUT

7.01: Receive Staff Update

The Staff Update was noted.

Chairperson Bauer reported the Commission would be holding a Special Planning Commission meeting on Monday, June 12th.

City Planner Anderson introduced Intern Alec Henderson to the Planning Commission.

7.02: Zoning Bulletins

Zoning Bulletins were noted.

8. ADJOURNMENT

Motion by Commissioner Anderson, seconded by Commissioner Surma, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Gengler, Nosan, Surma, and VanScoy. Voting No: None. Absent: Brauer.

The regular meeting of the Planning Commission adjourned at 9:14 p.m.

Respectfully submitted,

_____
Tim Gladhill
Development Services Manager

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a special meeting on Monday, June 12, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Ralph Brauer Commissioner Cheri Gengler Commissioner Cindy Nosan Commissioner Patrick Surma
Members Absent:	Commissioner Gary VanScoy
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson Alec Henderson, Planning Intern

1. CALL TO ORDER

Chairperson Bauer called the regular meeting to order at 7:00 p.m.

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner Anderson, seconded by Commissioner Surma, to approve the agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: VanScoy.

4. APPROVE PLANNING COMMISSION MINUTES

None.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Review Sketch Plan for Cole Addition Sketch Plan (Project No. 17-132); Case of Bryon and Lynn Cole

Presentation

Planning Intern Alec Henderson presented the staff report stating the purpose of this file is to review the official Sketch Plan, prepared by Landform and dated May 23, 2017, for the purpose of an eight (8) lot subdivision located northwest of the intersection of 168th Avenue NW and Garnet Street NW. The Sketch Plan submitted includes seven (7) sheets. The Sketch Plan Review process affords the Planning Commission the opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff requested the Commission review the Sketch Plan and direct the Developer to proceed to preparing a Preliminary Plat.

Commission Business

Chairperson Bauer understood the current temporary cul-de-sac was being replaced.

Planning Intern Henderson reported this was the case and noted the new cul-de-sac would have to meet all City requirements.

Commissioner Anderson asked if the trees on the eastern edge would remain in place.

Planning Intern Henderson stated the trees on the eastern edge would remain.

Reid Schulz, Landform Professionals, stated he was a representative for Brian Cole, the applicant. He thanked staff and the Commission for their time and consideration. He explained he was looking forward to moving the Sketch Plan on to the Preliminary Plat.

Commissioner Anderson questioned what type of house styles would be built.

Mr. Schulz commented the new homes would match the character of the existing neighborhood. He reported the homes would have full basements that were a rambler or two-story.

Consensus was to direct the Developer to proceed to preparing a Preliminary Plat, with the considerations listed in the staff report.

5.02: Consider Sketch Plan Review for Northfork Meadows located Near Puma Street and Alpine Drive; Case of Paxmar (Project #17-126)

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this case is to review a sketch plan for a 149-lot subdivision (56 detached single-family lots with 65-foot-wide lots, and 93 detached townhome lots). A Sketch Plan affords the Planning Commission the opportunity to review a project before it enters the official Preliminary Plat stage. The Preliminary Plat (future step) is the most important step in the review process and gives the project 'entitlement' to the project. Please note that the request requires a Comprehensive Plan Amendment. The City can approve said amendment, but is not obligated to approve said amendment. The City has discretion on how to move forward with the request.

Commission Business

Chairperson Bauer stated he was not on the Planning Commission when the current Comprehensive Plan was put in place. He understood the Commission had to thoroughly evaluate each change and questioned why the current zoning designation was put in place.

Community Development Director Gladhill explained the current zoning designation (Low Density Residential) has been in place for the past 20 years. However, in the yearly 2000's Pulte homes proposed a housing development which matched the LDR zoning. He indicated this development was never completed. He reported this zoning designation was reconfirmed in the 2030 Comprehensive Plan.

Commissioner Brauer recalled this property had been zoned LDR since before The COR was developed.

Commissioner Gengler asked if the neighborhood to the east was zoned LDR.

Community Development Director Gladhill reported this property was zoned Rural Developing and was outside of the MUSA.

Commissioner Nosan questioned if Capstone's subdivision would be across the street from Paxmar's proposed project.

Community Development Director Gladhill stated this was the case.

Commissioner Nosan inquired what the differences were between the Capstone and Paxmar developments.

Community Development Director Gladhill explained both developments were medium density projects. He described the differing buffers between the two projects.

Kent Roessler, Paxmar Land Development, introduced himself to the Commission and thanked them for their time. He explained he had several national and local builders that were interested in a housing development in Ramsey. He stated he currently had a development in Elk River with 250 to 300 lots, and other developments he was working on in Blaine, Buffalo and North Branch. He discussed the proposed detached townhouse community in further detail with the

Commission and indicated these types of units were in demand. He reported this development would have a homeowner's association to maintain the exterior of the units. He provided further comment on the styles and types of detached townhome units that would be constructed, along with the proposed price points. He then discussed the advantages of his proposed upscale neighborhood.

Commissioner Brauer asked if the developer believed the site was being proposed for multi-family based on the site or current market conditions.

Mr. Roessler stated he had considered both the site location and the market conditions. He discussed the developments that surrounding the subject property and recommended the Commission consider re-guiding the property. He anticipated his development would nicely complement the Capstone development.

Commissioner Brauer commented on the density transition issue. He questioned if the developer could amend his plans.

Mr. Roessler explained there was no easy way to completely buffer the project from the three adjacent homeowners. He reported there was an existing tree line in place that was quite dense. He stated he could work with staff to enhance the rear elevation of the units.

Commissioner Gengler asked what the price range would be for the detached townhome units.

Mr. Roessler stated the single-family homes would be in the high $200,000 to $400,000. He noted the detached townhome units would range in price from $190,000 to $250,000.

Commissioner Nosan believed Paxmar completed nice developments and noted her daughter lived in a Paxmar development in Monticello. She stated she was having a hard time with the transition between the proposed project and the existing homeowners. She questioned how much space was between the new units and the existing homes.

Mr. Roessler reviewed the rear yard setback (30 feet) with the Commission and noted most of his units were 50 feet from the property line. He encouraged the Commission to consider the greater good for the entire community and not strictly how six properties will be impacted.

Community Development Director Gladhill provided further comment on the City's landscaping and buffer requirements. He understood that more work had to be done to address density transition and stated the City was aware of the fact that the existing residents were important to Ramsey.

Commissioner Brauer recommended that the City keep the promises that it has made to its existing residents.

Commissioner Anderson stated he was not in favor of 28 foot streets as this was too narrow. He reviewed the variances from City Code within the project and suggested these areas of the

development be further considered. He questioned if the detached townhouse units would have brick.

Mr. Roessler reported the front of the units would have brick or stone.

Commissioner Anderson indicated he was struggling with the proposed unit types but stated he would be willing to listen to future plans from the developer.

Commissioner Surma expressed concern with the existing homeowners and how their property rights would be impacted.

Steve Bona, Capstone Homes, stated he did not oppose the development of this property. He explained he designed his neighborhood with the understanding the subject property would be zoned R-1. He feared the market would be flooded with too many high to mid-density units if both projects were completed. He believed the Paxmar units did not fit with the character of the surrounding neighborhood and for this reason he encouraged the Commission to keep this property zoned R-1.

Chairperson Bauer recommended a worksession meeting be held on this development to allow for further discussion of the project.

Community Development Director Gladhill stated staff could set a date for a worksession meeting.

Commissioner Brauer stated he would like to see the neighboring property owners involved in the discussions for the proposed development. He did not see how the Planning Commission could move forward on this project until the Commission received direction from the City Council on the Comprehensive Plan amendment. He explained he did not see a compelling reason to change the Comprehensive Plan at this time.

Commissioner Brauer encouraged the developer to continue to work with the City and not take the feedback from the Commission as a no.

Chairperson Bauer recommended a work session meeting be scheduled if the City Council supports the Comprehensive Plan amendment.

Community Development Director Gladhill anticipated that a worksession meeting would not be able to be scheduled until July.

6. COMMISSION / STAFF INPUT

6.01: Receive Staff Update

The Staff Update was noted.

7. ADJOURNMENT

Motion by Commissioner Nosan, seconded by Commissioner Gengler, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Nosan, Gengler, Anderson, Brauer, and Surma. Voting No: None. Absent: VanScoy.

The regular meeting of the Planning Commission adjourned at 8:19 p.m.

Respectfully submitted,

_____

Tim Gladhill
Community Development Director

ATTEST:

_____

JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission **5. 1.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

PUBLIC HEARING: Consider Variance to Cul-de-Sac Length for Riverstone Addition Phase 1; Case of Riverstone Development, LLC (Capstone Homes)

Purpose/Background:

This case was withdrawn after a Public Hearing Notice was sent. The Developer will now be making a second connection with Phase 1 to eliminate a cul-de-sac condition that exceeds 600 feet in length. The only action necessary at this time is to close the Public Hearing to avoid any ambiguity.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Motion to close the Public Hearing.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 02:44 PM
Form Started By: Tim Gladhill		Started On: 06/30/2017 02:42 PM
Final Approval Date: 06/30/2017		

Regular Planning Commission **5. 2.**

Meeting Date: 07/06/2017

Submitted For: Len Linton, Engineering/Public Works

By: Len Linton, Engineering/Public Works

Information

Title:

PUBLIC HEARING: Consider a Request for a Variance for a Fence Installation at 7214 167th Terrace NW; Case of Brandon Sis

Purpose/Background:

The resident at 7214 167th Terrace NW (the "Subject Property") submitted a fence permit application in 2016. Staff rejected the application on the grounds that most of the back yard is encumbered with drainage and utility easement and is part of the stormwater ponding system for the development. The City does not allow fences through stormwater ponds.

Notification:

Staff attempted to notify all Property Owners within a 350 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

As noted above, a large portion of the Subject Property is encumbered with drainage and utility easement due to the presence of wetland and stormwater pond. While fencing is oftentimes permitted within drainage and utility easements, they are generally not permitted within stormwater ponds or stormwater management areas. The proposed fence would be located in an area that, at least at one time, was considered a wetland. As part of the overall stormwater management system for Brookfield, this wetland area was to serve as additional drainage capacity for a 100-year event, thus making it a part of a stormwater management area.

The Applicant submitted a 3 page letter outlining the reasoning for the proposed fence, which focus primarily on safety for his young children and demarking the property boundary to prevent trespassing. The proposed fence is a four (4) foot tall black, chain link fence. The Applicant did note that this style fence generally would allow water to pass through without obstruction yet would still accomplish his primary goals.

Staff has prepared a 2 page review memo outlining the history of the property and the findings when preparing this case for a variance.

Staff has requested a review of the wetland on the property by the Anoka Conservation District (ACD) and a representative from the Board of Water and Soil Resources (BWSR) to determine its status. At the time of writing this case, that site visit has not yet occurred. The input from that visit will help formulate Staff's final recommendation. This case will be updated the week of July 3 with final determinations.

Funding Source:

The Applicant is responsible for all costs associated with this request.

Recommendation:

Staff recommendation will be dependent on the determination of the wetland status by ACD and BWSR staff. Staff is hopeful that feedback from ACD and/or BWSR staff will be available for a verbal update at the meeting.

If the wetland is still partially functioning then staff recommends denying the variance to allow placing a fence around most of the perimeter of the back yard. Staff would support placing a fence along the northerly line of the property to define the property boundaries and address the trespassing concerns the applicant has raised. Staff would also support placing a closed fence near the house to separate the children and pets from the pond.

If the wetland is nonfunctioning and does not need wetland protection, then Staff would support the variance request to place the fence around the entire perimeter of the back yard as proposed.

Action:

Motion to approve/deny Resolution #17-07-166 granting a Variance for the installation of a fence in the stormwater management area on the Subject Property.

Attachments

Site Location Map
Applicant Submittal
Staff Memo
Resolution #17-07-166: Findings and Variance

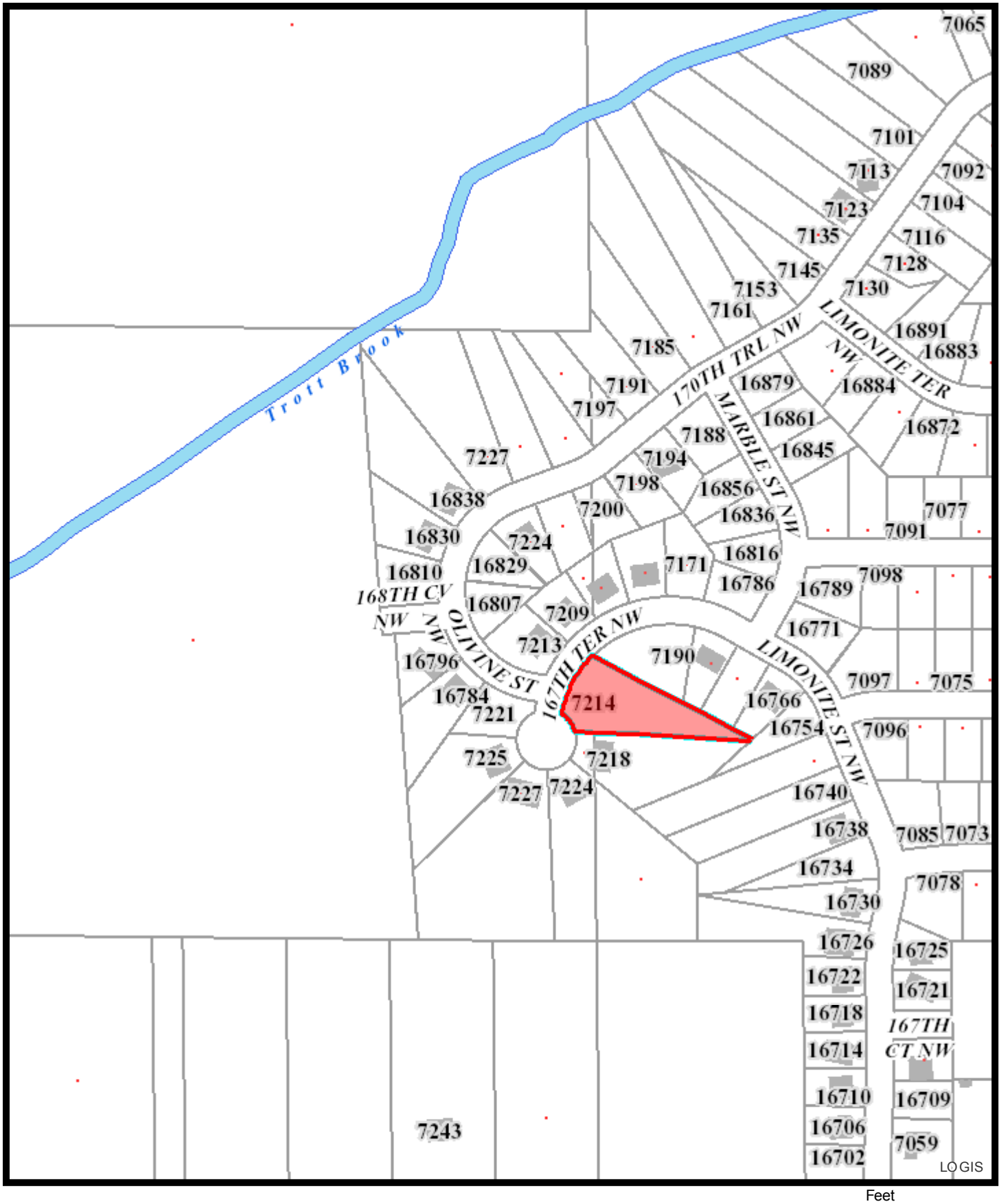
Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	06/30/2017 02:26 PM
Tim Gladhill	Tim Gladhill	06/30/2017 02:41 PM
Form Started By: Len Linton		Started On: 06/30/2017 11:11 AM
Final Approval Date: 06/30/2017		

10-32-25-32-0073
7214 167TH TER NW

Site Location Map

Brandon Sis - Variance



Feet
0 70140 280 420 560

Print Date: June 6, 2017

To Whom It May Concern,

For the past 2 years, I have been in discussions with the City of Ramsey in regards to placing a fence around a portion of my back yard located at 7214 167th Terrace NW. I believe a fence to be for the common good of the city, neighbors, and my family. I have included a diagram of the proposed route below.

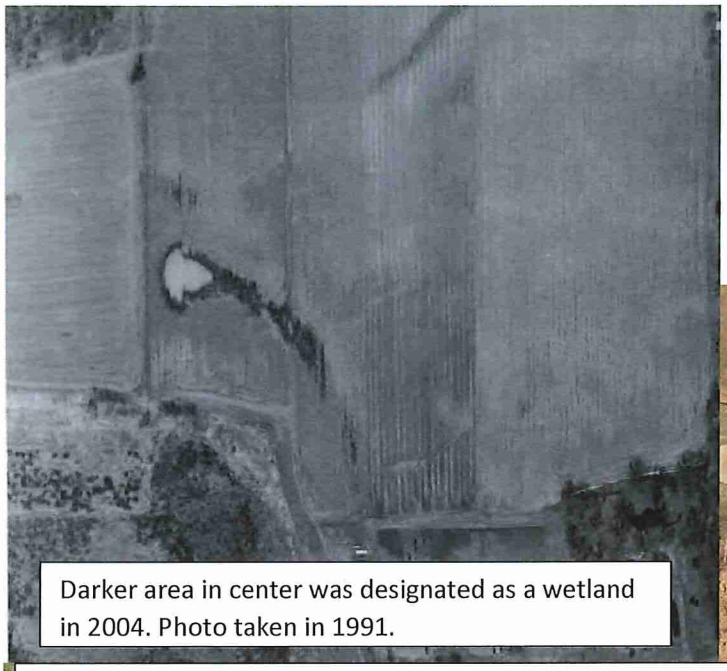


I am hoping to construct a 4' tall black chain link fence along this route to accomplish several purposes, the first of which is Safety. My wife and I have 2 young boys, ages 3.5 years and 8 months. It has been sobering each time a news story comes out about a child that enters a body of water and drowns because they are curious about the water. Providing some sort of barrier that encloses a safe play area is our foremost reason for wanting a fence. A fence along this route also provides for the safety of other kids in the neighborhood. As the pond freezes and thaws in the fall and spring each year, I see neighbor kids drawn to the water's edge, and sometimes out on the ice, without parental supervision. While their parents may have sanctioned their adventures, I, as the property owner would likely be partially liable for not having made an effort to stop these adventures. This liability piece is a main driver in how this fence layout was designed.

I realize the city's need to possibly access the pond with machinery. I am open to suggestions of gate size and placement that would make this feasible. Due to the extreme slope of the hill on the south side of our garage, I imagine that would not be the preferred route for machinery if deemed necessary. Another point of disagreement is the fact that the area is designated as wetland. Back when our development was a field, this wetland area was a natural collection point for surface water for the entire field. Now that the development has occurred, this area only takes surface water from our yard and a handful of neighboring yards and is only wet for a day or two following a large rain event. This wetland was in production while part of the field as evidenced by old aerial photos which indicates to me that

the wetland designation was not meant to preserve any fragile ecosystem like so many wetlands do. With the dredging of the pond in such close proximity, the water absorptive capacity of this wetland area is not relied upon on a regular basis.

This wetland really looks so much like regular yard that contractors and residents frequently fail to recognize it as such. While houses were being built, this area was driven across by large trucks, yards were established, and other fences built within the wetland boundary.



Darker area in center was designated as a wetland in 2004. Photo taken in 1991.



Silt Fence in place as of 11/20/2006 with field remnants throughout the wetland area.

Photo 5/5/2008 showing construction traffic having driven through and changing the wetland composition inside the silt fence.





Silt Fence removed as of 4/19/2011 and yards established within wetland boundary



All surrounding houses built and other fences built in the wetland area. Photo 5/5/2014



Satellite photo from 2016 with fences at 16766 and 16754 Limonite Street not limited to areas outside the wetland and Drainage and Utility Easement.

I appreciate the ability to present my case on this matter. We moved to Ramsey in 2013 because we understood it to be a great place to raise a family with connections to nature and room to run around and play. We chose this lot because the field area towards the back of the lot provides ample room for sports and other activities. I believe that our choice in fencing of chain link represents the desire to let water and wind move where they may while having a minimal impact on the soils where the posts stand. A fence is a great way to keep our kids safe and our dog contained but with plenty of room to run and play.

Thank You for your consideration,

Brandon Sis
7214 167th Terrace NW
Ramsey, MN 55303

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 30, 2017	**PROJECT ADDRESS**	7214 167TH TERRACE
PROJECT. TITLE	7214 167TH TERRACE VARIANCE REQUEST		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We have received an application for a variance request to place a fence in a drainage and utility easement, crossing between a pond and the overflow area. The project is located in the Brookfield Addition Development.

History

The Brookfield Addition is a 179 acre residential development located in the north central part of the City. The land was in agricultural production prior to development. Several wetlands were delineated on the site including the one on this property. The development plans proposed leaving the wetland in place, with homes on the northeast and northwest sides of the wetland and constructing a stormwater pond on the southwest side of the wetland. The grading plan indicated that water from the pond would flow into the wetland during the 100 year event.

The lot in question is triangular shaped and encompassed the southern half of this wetland. The wetland is covered by drainage and utility easements on all of the lots.

Staff received a fence application in June 2016, requesting to place a fence along the perimeter of the lot. This would have placed a barrier across the overflow from the pond to the wetland. The City does not allow placement of barriers in storm water management areas. Fences have been allowed in drainage and utility easements adjacent to ponds when the base of the fence is above the 100 year high water level of the pond. This fence would have been below the 100 year high water level so the application was denied. Staff reviewed the project file prior to denying this request. The approved grading plan indicated that the normal water level of the wetland was 871.0, with the 100 year elevation of the wetland and pond at 872.56. Staff had phone conversations and discussions with the applicant at the building department counter several times after denying the application. Staff did offer an option to place a fence on the lot closer to the house, keeping the fence above the 100 year water elevation but the applicant rejected this option.

Observations
Staff reviewed all of the available data after the variance request was received. Sources reviewed included the 2003 aerial photographs and point data commissioned by the City, the Anoka County GIS website which has aerial photos from 2005, 2008, 2011, 2014 and 2016, and Google Earth which has aerial photographs dating back to 1991. We also looked at the CAD files provided by the developer.

All of the photos viewed prior to development showed row crops were planted through this area. There were some years where the water level appeared to be higher, and some where the water level appeared to be lower. The wetland vegetation mostly disappeared after the site was graded, especially after homes were built adjacent to the wetland.

The plans stated the normal water level of this wetland was 871.0. The lowest elevation we found from the 2003 aerial information was 871.5, the CAD files showed an elevation of 872.0.

Becky Wozney from the Anoka Conservation District visited the site last summer at the request of the applicant. She observed that there was some wetland vegetation; however, the area was not a functioning wetland. Staff has requested another site visit with Becky Wozney and a representative from the Board of Water and Soil Resources to determine the status of the wetland. The visit had not happened when the agenda was published.

Recommendation
Staff recommendation will be dependent on the determination of the wetland status.

If the wetland is still partially functioning then staff recommends denying the variance to allow placing a fence around most of the perimeter of the back yard. Staff would support placing a fence along the northerly line of the property to define the property boundaries and address the trespassing concerns the applicant has raised. Staff would also support placing a closed fence near the house to separate the children and pets from the pond.

If the wetland is nonfunctioning and does not need wetland protection then staff would support the variance request to place the fence around the entire perimeter of the back yard.

Commissioner _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-07-166

A RESOLUTION APPROVING A VARIANCE TO CONSTRUCT A FENCE WITHIN A STORMWATER POND AND DECLARING TERMS OF SAME.

RECITALS

1. Brandon Sis (the "Permittee") has properly applied for a Variance to construct a fence within a stormwater pond on the property legally described as:

   Lot 8, Block 3, Brookfield 2nd Addition, Anoka County, Minnesota

   (the "Subject Property"); and

2. The City of Ramsey received an application for a Variance on June 1, 2017.

3. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 117-53 (Variances) of the Ramsey City Code on July 6, 2017, and that said public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.

4. That the Subject Property is currently located in the R-1 Residential (MUSA) zoning district.

5. That the surrounding parcels are also zoned R-1 Residential (MUSA).

6. That the Subject Property is approximately 0.84 acres in size.

7. That the surrounding parcels range in size from approximately 0.27 acres to 0.90 acres.

8. That a large portion of the Subject Property has consists of a stormwater pond and overflow area (wetland) for the management of stormwater runoff.

9. That the Applicant applied for a Zoning Permit for the installation of a fence on the Subject Property in 2016.

10. That the Applicant has applied for a Variance to allow the placement of four (4) foot tall, black chain link fence around portions of the Subject Property.

11. That the City has requested a site visit by the Anoka Conservation District (ACD) Wetland Specialist and a representative from the Board of Water and Soil Resources (BWSR) to review and provide a determination on the status of the wetland.

FINDINGS OF FACT

1. That the fence installation will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the fence installation will/will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the fence installation will/will not be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will/will not change the essential character of the area.

4. That the fence installation will/will not be hazardous to existing or future neighboring uses.

5. That the fence installation will/will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the fence installation will/will not create excessive additional requirements at public cost for public facilities and services and will/will not be detrimental to the economic welfare of the community.

7. That the fence installation will/will not involve uses, activities and equipment that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

That the Ramsey Planning Commission hereby grants a variance (the "Variance") to allow the installation of a four (4) foot tall, chain link fence on the Subject Property with the following conditions:

CONDITIONS

1. That this **Variance** shall be perpetual in its duration so long as the conditions imposed herein are complied with.

2. That the **Variance** shall allow the installation of a four (4) foot tall chain link fence on the **Subject Property** as shown in Exhibit A.

3. That the **Permittee** shall install gates in the fence with direction from the **City** to ensure access to the stormwater management area.

4. That the **Permittee** shall apply for and obtain a Zoning Permit for the fence installation and shall comply with all other applicable codes.

5. That this **Variance** shall be considered null and void if the use is not commenced by July 6, 2018 and issuance of a Zoning Permit shall constitute commencement.

6. That the **Permittee** shall be responsible for all City of Ramsey (the "City") costs incurred in administering and enforcing this **Permit**.

7. The **City** shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request. In the event the **Permittee** is determined to be in violation of any of the conditions set forth herein, the **City** shall give the **Permittee** written notice of the violation. The **Permittee** shall be given 30 days to correct the violation and submit a written response to the notice.

The motion for the adoption of the foregoing resolution as duly seconded by Commissioner _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey Planning Commission this the 6th day of July, 2017.

Brandon Sis hereby acknowledges receipt of this **Variance** and that he has reviewed the conditions of this **Variance** and has agreed that he will comply with the terms of this **Variance**.

_____
Brandon Sis

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

The foregoing was acknowledged before me this _____ day of _____, _____by Brandon Sis, a married individual.

_____
Notary Public

CITY OF RAMSEY:

By: _____ _____
Planning Commission Chairperson City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me, a Notary Public, personally appeared Randy Bauer and JoAnn M Thieling, to me personally known, who, being each by me duly sworn did say that they are respectively the Planning Commission Chairperson and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal Corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said Randy Bauer and JoAnn M Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

Exhibit A



Fence boundary

Regular Planning Commission **5. 3.**

Meeting Date: 07/06/2017

Submitted For: Alec Henderson, Community Development

By: Alec Henderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Preliminary Plat Plan, Zoning Amendment, Comprehensive Plan Amendment for Estates of Silver Oaks 2nd Addition (Project No. 17-119); Case of John Peterson

Purpose/Background:

The purpose of this file is to review the official Preliminary Plat Plan, prepared by Roshell Engineering, LLC, for Estates of Silver Oaks 2nd Addition. This subdivision would create eight (8) new single family residential lots and it located on Lithium Street NW, PID #14-32-25-12-0011 (the "Subject Property"). The Preliminary Plat Plan submitted includes nine (9) sheets. The application also includes a request for a Zoning Amendment and Comprehensive Plan Amendment. The Planning Commission reviewed the Sketch Plan for this project at the June 1, 2017 meeting.

Notification:

City Staff attempted to notify all property owners within 700 feet of the Subject Property of the request via U.S. mail and published a notice of public hearing in the Anoka Union Herald, the City's official newspaper.

Observations/Alternatives:

Preliminary Plat Plan Review is the second of several steps in reviewing a Major Plat, which includes Sketch Plan Review, Preliminary Plat, and Final Plat. This case is being reviewed per City Code Section 117-111 entitled R-1 Residential District and Chapter 117, Article III entitled Subdivisions.

Comprehensive Plan:

The Subject Property is currently guided as Rural Developing in the Comprehensive Plan. The intent of the Rural Developing land use designation is to allow for the construction of single-family dwellings without access to municipal sewer and water. The eight (8) lots in the Preliminary Plat are proposed to be served by municipal sewer and water. This will require a Comprehensive Plan Amendment to re-guide the Subject Property as Low Density Residential (LDR). The adjacent property to the south, which was platted as Estates of Silver Oaks, is guided as LDR as a result of a previous Comprehensive Plan Amendment.

Zoning:

The Subject Property is currently zoned as R-1 Residential (Rural Developing). This allows for the development of single family, detached dwellings with a density of one (1) unit per 2.5 acres. As proposed, the project will require a Zoning Amendment to rezone the Property to R-1 Residential (MUSA), which would allow a net density of up to three (3) units per acre and a minimum lot size of 10,800 square feet. The proposed density of the project is 0.67 units per acre and it appears to meet the minimum lot size and width standards of the R-1 Residential (MUSA) district.

Dimensional/Bulk Standards:

The Developer must demonstrate compliance with the bulk standards of the R-1 Residential (MUSA) district, based on the request for a Zoning and Comprehensive Plan Amendment. The Preliminary Plat appears to comply with the standards specified for this zoning district. Specifics are outlined in the Staff Review File.

Wetlands:

There are wetlands on the Subject Property that have been delineated. The Preliminary Plat needs to be revised to ensure that the drainage and utility easements extend at least sixteen and a half feet beyond the delineated boundary of the wetland(s). There are also wetland and storm water pond setbacks that are applicable. The Applicant must ensure that all wetland setback areas are encumbered with drainage and utility easements as outlined in the Staff Review Letter.

Density Transitioning:
As proposed, the development is subject to the density transitioning standards found in City Code Section 117-110. Density transitioning applies to Lots 1-3 Block 1. If landscaping is proposed to satisfy this standard, it must be shown on the landscape plan and should be located in a separate, commonly owned parcel to avoid removals by future homeowners or encumbered with a Landscape and/or Tree Preservation Easement. Discussion with the Applicant outlined the developer's willingness to reduce tree removal on the east side of the plat as a part of their density transitioning requirements. They have also expressed a willingness to plant coniferous trees along the rear of the above mentioned lots. An exhibit was recently submitted detailing a reduction in trees removed and revised grading of Lots 1-3 Block 1. Staff has not had adequate time to review the exhibit fully.

Streets and Access:
Seven of the eight lots will gain access from an extension of the Lithium Street cul-de-sac. The eighth lot will retain access from Trunk Highway 47; however, the remainder of the boundary with TH 47 must be shown as restricted access on the Preliminary Plat and Final Plat. It appears that the proposed extension of the Lithium Street cul-de-sac does comply with the minimum design standards.

Sidewalks:
There is an existing sidewalk along Lithium Street that presently terminates at the edge of the temporary cul-de-sac. Rather than have a sidewalk terminate mid-block, this sidewalk should be extended to the northern boundary of the plat, which would allow for future connectivity should the land to the north develop.

Utilities:
More detail is requested by the engineering staff in regards to how the developers plan to connect the larger lot to services. It is currently showing these utilities passing through a drainage pond.

Grading and Drainage:
The project will be subject to review by the Lower Rum River Watershed Management Organization (LRRWMO) regarding both wetlands and storm water. A LRRWMO permit will be required.

Tree Preservation/Natural Areas:
The City's Environmental Policy Board (EPB) reviewed the Tree Preservation and Landscape Plans at their June 19, 2017 meeting. There was significant concern regarding the amount of loss of oaks on the Subject Property. The Natural Resources Inventory does indicate that there is a moderate quality oak forest on the Subject Property that would be significantly impacted by this project. While the project does comply with the City's Tree Preservation Ordinance, the EPB's concern was that the higher quality, more desirable oaks were being lost while lesser desirable species, such as box elder and cedar, would be preserved. This is primarily the result of how this site would be accessed (off the existing Lithium Street) and where those higher quality trees are located. After much discussion, the EPB ultimately recommended approval of the Tree Preservation and Landscape Plans with direction for Staff to continue to work with the Developer to try and preserve additional trees where possible. As noted previously, the Developer has prepared an exhibit for Lots 1-3 Block 1 that shows modified house pads with no grading in the rear yards in an attempt to retain additional trees.

Alternatives

Alternative 1: Recommend City Council approve the Preliminary Plat, Zoning Amendment and Comprehensive Plan Amendment contingent upon compliance with the Staff Review Letter. While the project will result in the loss of some significant tree cover (primarily oaks), it does comply with the Tree Preservation Ordinance. The Preliminary Plat does show a relocated driveway access to Highway 47 for Lot 5 Block 2 further north on the property to address concerns previously noted by the Planning Commission. While this project would require a

Zoning Amendment and a Comprehensive Plan Amendment, the area immediately south of the Subject Property is zoned R-1 Residential (MUSA) and was reguided to LDR with a previous Comprehensive Plan Amendment. Staff supports this alternative.

Alternative 2: Recommend City Council deny the Preliminary Plat, Zoning Amendment and Comprehensive Plan Amendment. The City is not obligated to grant a Zoning Amendment or a Comprehensive Plan Amendment, both of which would be required for the Plat to be approved. The project will result in a significant impact to a moderate quality oak forest and disrupt a fairly contiguous natural corridor, but does comply with the tree preservation standards. However, a development that complied with the existing zoning Rural Developing zoning would still result in a disruption to this natural corridor and would still result in a large loss of trees (albeit likely a lesser amount). Staff is not supportive of this alternative.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. There are no City funds proposed to be utilized for the construction of this project.

Recommendation:

City Staff is recommending that the Preliminary Plat, Zoning Amendment, and Comprehensive Plan Amendment be approved contingent upon compliance with the Staff Review Letter.

Action:

Motion to recommend the City Council adopt Ordinance #17-09 approving a Zoning Amendment for the Subject Property to R-1 Residential (MUSA) and Resolutions #17-07-160 and #17-07-161 approving a Comprehensive Plan Amendment to reguide the Subject Property as Low Density Residential and granting preliminary plat approval of Estates of Silver Oaks 2nd Addition.

Attachments

Site Location
Pre Plat Plan Set
Density Transition Exhibit
DRAFT Planning Commission Meeting Minutes Dated June 1, 2017
DRAFT EPB Meeting Minutes Dated June 19, 2017
Staff Review Letter
Ordinance #17-09: Zoning Amendment
Resolution #17-07-160: Comprehensive Plan Amendment
Resolution #17-07-161: Preliminary Plat

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	06/29/2017 06:09 PM
Tim Gladhill	Tim Gladhill	06/30/2017 09:41 AM
Form Started By: Alec Henderson		Started On: 06/26/2017 01:36 PM
Final Approval Date: 06/30/2017		

Levin Property

Oakwood Development Concept



Aerial Photo: Flown Spring of 2014

SHEET INDEX

C0 COVER SHEET

UTILITY AND STREET CONSTRUCTION

C1 LITHIUM ST NW
C2 DETAILS
C3 DETAILS

EROSION CONTROL, LANDSCAPING AND DETAILS

C4 STORMWATER POLLUTION PREVENTION PLAN
C5 STORMWATER POLLUTION PREVENTION PLAN
G1 GRADING PLAN
L1 LANDSCAPE PLAN
T1 TREE PLAN

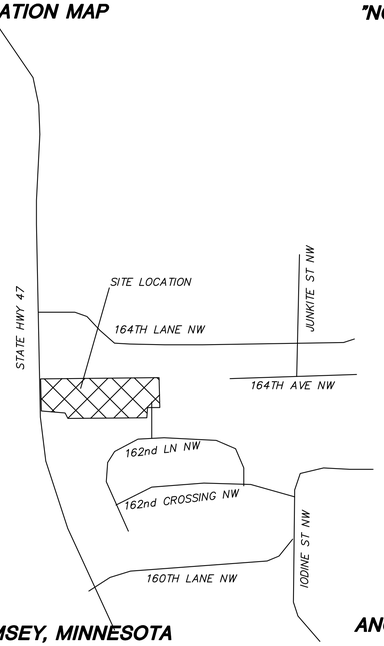
LINE TYPE & SYMBOL LEGEND

- SB-5 — DENOTES SOIL BORING
- CURB AND GUTTER
- WET — WETLAND
- SOIL TYPE
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

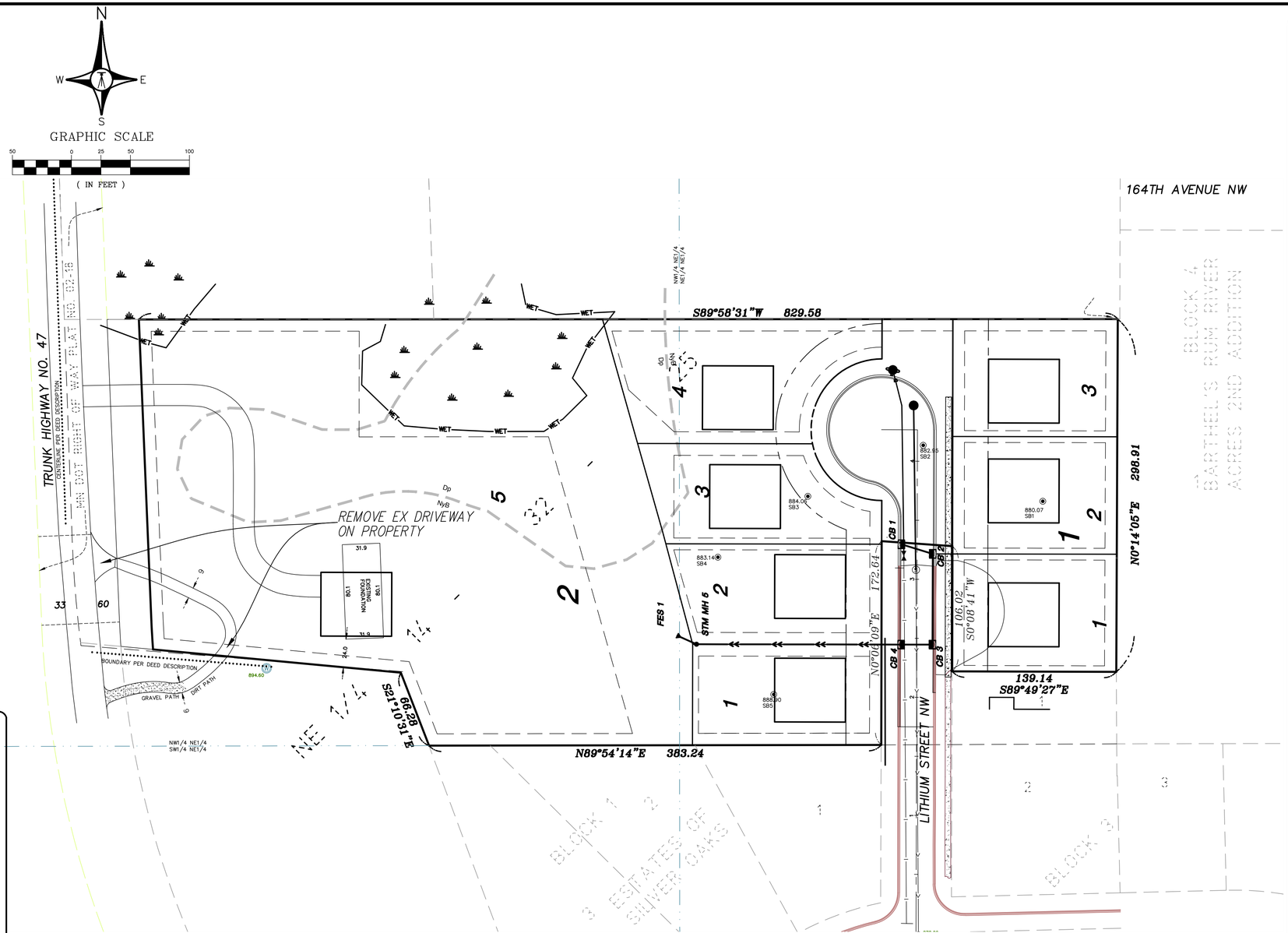
OWNER:

ROYAL OAKS REALTY
1000 Co Rd E, Ste 150
Shoreview, Minnesota 55123
Phone: (651) 483-5518

LOCATION MAP "NOT TO SCALE"



RAMSEY, MINNESOTA ANOKA COUNTY



REVISIONS	DATE	BY
CITY COMMENTS 5/26	5/31/17	BR

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION

COVER SHEET

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/2017 REG. NO. 24018

Brent Roshell

BRENT ROSHELL

DRAWN	BR
DATE	5/2/17
SCALE	AS SHOWN
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

C0

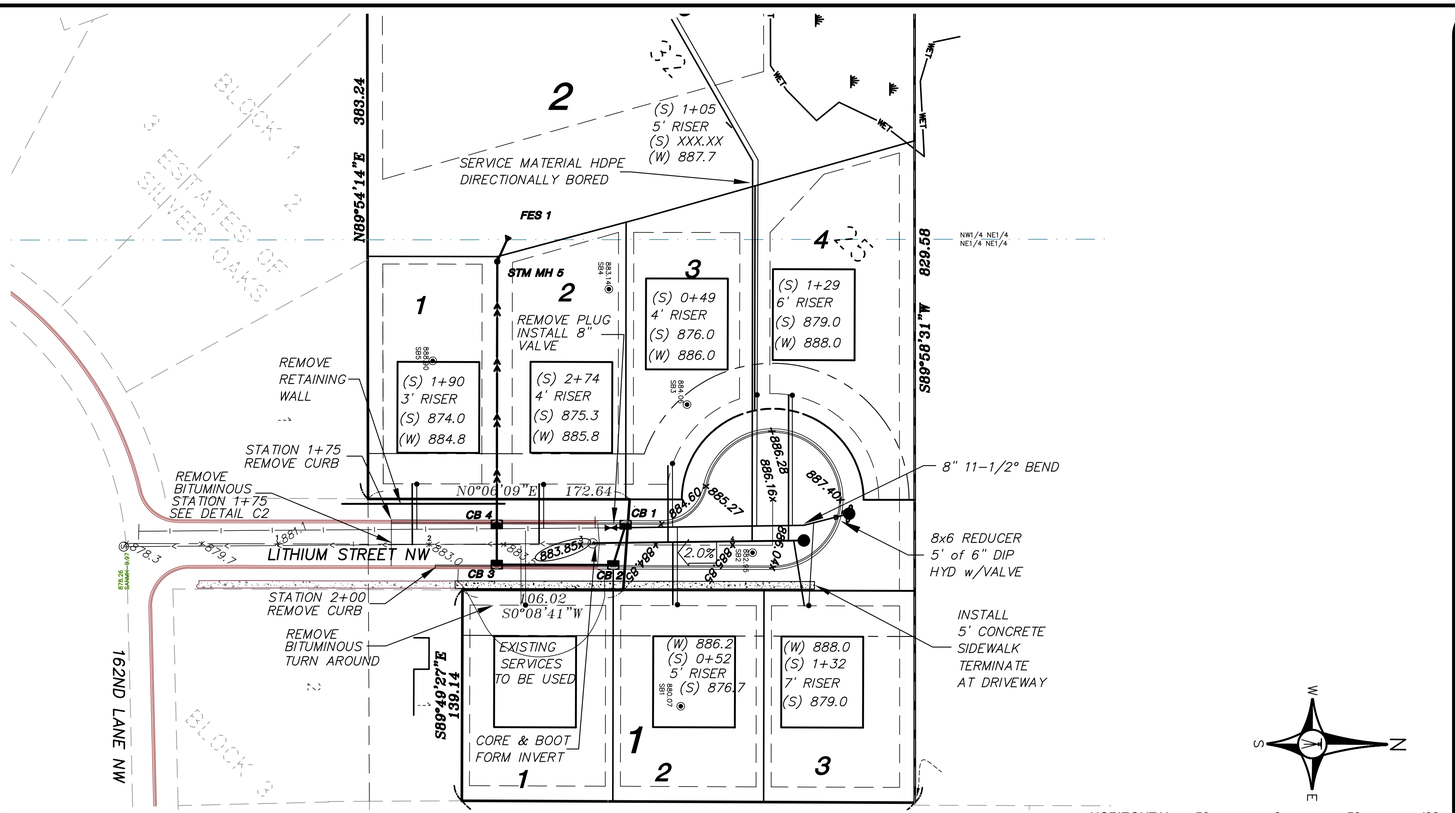
SYMBOL LEGEND

- SB-5 — DENOTES SOIL BORING
- DENOTES SERVICE LOCATION
- DENOTES GATE VALVE
- DENOTES EXISTING HYDRANT
- DENOTES PROPOSED HYDRANT
- DENOTES CATCH BASIN
- DENOTES STORM SEWER MANHOLE
- DENOTES SANITARY MANHOLE

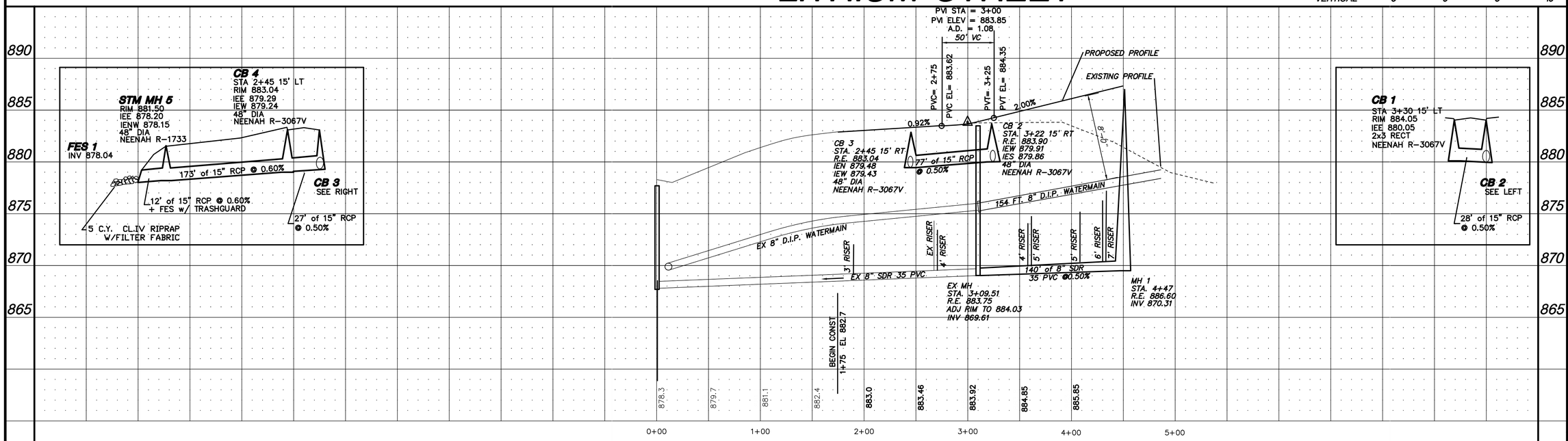
LINE TYPE LEGEND

- SETBACK
- EASEMENT
- LOT LINE
- R/W
- WETLAND (WET — WET)
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- SIDEWALK
- CENTERLINE
- CURB & GUTTER

(S) X+XX — STATION FROM DOWNSTREAM MANHOLE
(S) XXX.XX — ELEVATION @ END STUB
(W) XXX.XX — CURB STOP SURFACE ELEVATION



LITHIUM STREET



ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

DATE	REVISIONS	BY
5/31/17	CITY COMMENTS 5/26	BR
	RECORD DRAWING	

SILVER OAKS 2ND ADDITION
STREET & UTILITY CONSTRUCTION
LITHIUM ST NW
RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

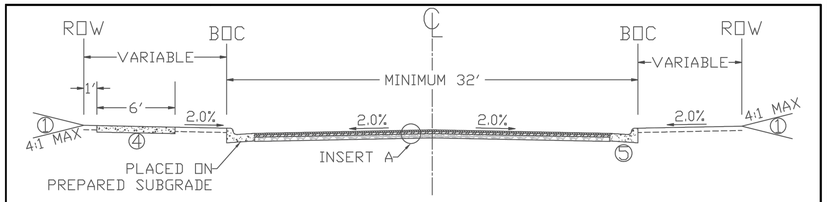
DATE 5/4/17 REG. NO. 24619

BRENT ROSHELL

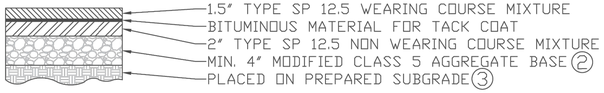
DRAWN	BR
DATE	5-2-17
SCALE	1"=50'
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

C1

Z:\ALS JOBS\2003\129-03\129-03.dwg 1/5/2009 12:51:46 PM CST



INSERT A:



REFERENCE NOTES:

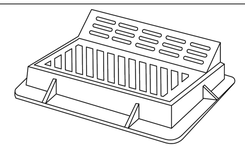
1. GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO-6
2. CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26
3. CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.
4. ALL SIDEWALKS SHALL BE 6" THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.
5. CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR-1.

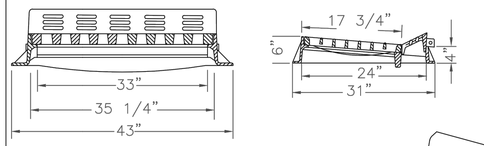
NOTE: NOT TO SCALE

APPROVED: 4 - 2016	City of RAMSEY	CITY PLATE No. STR-5	STANDARD DETAILS: 32' - URBAN STREET

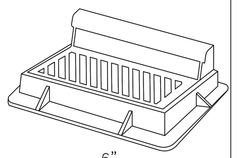
BITUMINOUS BASE – LV3NW 35030BR–BASE
BITUMINOUS WEAR – LV4WE 45030B–WEAR

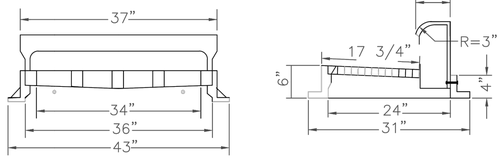
NOTE:
1. CATCH BASIN CASTING SHALL BE NEENAH R–3067 WITH GRATED BACK (BICYLE SAFE) OR APPROVED EQUAL.
2. FOR CATCH BASINS ADJACENT TO RADIUS, USE NEENAH R–3246R OR APPOVED EQUAL.





NOTE:
1. CATCH BASIN CASTING SHALL BE NEENAH R–3246R OR APPROVED EQUAL

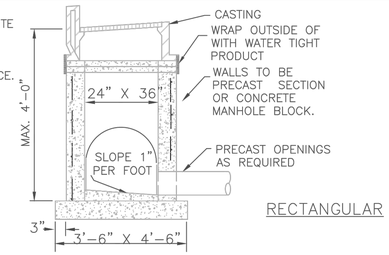




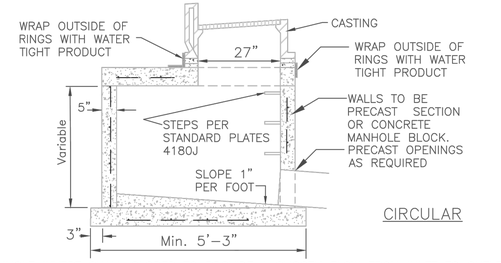
STANDARD CATCHBASIN CASTING

APPROVED: 6 - 2016	City of RAMSEY	STANDARD DETAILS: STORMWATER CASTING CITY PLATE No. STO-4

A 5 FT. GREEN CARSONITE MARKER SHALL BE INSTALLED NEXT TO ALL STRUCTURES NOT IN A PAVED OR HARD SURFACE.



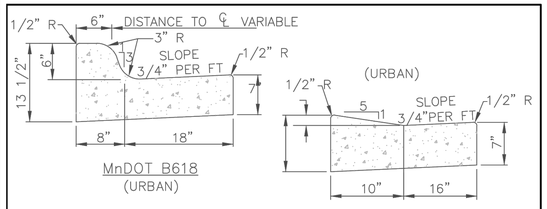
RECTANGULAR



CIRCULAR

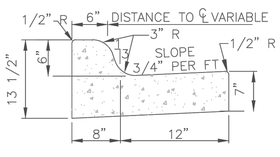
NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7–2" RINGS, MIN 2–2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED: 4 – 2007	City of RAMSEY	STANDARD DETAILS: CATCH BASIN CITY PLATE No. STO–1

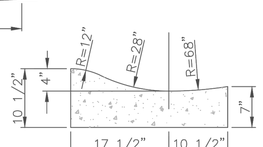


MnDOT B618
(URBAN)

DRIVEWAY FOR B618



MnDOT B612
(URBAN)



SURMOUNTABLE

NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

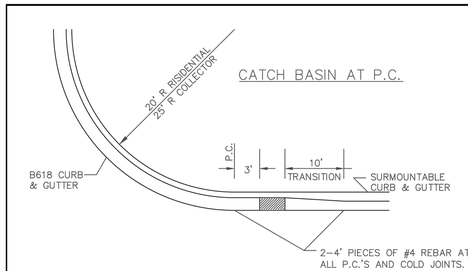
APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER CITY PLATE No. STR-1

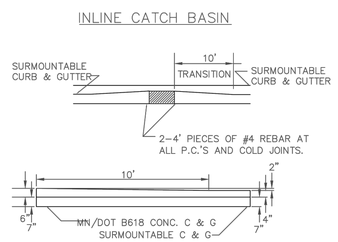
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS
% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

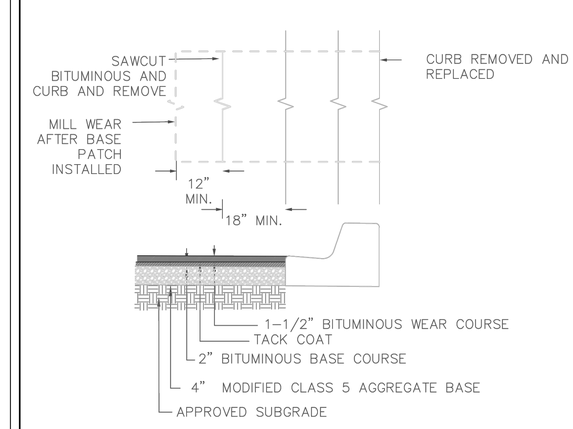
APPROVED: 2 - 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS CITY PLATE No. STR-26





10' TRANSITION

APPROVED: 4 – 2016	City of RAMSEY	STANDARD DETAILS: CATCHBASIN PLACEMENT – SURMOUNTABLE CURB CITY PLATE No. STR–27



NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: STREET PATCHING STANDARDS CITY PLATE No. STR–25

DATE	REVISIONS	BY
5/31/17	CITY COMMENTS 5/26	BR

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION
DETAILS
RAMSEY, MINNESOTA

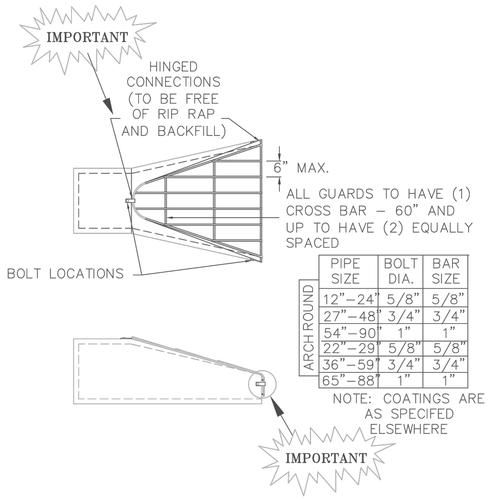
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/17 REG. NO. 24028
BRENT ROSHELL

DRAWN	BR
DATE	5/2/17
SCALE	1"=50'
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

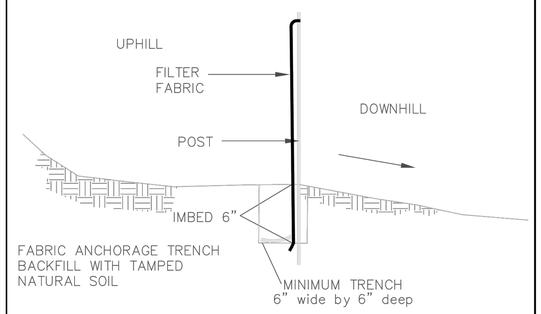
C2

NOTE:
GUARDS MUST BE INCORPORATED ON ALL INSTALLATIONS EXCEPT WHERE SPECIFICALLY ALLOWED OTHERWISE BY THE CITY ENGINEER.



	PIPE SIZE	BOLT DIA.	BAR SIZE
ARCH/ROUND	12"–24"	5/8"	5/8"
	27"–48"	3/4"	3/4"
	54"–90"	1"	1"
	22"–29"	5/8"	5/8"
	36"–59"	3/4"	3/4"
	65"–88"	1"	1"

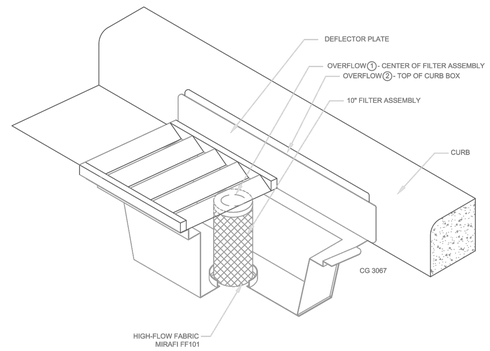
APPROVED:		STANDARD DETAILS:
2 – 2006	City of RAMSEY	TRASH GUARD
		CITY PLATE No. STO–8



INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL
NO SCALE

APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	SILT FENCE
		CITY PLATE No. ERO–1

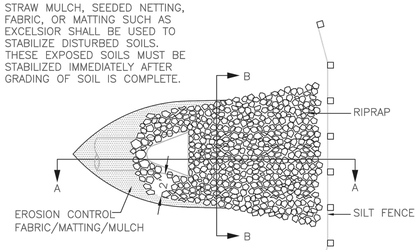


INLET PROTECTION – WIMCO OR EQUAL
N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

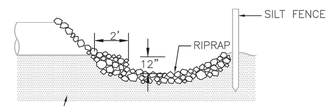
APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	INLET PROTECTION
		CITY PLATE No. ERO–2

ON SLOPES 4:1 OR GREATER, ANCHOR OR STRAIGHT DISKED STRAW MULCH, SEEDED NETTING, FABRIC, OR MATTING SUCH AS EXCELSIOR SHALL BE USED TO STABILIZE DISTURBED SOILS. THESE EXPOSED SOILS MUST BE STABILIZED IMMEDIATELY AFTER GRADING OF SOIL IS COMPLETE.



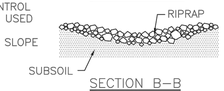
PLAN

CLASS 3 RIPRAP REQUIREMENTS /DIAMETER OF PIPE
12" TO 24" 4 CUBIC YARDS
27" TO 33" 8 CUBIC YARDS
36" TO 48" 12 CUBIC YARDS
54" AND UP 16 CUBIC YARDS
(ONE CUBIC YARD IS APPROX. 2,800 LBS.)



SECTION A–A

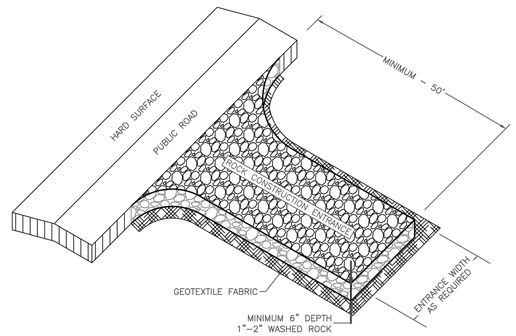
A SKIRTING OF EROSION CONTROL FABRIC OR MULCH MUST BE USED TO PROTECT OUTLETS AS ILLUSTRATED REGARDLESS OF SLOPE



SECTION B–B

RIP–RAP AT R.C.P. OUTLET
NO SCALE

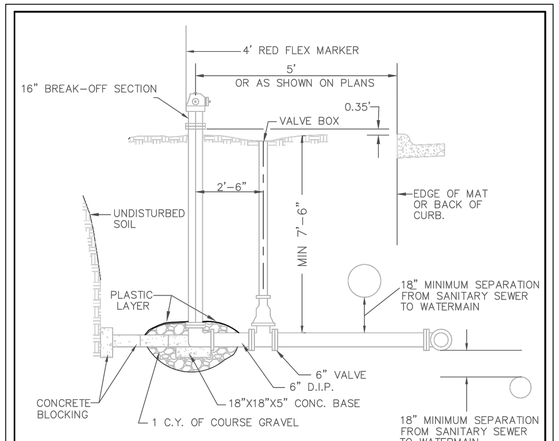
APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	RIP–RAP
		CITY PLATE No. ERO–3



NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

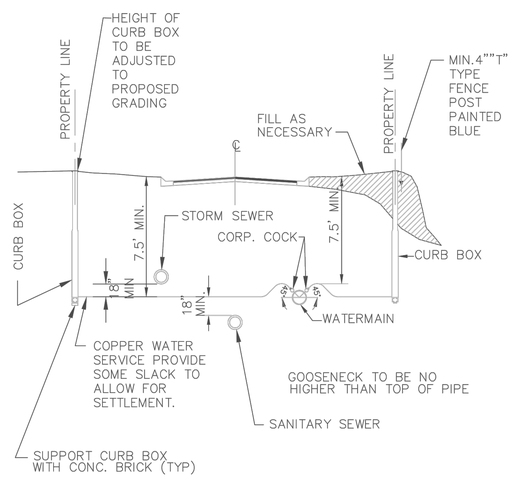
NOT TO SCALE

APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5



NOTES:
1. HYDRANTS TO BE ORDERED FOR 8'–0" BURY. IN AREAS OF EXTRA DEPTH ON THE WATERMAIN, HYDRANTS EXTENSIONS MAY BE REQUIRED.
2. HYDRANTS SHALL BE BLOCKED OR TIED TO THE TEE AT MAIN WITH 2–3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.
3. TOP NUT OF HYDRANT 2.5' ABOVE TOP BACK OF CURB OR BITUMINOUS SURFACE.
4. HYDRANTS BURIED BELOW WATER TABLE, DRAIN HOLES NEED TO BE PLUGGED AND HYDRANT MARKED BY PAINTING 5" CAP YELLOW.
5. BRUSH PAINT ALL HYDRANTS AFTER INSTALLATION IS COMPLETE.

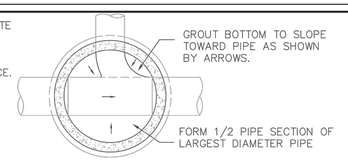
APPROVED:		STANDARD DETAILS:
4 – 2016	City of RAMSEY	HYDRANT
		CITY PLATE No. WAT–1



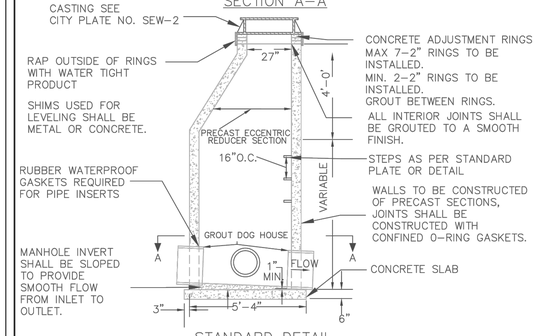
WATER SERVICE
NTS

APPROVED:		STANDARD DETAILS:
4 – 2016	City of RAMSEY	WATER SERVICE
		CITY PLATE No. WAT–2

A 5 FT. GREEN CARSONITE MARKER SHALL BE INSTALLED NEXT TO ALL STRUCTURES NOT IN A PAVED OR HARD SURFACE.



SECTION A–A



STANDARD DETAIL

NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.
4. 6" BASE FOR ALL MANHOLES LESS THAN 14 FT. OF DEPTH, INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT.
5. 5" PRECAST BASE MAY BE USED FOR MANHOLES LESS THAN 14 FT. DEEP.
6. ALL INVERTS TO BE 0.10' ABOVE OUTLET,

APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	SANITARY MANHOLE
		CITY PLATE No. SEW–1

BY	DATE	REVISIONS

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION

DETAILS

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/17 REG. NO. 24028

BRENT ROSHELL

DRAWN	DATE	SCALE	PROJECT	CHECKED	APPROVED
BR	5/2/17	1"=50'	RE'16-17	BTR	BTR

C3

STORMWATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

PROJECT SITE EVALUATION, ASSESSMENT, AND PLANNING

THIS NARRATIVE IS TO SERVE AS A GUIDANCE PLAN AND MUST BE AMENDED AND MODIFIED AS SITE CONDITIONS CHANGE DURING CONSTRUCTION.

PROJECT LOCATION/DESCRIPTION

PROJECT/SITE NAME: SILVER OAKS ADDITION

PROJECT NUMBERS: RE 10-17 PROJECT LOCATION: STREET: 162ND LANE & LITHIUM CITY/TOWNSHIP: RAMSEY

COUNTY: ANOKA

STATE: MINNESOTA ZIP: 55303

LATITUDE/LONGITUDE: 45.2761/-93.4510 SECTION: 1 TOWNSHIP: 30N RANGE: 23W

CONTACT INFORMATION/RESPONSIBLE PARTIES

ROYAL OAKS REALTY OWNS THE LAND, ADJACENT ROADS, AND EASEMENT AREAS ASSOCIATED WITH THE PROJECT. ROYAL OAKS REALTY IS THE OWNER PERMITTEE APPLYING FOR PERMIT COVERAGE AND WILL BE RESPONSIBLE FOR DEVELOPING THIS SWPPP AND THE LONG-TERM MAINTENANCE PLAN OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM FOR THIS PROJECT (IF APPLICABLE). THE OWNER WILL ENSURE THAT THE DESCRIBED WORK IN THE SWPPP IS BEING COMPLETED BY THE OPERATOR PERMITTEE.

OWNER/PERMITTEE: ROYAL OAKS REALTY
1000 COUNTY ROAD E EAST
STE 150
SHOREVIEW, MN 55123
651-483-5518

THE PRIMARY CONTRACTOR WILL ENTER INTO A CONTRACT WITH THE OWNER TO COMPLETE THE REQUIRED WORK FOR THIS PROJECT. THE PRIMARY CONTRACTOR WILL BECOME (UNDER CONTRACT) THE OPERATOR CO-PERMITTEE ON THE NPDES PERMIT (THROUGH EXECUTION OF A NPDES PERMIT MODIFICATION FORM), AND THEREBY AGREE TO IMPLEMENT THIS SWPPP IN COOPERATION WITH THE OWNER. THE OPERATOR IS RESPONSIBLE FOR DEVELOPING A CHAIN OF RESPONSIBILITY PRIOR TO STARTING CONSTRUCTION (REFER TO SWPPP AMENDMENT SECTION). THE NPDES PERMIT MODIFICATION FORM SHALL BE SUBMITTED TO THE MPCA AFTER THE PROJECT IS AWARDED TO THE PRIMARY CONTRACTOR, PRIOR TO LETTING THE PROJECT.

THE OPERATOR WILL INSURE THAT INDIVIDUALS OVERSEEING OR IMPLEMENTING THE SWPPP HAVE BEEN PROPERLY TRAINED AND THAT CERTIFICATIONS WILL BE MADE AVAILABLE UPON REQUEST. THIS INCLUDES ANY SUB-CONTRACTORS THAT THE OPERATOR EMPLOYS UNDER SEPARATE CONTRACT. THE OPERATOR WILL PROVIDE THE CONTACT INFORMATION FOR THE EROSION CONTROL SUPERVISOR, SITE SUPERINTENDENT/FOREMAN, AND BMP INSTALLERS. THE EROSION CONTROL SUPERVISOR SHALL BE A RESPONSIBLE EMPLOYEE OF THE PRIME CONTRACTOR AND/OR DULY AUTHORIZED BY THE PRIME CONTRACTOR TO REPRESENT THE PRIME CONTRACTOR ON ALL MATTERS PERTAINING TO THE NPDES CONSTRUCTION STORMWATER PERMIT COMPLIANCE. THE EROSION CONTROL SUPERVISOR SHALL HAVE AUTHORITY OVER ALL OPERATOR OPERATIONS WHICH INFLUENCE NPDES PERMIT COMPLIANCE, INCLUDING GRADING, EXCAVATION, BRIDGE CONSTRUCTION, CULVERT INSTALLATION, UTILITY WORK, CLEARING/GRUBBING, DEWATERING, AND ANY OTHER OPERATION THAT INCREASES THE EROSION POTENTIAL ON THE PROJECT.

SWPPP INSTALLER	SWPPP INSPECTOR
NAME	NAME
CERT #	CERT #

THE OPERATOR WILL PERFORM A PRECONSTRUCTION SITE VISIT TO ADDRESS ANY AREAS OF CONCERN PERTAINING TO ENVIRONMENTAL COMPLIANCE. THE OPERATOR WILL IMPLEMENT AND MAINTAIN BMPS FOR THE DURATION OF CONSTRUCTION PROJECT. THE OPERATOR WILL COMPLETE THE REQUIRED SITE INSPECTIONS TO REMAIN IN COMPLIANCE WITH NPDES PERMIT REQUIREMENTS PART II.B, II.C, III.B-F, IV, V, AND APPLICABLE CONSTRUCTION ACTIVITY REQUIREMENTS FOUND IN APPENDIX A, PART C.

OPERATOR/PERMITTEE: (TO BE DETERMINED THROUGH TRANSFER OF NPDES-CSW PERMIT)

ROSHELL ENGINEERING HAS BEEN CONTRACTED BY THE OWNER TO DEVELOP THE SWPPP PLAN FOR THIS PROJECT. THIS SWPPP WAS PREPARED BY AN INDIVIDUAL THAT HAS BEEN PROPERLY TRAINED IN ACCORDANCE TOM PART III.F OF THE NPDES PERMIT (CERTIFICATION CARDS ARE AVAILABLE UPON REQUEST). ROSHELL ENGINEERING WILL OFFER GUIDANCE FOR COMPLIANCE WITH THE NPDES PERMIT BEFORE, DURING, AND AFTER CONSTRUCTION OF THE PROJECT.

SWPPP DEVELOPER & WATER RESOURCE ENGINEER:
ROSHELL ENGINEERING (BRENT ROSHELL)
6192 267TH CT
WYOMING, MN 55092
763-286-0521/ROSHELLENGINEERING@GMAIL.COM

SWPPP CERTIFICATION
UNIVERSITY OF MINNESOTA
INSTRUCTOR : SHRI RAMASWAMY
EXPIRES MAY 31, 2018

AGENCY CONTACTS

AGENCY	PERMIT	NAME	PHONE NUMBER/E-MAIL
MPCA (EMERGENCY)	N/A	STATE DUTY OFFICER	1-800-422-0798
MPCA	NPDES-CSW #XXXXXXXXX	SCOTT FOX	651-757-2368/ SCOTT.FOX@STATE.MN.US
ACOE	SECTION 404	OFFICER	651-290-5525
DNR	N/A	N/A	N/A
ANOKA SWCD	WCA	KRIS GUENTZEL	763-434-2030/ KRIS.GUENTZEL@ANOKASWCD.ORG
WATERSHED DISTRICT	LRRWMO	BOB OBERMEYER	

PROJECT DESCRIPTION & SCHEDULE

SILVER OAKS 2ND ADDITION IS A RESIDENTIAL SUBDIVISION COMPRISED OF 7 LOTS TO BE CONSTRUCTED IN 1 PHASE. THE CONSTRUCTION ACTIVITIES WILL INCLUDE GRADING OPERATIONS OF STREETS, HOUSEPADS, SURFACE DRAINAGE, AND A LARGE INFILTRATION BASIN. UTILITY CONSTRUCTION, EXPOSED SOIL STABILIZATION, AND PAVING WILL OCCUR AFTER GRADING OPERATIONS.

TENTATIVE CONSTRUCTION SCHEDULE (OPERATOR SHOULD PROVIDE ESTIMATED CONSTRUCTION SCHEDULE TO THE ENGINEER)

CONSTRUCTION ACTIVITIES:

CLEARING & GRUBBING OPERATIONS, GRADING, TEMP POND	JULY 2017
CULVERT REMOVAL AND REPLACEMENT	N/A
CURB & GUTTER/SIDEWALK	JULY-AUGUST 2017
SMALL UTILITIES	AUGUST 2017
PAVING	AUGUST 2017
INITIAL TURF, BRIDGE RAILING/LIGHTING	JULY 2017
LANDSCAPING, FINAL TURF, MISC.	AUGUST 2017 - MAY 2018

PRE-CONSTRUCTION IMPERVIOUS SURFACE AND DISTURBED AREA CALCULATIONS

TOTAL AREA TO BE DISTURBED - 3.1 ACRES

IMPERVIOUS AREA: PRE-CONSTRUCTION = 0.11/POST-CONSTRUCTION = 1.03 ACRES

NET INCREASE OF IMPERVIOUS AREA = 0.92 ACRES

PERMANENT STORMWATER MANAGEMENT SYSTEMS

THE NPDES PERMANENT WATER QUALITY VOLUME (PART III.D) FROM THE NET NEW IMPERVIOUS SURFACES OF THE PROJECT IS PROVIDED IN THE XXXXXXX. HYDROLOGIC AND WATER QUALITY MODELING DATA IS AVAILABLE UPON REQUEST.

LOCATION OF SWPPP COMPONENTS DESCRIPTION	TITLE	LOCATION
SWPPP NARRATIVE	STORM WATER POLLUTION PREVENTION PLAN NARRATIVE	SHEET C4 & C5
SITE CONDITIONS NARRATIVE	STORM WATER POLLUTION PREVENTION PLAN	SHEET C4 & C5
SITE MAP (SOILS, WATER RESOURCES, POTENTIAL POLLUTANT GENERATING ACTIVITIES)	SWPPP WATER RESOURCES & SOILS MAP, SWPPP NARRATIVE	SHEET C4 & C5
CONSTRUCTION PHASING/STAGING, BUFFERS & AREAS NOT TO BE DISTURBED	SWPPP NARRATIVE	
DIRECTION OF FLOW (PRE- & POST-CONSTRUCTION	DRAINAGE PLAN	SHEET G1
IMPERVIOUS SURFACES	CONSTRUCTION PLAN & PROFILE	SHEET C1
TEMPORARY EROSION & SEDIMENT CONTROL BMPS/STEEP SLOPES (3:1), DNR FISH EXCLUSION "WORK IN WATER RESTRICTIONS - REFER TO SWPPP", PERMANENT EROSION CONTROL BMPS	TEMPORARY EROSION AND SEDIMENT CONTROL PLAN, SWPPP NARRATIVE	SHEET G1
	TURF ESTABLISHMENT PLAN, SWPPP NARRATIVE	SHEET G1
STORM SEWER	DRAINAGE PLAN	SHEET C1
GRADING	GRADING PLAN	SHEET G1
ESTIMATED BMP QUANTITIES	ESTIMATED QUANTITIES	SHEET G1& SW2
BMP DETAILS/SPECIFICATIONS	MISC. DETAILS, SWPPP NARRATIVE	SHEET G1, C2, C3
HYDROLOGIC/WATER QUALITY MODELING		AVAILABLE UPON REQUEST

EXISTING SITE CONDITIONS, SOILS, & WATER RESOURCES

SOILS AND NATIVE TOPSOIL: NATIVE TOPSOIL WILL BE STRIPPED AND STOCKPILED AND FINAL GRADING OPERATIONS, WHERE INDICATED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. METHODS AND EQUIPMENT TO MINIMIZE SOIL COMPACTION (IN PROPOSED INFILTRATION AREAS, DRIP LINE OF TREES TO BE PRESERVED, ETC.) SHALL BE DETERMINED BY THE OPERATOR'S SWPPP AMENDMENT. TRACKED VEHICLES ARE PREFERRED AND WHEELED VEHICLES ARE DISCOURAGED IN THESE AREAS.

DESCRIPTION OF RECEIVING WATERS (LOCATED WITHIN 1-MILE): STORMWATER FROM THIS PROJECT WILL BE CONVEYED INTO STORM SEWER PIPES AND AN INFILTRATION POND. POND WILL CONTAIN THE 100 YR VOLUME WITHOUT OUTLETTING. THE NPDES PERMANENT WATER QUALITY VOLUME (PART III.D) FROM THE NET NEW IMPERVIOUS SURFACES OF THE PROJECT IS PROVIDED IN THE CONSTRUCTED PONDS. HYDROLOGIC AND WATER QUALITY MODELING DATA IS AVAILABLE UPON REQUEST.

DESCRIPTION OF IMPAIRED WATERS OR WATER SUBJECT TO TMDLS: A SPECIAL AND IMPAIRED WATERS SEARCH WAS COMPLETED USING THE MPCA SEARCH ENGINE (HTTP://PCA-GIS02.PCA.STATE.MN.US/CSW/INDEX.HTML) ON 5/1/2017. BASED ON THIS REVIEW, THE FOLLOWING SPECIAL OR IMPAIRED WATERS (WITH CONSTRUCTION RELATED IMPAIRMENTS) ARE LOCATED WITHIN ONE MILE OF, AND DOWNSTREAM OF ANY PROJECT DISCHARGE POINTS: NONE

C.1.A EXPOSED SOILS: OPERATOR SHALL STABILIZE ALL EXPOSED SOIL AREAS WITH (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED (APPENDIX A.C.1.A).

C.1.B TEMPORARY BASIN: OPERATOR SHALL ADHERE TO THE REQUIREMENTS DESCRIBED IN PART III.C. 1-5 OF THE NPDES CONSTRUCTION PERMIT FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (10) OR MORE ACRES DISTURBED.

C.2 POST CONSTRUCTION: THE WATER QUALITY VOLUME THAT MUST BE TREATED BY THE PROJECT'S PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.D. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT. WHERE SITE CONDITIONS ALLOW. AT LEAST ONE (1) INCH OF THE WATER QUALITY VOLUME MUST BE INFILTRATED. SEE PART III.D. FOR MORE INFORMATION ON INFILTRATION DESIGN AND APPROPRIATE SITE CONDITIONS. IF IT IS DETERMINED THAT SITE CONDITIONS ARE NOT APPROPRIATE FOR INFILTRATION (E.G. LACK OF 3 FT. OF SEPARATION TO SEASONALLY SATURATED GROUND WATER, PROXIMITY TO BEDROCK, CONTAMINATED SOILS) THE REASONS SHOULD BE DOCUMENTED IN THE SWPPP FOR THE PROJECT. INFILTRATION IS NOT REQUIRED IN HYDROLOGIC SOIL GROUP D SOILS.

C.3 BUFFER ZONE: AN UNDISTURBED BUFFER ZONE OF NOT LESS THAN 50 LINEAR FEET FROM THE SPECIAL WATER (NOT INCLUDING TRIBUTARIES) SHALL BE MAINTAINED AT ALL TIMES. EXCEPTIONS FROM THIS REQUIREMENT FOR AREAS, SUCH AS WATER CROSSINGS, LIMITED WATER ACCESS AND RESTORATION OF THE BUFFER ARE ALLOWED IF THE PERMITTEE FULLY DOCUMENTS IN THE SWPPP THE CIRCUMSTANCES AND REASONS THAT THE BUFFER ENCROACHMENT IS NECESSARY. REPLACEMENT OF EXISTING IMPERVIOUS SURFACE WITHIN THE BUFFER IS ALLOWED UNDER THIS PERMIT. ALL POTENTIAL WATER QUALITY, SCENIC AND OTHER ENVIRONMENTAL IMPACTS OF THESE EXCEPTIONS MUST BE MINIMIZED BY THE USE OF ADDITIONAL OR REDUNDANT BMPS AND DOCUMENTED IN THE SWPPP FOR THE PROJECT.

C.4 ENHANCED RUNOFF CONTROLS: THE PERMANENT STORMWATER MANAGEMENT SYSTEM MUST BE DESIGNED SUCH THAT THE PRE- AND POST-PROJECT RUNOFF RATE AND VOLUME FROM THE 1 AND 2-YEAR 24-HOUR PRECIPITATION EVENTS REMAIN THE SAME OR ARE REDUCED.

C.5 TEMPERATURE CONTROLS: THE PERMANENT STORMWATER MANAGEMENT SYSTEM MUST BE DESIGN SUCH THAT THE DISCHARGE FROM THE PROJECT WILL MINIMIZE ANY INCREASE IN THE TEMPERATURE OF TROUT STREAM RECEIVING WATERS RESULTING FROM THE 1-AND 2-YEAR 24-HOUR PRECIPITATION EVENTS. THIS INCLUDES ALL TRIBUTARIES OF DESIGNATED TROUT STREAMS WITHIN THE SECTION THAT THE TROUT STREAM IS LOCATED. PROJECTS THAT DISCHARGE TO TROUT STREAMS MUST MINIMIZE THE IMPACT USING ONE OR MORE OF THE FOLLOWING MEASURES, IN ORDER OF PREFERENCE:
A. MINIMIZE NEW IMPERVIOUS SURFACES.
B. MINIMIZE THE DISCHARGE FROM THE CONNECTED IMPERVIOUS SURFACES BY DISCHARGING TO VEGETATED AREAS, OR GRASS SWALES, AND THROUGH THE USE OF OTHER NON-STRUCTURAL CONTROLS.
C. INFILTRATION OR EVAPO-TRANSPIRATION OF RUNOFF IN EXCESS OF PRE-PROJECT CONDITIONS (UP TO THE 2-YEAR 24-HOUR PRECIPITATION EVENT.

POTENTIAL FOR SEDIMENT AND/OR OTHER POLLUTANT(S) DISCHARGING FROM THE PROJECT SITE

THE TEMPORARY EROSION AND SEDIMENT CONTROL BMPS IN THIS SWPPP HAVE BEEN DESIGNED TO MINIMIZE THE POTENTIAL OF SEDIMENTS DISCHARGING OFF-SITE FROM A 0.5 INCH RAINFALL WITHIN A 24-HOUR PERIOD. THE NOAA ATLAS 14 POINT PRECIPITATION FREQUENCY ESTIMATE FOR THE PROJECT LOCATION WAS REVIEWED AND USED FOR ANTICIPATED INSPECTION FREQUENCY, BMP DESIGN, AND ESTIMATING CONSTRUCTION ACTIVITIES IN THIS SWPPP. ATLAS 14 RESULTS DO NOT NECESSARILY REFLECT ANY DESIGN CRITERIA IN THE PERMANENT STORMWATER MANAGEMENT SYSTEM.

ROUTINE INSPECTION AND BMP MAINTENANCE BY THE OPERATOR IS CRUCIAL IN ENSURING THE FUNCTIONALITY OF EACH BMP. STEEP SLOPES AND OTHER ENVIRONMENTALLY SENSITIVE AREAS THAT ARE AT A HIGHER RISK OF SEDIMENTATION ARE DEFINED IN THE SWPPP (IF APPLICABLE).

CONSTRUCTION PHASING/STAGING, BUFFERS, & AREAS NOT TO BE DISTURBED

THE PRESERVED AREAS OF EXISTING VEGETATION WILL BE IDENTIFIED ON THE PLAN SHEETS AS "DO NOT DISTURB AREA". THE OPERATOR IS RESPONSIBLE FOR PRESERVING A 50 FOOT NATURAL BUFFER OR (IF INFEASIBLE) PROVIDE REDUNDANT SEDIMENT CONTROL BMPS, WHEN A SURFACE WATER IS LOCATED WITHIN 50 FEET AND RECEIVES DRAINAGE FROM THE PROJECT'S GRADING LIMITS. THIS REQUIREMENT DOES NOT APPLY TO ADJACENT ROAD SIDE DITCHES, JUDICIAL/COUNTY DITCHES, STORMWATER CONVEYANCES, STORM DRAIN INLETS, AND SEDIMENT BASINS.

THERE IS NO CONSTRUCTION PHASING OR STAGING DEFINED BY THE OWNER FOR THIS PROJECT. THE SCHEDULE FOR INSTALLING TEMPORARY BMPS SHALL BE INCORPORATED INTO THE OPERATOR'S WEEKLY SCHEDULE FOR EACH CONSTRUCTION STAGE AND PRESENTED TO THE OWNER'S REPRESENTATIVE 9PER MNDOT SPEC 1717.D).

ENVIRONMENTALLY SENSITIVE AREAS

STEEP SLOPES: EXISTING AND PROPOSED SLOPES 1 IN 3 (33.33% AND STEEPER) THAT ARE PROPOSED TO BE DISTURBED ARE ILLUSTRATED ON THE STEEP SLOPES MAYBE TEMPORARILY CREATED DURING GRADING OPERATIONS, AT WHICH TIME TEMPORARY BMPS MUST BE IMPLEMENTED BY THE OPERATOR (THROUGH AN APPROVED SWPPP AMENDMENT) WITHIN 14 DAYS OF NO LONGER WORKING THE STEEP SLOPE.

CONTAMINATED PROPERTIES: THE MPCA'S "WHAT'S IN MY NEIGHBORHOOD" DATABASE (PCA-GIS02.PCA.STATE.MN.US/WIMN2/INDEX.HTML) WAS REVIEWED ON 5/1/17. THE RESULTS OF THIS REVIEW SHOW NO KNOWN CONTAMINATED PROPERTIES OR LEAK SOURCES LOCATED WITHIN AND ADJACENT TO THE PROJECT LIMITS. NO PRE-EXISTING HAZARDOUS MATERIALS OR WASTES ARE ANTICIPATED TO BE IMPACTED BY THE PROJECT.

STORMWATER POLLUTION MITIGATION MEASURES (AS IDENTIFIED FROM ENVIRONMENTAL REVIEW): NO FORMAL ENVIRONMENTAL REVIEW WAS REQUIRED FOR THIS PROJECT, THEREFORE, NO ADDITIONAL STORMWATER RELATED MITIGATION MEASURES APPLY.

KARST AREAS: THERE ARE NO KNOWN KARST AREAS WITHIN OR ADJACENT TO THE PROJECT LIMITS.

SITE PLAN REQUIRED AREAS: NO AREAS OF "HIGH ENVIRONMENTAL RISKS" ARE KNOWN TO BE LOCATED WITHIN OR IMMEDIATELY ADJACENT TO THE PROJECT LIMITS.
EACH SITE PLANS MUST DETAIL PROPOSED ACTIVITIES, CORRESPONDING SCHEDULING, STAGING, TEMPORARY EROSION AND SEDIMENT CONTROLS, AND BMP DETAILS PER SECTION 1717 OF THE MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. SITE PLANS MUST BE APPROVED BY PROJECT ENGINEER PRIOR TO INITIATING THE SPECIFIED WORK WITHIN EACH SITE PLAN AREA.

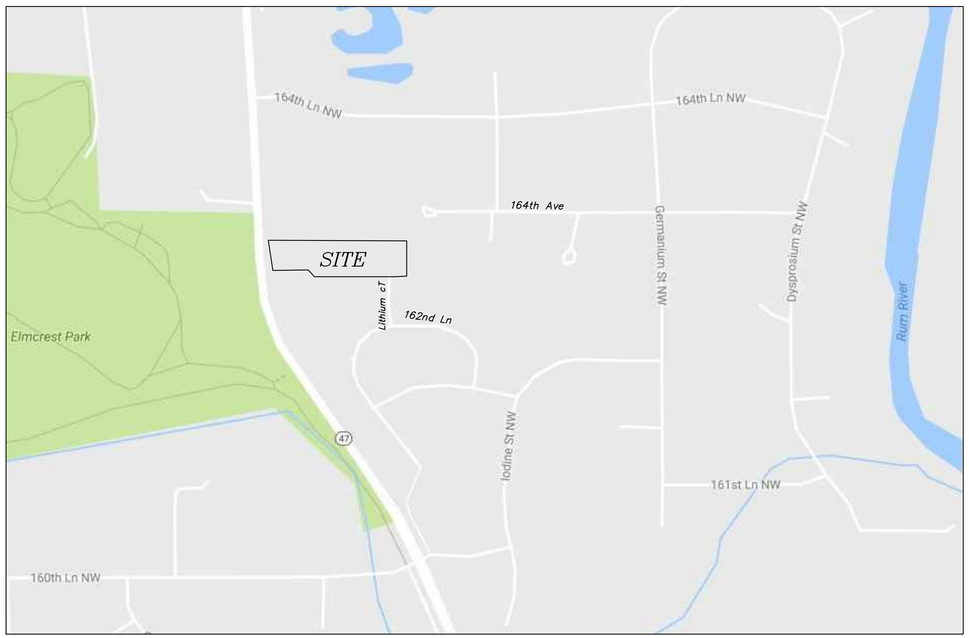
FLOOD CONTINGENCY PLAN: NO PROJECT ACTIVITIES ARE LOCATED WITHIN A 100-YEAR FLOODPLAIN OR FLOODWAY, THEREFORE, A FLOOD CONTINGENCY PLAN IS NOT REQUIRED. THE PROJECT ENGINEER (AT THEIR DISCRETION) MAY REQUIRE A PREVENTATIVE FLOOD CONTINGENCY PLAN FOR SPECIFIC PROJECT ACTIVITIES AND AREAS THAT ARE NOT LOCATED IN A 100-YEAR FLOODPLAIN OR FLOODWAY.

FISH EXCLUSION DATES: OPERATOR IS PROHIBITED FROM CONDUCTING IN-STREAM WORK DURING THE FISH SPAWNING AND MIGRATION DATES OF APRIL 15 TO JUNE 30 FOR NON-TROUT WATERS. IF WORK MUST BE CONDUCTING DURING THIS TIMEFRAME, CONTRACTOR SHALL CONTACT THE LOCAL DNR FISHERIES MANAGER FOR WRITTEN APPROVAL PRIOR TO CONDUCTING THE IN-STREAM WORK.

AQUATIC INVASIVE SPECIES: ALL IN-STREAM AND DEWATERING EQUIPMENT SHALL BE DECONTAMINATED OF ALL AQUATIC PLANTS AND PROHIBIT INVASIVE SPECIES PRIOR TO USING WITHIN SURFACE WATERS ON-SITE AND TRANSPORTING OFF-SITE. ALL DECONTAMINATION ACTIVITIES SHALL MEET THE CHAPTER 1 STANDARDS OF THE MINNESOTA DNR'S BEST PRACTICES MANUAL FOR MEETING DNR GENERAL PUBLIC WATERS WORK PERMIT GP 2004-001.

WETLANDS
WETLANDS, IF ANY, WITHIN THE PROJECT AREA AND MUST BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE.

APPLICABLE FEDERAL, TRIBAL, STATE OR LOCAL PROGRAMS
THE PROJECT FALLS UNDER THE JURISDICTION OF SEVERAL ENTITIES, AS IDENTIFIED IN THE 'AGENCY CONTACTS" TABLE OF PAGE 1 OF THE SWPPP. THE MORE STRINGENT OF LOCAL VS. STATE VS. FEDERAL RULES SHALL APPLY WHERE THEY CONFLICT. INFORMATION PERTAINING TO THE STATE NPDES PERMIT CAN BE FOUND AT: (HTTP://WWW.PCA.STATE.MN.US/INDEX.PHP/WATER/WATER-TYPES-AND-PROGRAMS/STORMWATER/CONSTRUCTION-STORMWATER/INDEX.HTML). THE OPERATOR IS RESPONSIBLE TO COMPLY WITH ALL APPLICABLE PERMITS, MNDOT SPECIAL PROVISION, MNDOT SPEC BOOK (2014 EDITION), MNDOT SPECIFICATIONS 1717.



REVISIONS	BY
CITY COMMENTS 5/26	BR

DATE 5/31/17

RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION

SWPPP

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/17 REG. NO. 24013

BRENT ROSHELL

DRAWN	BR
DATE	5/2/17
SCALE	1"=50'
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

C4

SEQUENCE OF CONSTRUCTION/TIMING OF BMP INSTALLATION
NO CONSTRUCTION OPERATIONS, INCLUDING REMOVALS, THAT REQUIRE EROSION & SEDIMENT CONTROL PER THE SWPPP CAN COMMENCE UNTIL THE OPERATOR'S EROSION CONTROL SUPERVISOR CERTIFIES THE PROPER INSTALLATION OF BMP'S AND A CHAIN OF RESPONSIBILITY FOR SWPPP IMPLEMENTATION IS CREATED FOR ALL OPERATORS ON THE SITE. PERIMETER SEDIMENT CONTROLS (SILT FENCE, INLET PROTECTION, CONSTRUCTION ENTRANCES, ETC.) SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION IS ACHIEVED. OPERATOR SHALL IMPLEMENT THE NECESSARY ON SITE BMP'S IN ACCORDANCE WITH THE NPDES PERMIT REQUIREMENTS TO PREVENT NUISANCE CONDITIONS (MN RULES 7050.2010) FROM ANY DISCHARGES UNDER COVERAGE OF THE NPDES PERMIT. IN SOME CASES, MULTIPLE OR REDUNDANT APPLICATIONS OF SOME BMP'S MAY BE NEEDED TO MEET THESE REQUIREMENTS.

INSPECTION, SWPPP AMENDMENTS, RECORD KEEPING, & TRAINING
1. THE SWPPP CHAIN OF RESPONSIBILITY MUST BE AMENDED BY THE OPERATOR WHEN THE IDENTITY OF RESPONSIBLE SITE OPERATORS (EROSION CONTROL SUPERVISOR, SUB-CONTRACTORS, ETC.) ARE KNOWN.
2. THE OPERATOR MUST INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. THE OPERATOR SHALL PROVIDE A RAINFALL GAUGE ON-SITE, WITHIN ONE MILE OF THE SITE, OR SOURCE OF THE WEATHER REPORTING SYSTEM THAT USES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES. THE LOCATION AND SOURCE OF THE RAINFALL GAUGE OR REPORTING SYSTEM MUST BE DOCUMENTED IN THE FIRST SWPPP INSPECTION REPORT. THE INSPECTION FREQUENCY MAY BE REDUCED TO ONCE PER MONTH, IF SITE CONDITIONS MEET PART IV.E3 OF THE NPDES PERMIT. ALL INSPECTIONS AND MAINTENANCE CONDUCTED MUST BE RECORDED IN WRITING BY THE OPERATOR AND RETAINED WITH THE SWPPP. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:
   A. DATE, TIME AND NAME OF PERSON(S) CONDUCTING INSPECTIONS;
   B. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
   C. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES AND PARTY COMPLETING MAINTENANCE ACTIVITIES); INCLUDING DOCUMENTATION/PHOTOS OF IMPLEMENTED BMPS INTENDED TO CORRECT A PROBLEM BUT FAILED.
   D. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN ½ INCH (0.5 INCHES) IN 24 HOURS;
   E. DOCUMENTATION OF CHANGES MADE TO THE SWPPP.
3. SWPPP AMENDMENTS AND SITE PLANS WILL BE PREPARED BY THE OPERATOR AND SUBMITTED TO THE OWNER FOR REVIEW AND WRITTEN APPROVAL BY THE PROJECT OWNER (OR DESIGNATED REPRESENTATIVE). ALL OWNER ACCEPTED AND DENIED SWPPP AMENDMENTS AND SITE PLANS MUST BE RECORDED IN WRITING RETAINED WITH THE SWPPP.
4. THE SWPPP SHALL BE AMENDED TO INCLUDE ADDITIONAL OR MODIFIED BMPS, DESIGNED TO CORRECT IDENTIFIED PROBLEMS OR ADDRESS SITUATIONS (UNDER PART III.B OF THE NPDES PERMIT), PRIOR TO CONDUCTING SPECIFIC STAGES/PHASES OF THE PROJECT, AS REQUIRED BY THE OWNER AND DEFINED IN THIS PROJECT SWPPP.

SUMMARY OF OPERATOR PREPARED SWPPP AMENDMENT NAME	SWPPP AMENDMENTS (REQUIREDBY OWNER) SWPPP AMENDMENT DETAILS	SUBMITTAL TIMEFRAME
OPERATOR CHAIN OF RESPONSIBILITY	REFER TO "CONTACT INFORMATION/ RESPONSIBLE PARTIES' SECTION	7 DAYS PRIOR TO INITIATING WORK
BMP AMENDMENTS	SUBSTITUTED, ADDITIONAL, OR REDUNDANT BMPS TO COMPENSATE FOR FAILING/FAILED BMPS	DURING/AFTER CONSTRUCTION ACTIVITIES
METHODS TO MINIMIZE SOIL COMPACTION	REFER TO "EXISTING SITE CONDITIONS, SOILS AND WATER RESOURCES" SECTION	7 DAYS PRIOR TO WORK WITHIN INFILTRATION BASINS AND PRESERVED TREE AREAS
STEEP SLOPES PHASING PLAN	REFER TO "ENVIRONMENTALLY SENSITIVE AREAS" SECTION	
SPILL PREVENTION & RESPONSE PLAN	REFER TO "POLLUTION PREVENTION MEASURES"	7 DAYS PRIOR TO INITIATING WORK
DEWATERING PLAN	REFER TO "DEWATERING" SECTION	7 DAYS PRIOR TO ACTIVITY

1. THE SWPPP (ORIGINAL OR COPIES), ALL CHANGES TO THE SWPPP, PROJECT MANUAL, AND INSPECTIONS/MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE OPERATOR WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN THE FIELD OFFICE OR ON SITE VEHICLE DURING NORMAL WORKING HOURS.
2. THE OPERATOR MUST ASSIGN A TRAINED INDIVIDUAL (S) (PURSUANT TO PARTS III.A.3 & III.F) TO OVERSEE THE IMPLEMENTATION, MAINTENANCE, AND REPAIR OF BMPS. THIS INDIVIDUAL (S) SHALL ALSO PERFORM INSPECTIONS, REVISE/AMEND THE SWPPP (DOCUMENT IN SWPPP AS NECESSARY), AND BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE PERMITTED OWNER FOR ITS DESIGNEE), LOCAL GOVERNMENT UNITS, OR MPCA.

POLLUTION PREVENTION MANAGEMENT MEASURES
POTENTIAL SOURCES OF POLLUTANTS FROM CONSTRUCTION ACTIVITIES INCLUDE:
- SEDIMENT AND FUGITIVE DUST GENERATED FROM CLEARING AND GRUBBING, IMPORT/EXPORT OPERATIONS, REMOVALS/COMPACTION, MASS/FINE GRADING, EXCAVATIONS, TRENCHING, TOPSOIL STRIPING STOCKPILING, WET/DRY PAVEMENT CUTTING, STREET CONSTRUCTION.
- BASIC/ACIDIC PH LEVELS FROM CURB AND GUTTER, MANHOLE STRUCTURES, SIDEWALKS, DRIVEWAY APRONS, FOUNDATIONS, BRIDGE ABUTMENTS, WET/DRY PAVEMENT CUTTING, MASONRY WASHOUT/CLEANOUT.
- EXCESS NUTRIENTS FROM LANDSCAPING INSTALLATIONS, SOIL ADDITIVES, FERTILIZATION, MULCHING.
- HYDROCARBONS FROM STREET CONSTRUCTION, DEMOLITION/REMOVALS, WET/DRY PAVEMENT CUTTING.

OPERATOR WILL COMPLY WITH ALL OF THE POLLUTION PREVENTION AND MANAGEMENT MEASURES IDENTIFIED IN THE NPDES-CSW PERMIT. OPERATOR WILL SUBMIT A SPILL PREVENTION AND RESPONSE PLAN (SPRP) TO THE ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITY. THE SPRP MUST SATISFACTORILY ADDRESS (AT A MINIMUM) THE FOLLOWING NPDES REQUIREMENTS BY THE PROPOSED IMPLEMENTATION AND MAINTENANCE OF APPROPRIATE BMPS:

NO-EXPOSURE: CONSTRUCTION AND BUILDING PRODUCTS (THAT HAVE THE POTENTIAL TO LEACH POLLUTANTS), PESTICIDES, HERBICIDES, INSECTSIBES, FERTILIZERS, TREATMENT CHEMICALS, AND LANDSCAPING MATERIALS MUST BE UNDER COVER (PLASTIC SHEETING OR TEMPORARY ROOFS) TO MINIMIZE CONTACT WITH STORMWATER AND PRECIPITATION.

SOLID WASTE: (SEDIMENT, ASPHALT, CONCRETE MILLINGS, CONSTRUCTION, AND DEMOLITION DEBRIS) AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND SHALL COMPLY WITH MPCA DISPOSAL REQUIREMENTS (CH. 7035).

HAZARDOUS MATERIALS: (E.G. GAS, DIESEL, OIL, ANTIFREEZE, PAINT SOLVENTS, SOAPS, DETERGENTS, WOOD PRESERVATIVES, CLEANING SOLVENTS, CURING COMPOUNDS, ACIDS, ETC.) MUST BE STORED IN SEALED CONTAINERS (WITH SECONDARY SPILL CONTAINMENT) IN RESTRICTED ACCESS AREAS TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE AND MATERIALS MUST BE IN COMPLIANCE WITH MPCA REGULATIONS (CH. 7045) INCLUDING SECONDARY CONTAINMENT.

PORTABLE TOILETS: MUST BE POSITIONED AND SECURED SO THEY ARE NOT TIPPED OR KNOCKED OVER. WASTE MUST BE DISPOSED OF PROPERLY IN ACCORDANCE WITH MPCA GUIDELINES (CH. 7041).

EQUIPMENT/VEHICLE FUELING, EXTERNAL WASHING, AND MAINTENANCE PRACTICES: WHEN VEHICLE FUELING, MAINTENANCE, OR EXTERNAL WASHING MUST OCCUR ON-SITE, THE ACTIVITY IS LIMITED TO A CONTAINED PORTION OF THE STAGING AREA, UNLESS INFEASIBLE THROUGH A SWPPP AMENDMENT. PROCEDURES FOR SPILL RESPONSE AND MATERIALS FOR CONTAINMENT AND CLEAN UP (DRIP PANS, DRY ABSORBENTS, AND SPILL KITS) WILL BE AVAILABLE AT ALL TIMES ON-SITE. ENGINE DEGREASING IS PROHIBITED ON-SITE.

CONCRETE, STUCCO, PAINT, CURING COMPOUNDS, SOLVENTS, AND OTHER WASHOUT WASTES: TEMPORARY OR LONG-TERM STORAGE OF WASHOUT WASTE IS PROHIBITED ON-SITE (SLURRY MUST BE HAULED IMMEDIATELY OFF-SITE). OPERATOR MUST SUBMIT A CONCRETE WASHOUT PLAN TO THE PROJECT ENGINEER FOR APPROVAL OF ALL ON-SITE WASHOUT LOCATIONS. ON-SITE WASHOUT LOCATIONS MUST BE LOCATED 200 FEET FROM AN ENVIRONMENTALLY SENSITIVE AREA AND SURFACE WATERS, HAVE "CONCRETE WASHOUT AREA" SIGNAGE, AND BE CONTAINED IN A LEAK PROOF CONTAINER OR IMPERMEABLE LINER. LIQUID AND SOLID WASTES SHOULD NOT CONTACT THE GROUND (UNLESS PERMITTED IN THE CONCRETE WASHOUT PLAN), BE CONTAINED TO PREVENT RUNOFF FROM THE WASHOUT LOCATION, AND MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS.

CONCRETE, STUCCO, PAINT, CURING COMPOUNDS, SOLVENTS, AND OTHER WASHOUT WASTES: TEMPORARY OR LONG-TERM STORAGE OF WASHOUT WASTE IS PROHIBITED ON-SITE (SLURRY MUST BE HAULED IMMEDIATELY OFF-SITE). OPERATOR MUST SUBMIT A CONCRETE WASHOUT PLAN TO THE PROJECT ENGINEER FOR APPROVAL OF ALL ON-SITE WASHOUT LOCATIONS. ON-SITE WASHOUT LOCATIONS MUST BE LOCATED 200 FEET FROM AN ENVIRONMENTALLY SENSITIVE AREA AND SURFACE WATERS, HAVE "CONCRETE WASHOUT AREA" SIGNAGE, AND BE CONTAINED IN A LEAK PROOF CONTAINER OR IMPERMEABLE LINER. LIQUID AND SOLID WASTES SHOULD NOT CONTACT THE GROUND (UNLESS PERMITTED IN THE CONCRETE WASHOUT PLAN), BE CONTAINED TO PREVENT RUNOFF FROM THE WASHOUT LOCATION, AND MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS.

BURNING: BURNING OF GARBAGE, CONSTRUCTION DEBRIS, TREES, BRUSH, OR OTHER VEGETATIVE MATERIAL IS NOT ALLOWED ON-SITE, UNLESS PRIOR APPROVAL IS GRANTED BY THE OWNER.

EROSION CONTROL PRACTICES, PROCEDURES, & MAINTENANCE STANDARDS
THE OPERATOR IS RESPONSIBLE FOR THE INSTALLATION, OPERATION, AND CONTINUED MAINTENANCE OF ALL TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS, AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, FOR THE DURATION OF THE CONSTRUCTION WORK AT TH SITE, UNTIL FINAL STABILIZATION IS ACHIEVED. ALL BMPS MUST BE ADEQUATELY LOCATED, DESIGNED, INSTALLED, AND MAINTAINED TO PREVENT EROSION FROM A MINIMUM 0.5 INCH TOTAL RAINFALL EVENT WITHIN 24 HOURS.

ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS UNLESS ANOTHER TIME FRAME IS SPECIFIED IN THE SWPPP. ALL ERODED MATERIAL THAT LEAVES THE SITE SHALL BE COLLECTED BY THE OPERATOR AND RETURNED TO THE SITE AT THE OPERATOR'S EXPENSE AND INCIDENTAL TO THE PROJECT COST.

TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED AS SOON AS POSSIBLE, BUT NO LATER THAN THE END OF THE NEXT WORK DAY FOLLOWING THE DAY EARTH-DISTURBING ACTIVITIES IN THAT PORTION OF THE SITE HAS TEMPORARILY OF PERMANENTLY CEASED. ALL EXPOSED SOIL AREAS SHALL BE STABILIZED WITHIN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. INITIATED STABILIZATION IS DEFINED AS COMPLETING ONE (OR MORE) OF THE FOLLOWING: SOIL PREPARATION FOR VEGETATION, MULCHING (OR OTHER TEMPORARY NONOVEGETATIVE BMP), SEEDING/PLANTING, OR SCHEDULING STABILIZATION MEASURES TO BE FULLY INSTALLED AND COMPLETED WITHIN THE 14 DAY TIMEFRAME.

ALL EXPOSED SOILS WITHIN 200 FEET AND DRAINING TO A DNR PUBLIC WATERS MUST BE STABILIZED WITHIN 24 HOURS OF TEMPORARILY OR PERMANENTLY CEASING WORK, DURING THE FISH SPAWNING PERIOD. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E. G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT, BUT MUST BE IN COMPLIANCE WITH PART IV.C.5.

TEMPORARY STABILIZATION BMPS SHALL ONLY BE IMPLEMENTED WHEN PERMANENT STABILIZATION BMPS CANNOT BE IMPLEMENTED WITHIN THE 14 DAY TIMEFRAME FOR EXPOSED SOILS.

TEMPORARY/PERMANENT DRAINAGE DITCHES & SWALES: THE NORMAL WETTED PERIMETER (2-YEAR, 24-HOUR PRECIPITATION EVENT) OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH, CHANNEL, OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN THE LAST 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER WITHIN 24 HOURS OF CONNECTION. STABILIZATION REMAINING OF THE REMAINING PORTIONS OF THE CHANNEL MUST BE STABILIZED WITHIN 14 DAYS. ALL STORMWATER CONVEYANCE CHANNELS MUST USE EROSION CONTROL AND VELOCITY DISSIPATION DEVICES WITHIN AND ALONG THE LENGTH OF THE CHANNEL AND AT ANY OUTLETS. TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A TEMPORARY SEDIMENT CONTAINMENT SYSTEM (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NO NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM. MULCH, HYDROMULCH, TACKIFIER, OR POLYARCRYLAMIDE BELOW THE WETTED PERIMETER OF A DITCH, SWALE, OR OTHER SURFACE WATER CONVEYANCE IS NOT ACCEPTABLE STABILIZATION.

EROSION CONTROL BLANKETS/MATS: OPERATOR SHALL VERIFY DURING REGULAR INSPECTIONS THAT NO GULLIES, RILLS, OR SCOUR HOLES HAVE FORMED UNDER EROSION CONTROL BLANKETS AND MATS. ALL REPAIRS MUST BE COMPLETED WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

MULCH: OPERATOR MUST APPLY MULCH IN A UNIFORM PATTERN OVER THE DISTURBED SOILS, TO ACHIEVE A MINIMUM OF 90% GROUND COVER.

DUST CONTROL: DUST FROM THE SITE WILL BE CONTROLLED BY INCREASED STREET SWEEPING AND/OR USING A MOBILE PRESSURE-TYPE DISTRIBUTOR TRUCK TO APPLY POTABLE WATER TO DISTURBED AREAS. THE MOBILE UNIT WILL APPLY WATER AT A RATE NECESSARY TO PREVENT RUNOFF AND PONDING.

STORM SEWER OUTLETS: PIPE OUTLETS MUST HAVE TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER HYDRAULIC CONNECTION TO A RECEIVING SURFACE WATER.

TEMPORARY & PERMANENT EROSION CONTROL BMPS
TYPE 1 MULCH: APPLY TO DISTURBED SLOPES LESS THAN 1:3 WITH BLOWER EQUIPMENT OR CONCURRENTLY WITH HYDROMULCH AT 2 TONS/ACRE. IMMEDIATELY OVERSPRAY (IF NOT HYDROMULCHED) WITH TACKIFIER (PER MANUFACTURES RECOMMENDED RATES) OR DISC-ANCHORED.

RAPID STABILIZATION METHOD #3: THIS WORK SHALL CONSIST OF OPERATIONS NECESSARY TO RAPIDLY STABILIZE SMALL CRITICAL AREAS WITHIN 200 FT OF SURFACE WATERS, TO PREVENT OFF SITE SEDIMENTATION AND OR TO COMPLY WITH PERMIT REQUIREMENTS. INSTALL PER MNDOT SPECIFICATIONS 2575.3N.

RAPID STABILIZATION METHOD #4: (W00D FIBER, NATURAL NET ONLY) IS AN ACCEPTABLE BMP FOR DISTURBED AREAS ADJACENT TO ENVIRONMENTALLY SENSITIVE AREAS, SURFACE WATERS, AND WITHIN THE LAST 200 FEET OF DITCH BOTTOMS.

TEMPORARY WINTER COVER: AREAS OF EXPOSED SOILS THAT ARE NOT COMPLETED BEFORE THE WINTER WILL BE STABILIZED WITH TYPE #3 (CERTIFIED AS WEED FREE) ADJACENT TO WETLAND OR STORMWATER PONDS. ALL OTHER DISTURBED AREAS SHALL BE STABILIZED WITH TYPE #1 MULCH, UNLESS ALTERNATIVE MORE PROTECTIVE BMPS ARE SPECIFIC WITHIN THE SWPPP. ALL EXPOSED SOILS SHALL BE STABILIZED BEFORE CONSTRUCTION IS COMPLETED FOR THE SEASON.

HYDRO-MULCH TYPE #5: HYDRAULIC SOIL STABILIZER IN COMBINATION WITH A TACKIFIER WILL BE INSTALLED PER MANUFACTURES SPECIFICATIONS TO EXPOSED SOILS AREAS TO PROVIDE TEMPORARY LONG-TERM OR PERMANENT COVER FOR VEGETATION ESTABLISHMENT.

SEDIMENT CONTROL PRACTICES, PROCEDURES, & MAINTENANCE STANDARDS

DOWN GRADIENT SYSTEMS: IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UP GRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES.

PERIMETER CONTROL BMPS (SILT FENCES, CHIP/SLASH MULCH SACKS, BIOROLLS, FLOATING SILT CURTAIN, ETC.): PERIMETER CONTROL BMPS SHALL BE INSTALLED ON ALL DOWN GRADIENT PERIMETERS AND UPGRADIENT OF ANY BUFFER AREAS, PRIOR TO INITIATING UPGRADIENT LAND DISTURBANCE ACTIVITIES. UPLAND PERIMETER CONTROLS BMPS SHALL BE PLACED AS CLOSE AS POSSIBLE TO FOLLOW A SINGLE CONTOUR ELEVATION. ALL SILT FENCES MUST BE REPAIRED, REPLACED, OR MAINTAINED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ½ OF THE HEIGHT OF THE FENCE. ALL REPAIRS MUST BE COMPLETED BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. FLOATING SILT CURTAIN SHALL BE INSTALLED AS CLOSE TO THE SHORELINE AS POSSIBLE FOR SHORELAND/IN-WATER SHORT-TERM CONSTRUCTION ACTIVITIES. AFTER THE SHORT-TERM ACTIVITY IS COMPLETE, AN UPLAND PERIMETER CONTROL MUST BE INSTALLED IF EXPOSED SOILS CONTINUE TO DRAIN TO THE SURFACE WATER.

TEMPORARY & PERMANENT SEDIMENT CONTROL BMPS

SECONDARY SILT FENCE 880 LF
SILT FENCE 875 LF
INLET PROTECTION AT ALL INLETS (1 EACH)
CONSTRUCTION ENTRANCE
CONCRETE TRUCK WASHOUT AREA

50 FOOT NATURAL BUFFER (S): REFER TO "CONSTRUCTION PHASING/STAGING, BUFFERS, & AREAS NOT TO BE DISTURBED" SECTION OF THIS SWPPP.

TEMPORARY SEDIMENTATION BASINS: WHERE TEN (10) OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION, A TEMPORARY SEDIMENT BASIN MUST BE PROVIDED PRIOR TO RUNOFF LEAVING THE CONSTRUCTION SITE OR ENTERING SURFACE WATERS. ALL TEMPORARY BASINS SHALL BE CONSTRUCTED AND OPERATIONAL PRIOR TO GRADING TEN (10) OR MORE ACRES. BASINS MUST PROVIDE A LIVE STORAGE VOLUME FROM A TWO YEAR 24-HOUR STORM EVENT FROM EACH ACRE (DISTURBED AND UNDISTURBED) DRAINING TO THE BASIN. AT A MINIMUM, IF CALCULATIONS ARE NOT PERFORMED THE BASIN SHALL PROVIDE 3,600 CUBIC FEET OF LIVE STORAGE FROM EACH ACRE. THE BASIN INTAKE MUST BE DESIGNED TO WITHDRAW WATER FROM THE SURFACE, PREVENT SHORT CIRCUITING AND THE DISCHARGE OF FLOATING DEBRIS, INCLUDE AN EMERGENCY OVERFLOW ABOVE THE LIVE STORAGE ELEVATION, AND PROVIDE ENERGY DISSIPATION AT THE BASIN OUTLET. BASINS MUST BE DRAINED AND SEDIMENT REMOVED WHEN THE DEPTH OF COLLECTED SEDIMENT IN THE BASIN REACHES ½ THE LIVE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. IF A BASIN IS INFEASIBLE WITHIN THE PROJECT LIMITS, EQUIVALENT SEDIMENT CONTROL BMPS MUST BE IMPLEMENTED AND DOCUMENTED IN THE SWPPP OR SWPPP AMENDMENT.

SEDIMENT TRAPS: WHERE A TEMPORARY SEDIMENT BASIN MEETING THE REQUIREMENTS OF THIS PART IS INFEASIBLE, EQUIVALENT SEDIMENT CONTROLS SUCH AS SMALLER SEDIMENT BASINS, AND/OR SEDIMENT TRAPS, SILT FENCES, VEGETATIVE BUFFER STRIPS, OR ANY APPROPRIATE COMBINATION OF MEASURES ARE REQUIRED FOR ALL DOWN-SLOPE BOUNDARIES OF THE CONSTRUCTION AREA AND FOR SIDE-SLOPE BOUNDARIES AS DICTATED BY INDIVIDUAL SITE CONDITIONS. IN DETERMINING WHETHER INSTALLING A SEDIMENT BASIN INS INFEASIBLE, THE PERMITTEE(S) MUST CONSIDER PUBLIC SAFETY AND MAY CONSIDER FACTORS SUCH AS SITE SOILS, SLOPE, AND AVAILABLE AREA ON SITE. THIS DETERMINATION OF INFEASIBILITY MUST BE DOCUMENTED IN THE SWPPP PER PART III.A.5.m.

TEMPORARY STOCKPILES: ALL STOCKPILES MUST HAVE SILT FENCE OR EQUIVALENT PERIMETER SEDIMENT CONTROLS IMPLEMENTED AND MAINTAINED AT ALL TIMES. PILES CANNOT BE PLACED IN BUFFER AREAS OR SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE TO PREVENT STORMWATER RUN-ON INTO THE STOCKPILE.

CONSTRUCTION SITE ENTRANCE/VEHICLE TRACKING: OPERATOR MUST MINIMIZE SEDIMENT FROM LEAVING THE CONSTRUCTION SITE (OR ONTO STREETS WITH THE SITE) BY IMPLEMENTING BMPS SUCH AS ROCK PADS, SLASH MULCH, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE USED DAILY DURING CONSTRUCTION OPERATIONS IF SUCH BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET. TRACKED SEDIMENT MUST BE REMOVED FROM ALL PAVED SURFACES (ON AND OFF-SITE) WITHIN 24 HOURS OF DISCOVERY, OR SOONER AS DIRECTED BY THE PROJECT OWNER. MULTIPLE STREET SWEEPINGS AT THE OPERATOR'S EXPENSE MAY BE REQUIRED ON ALL ENTRY/EXIT POINTS TO THE SITE AT THE DISCRETION OF THE PROJECT OWNER.

SURFACE WATERS: INCLUDING OFF-SITE AND DOWNSTREAM DRAINAGE DITCHES, CATCH BASINS, AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION. THE REMOVAL AND STABILIZATION OF EXPOSED SOILS MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) CALENDAR DAYS OF OBTAINING ACCESS. THE PERMITTEES ARE RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK.

INLET PROTECTION: ALL STORM DRAIN INLETS (INCLUDING DOWN GRADIENT, OFF-SITE) MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. SILT FENCE IS NOT AN ACCEPTABLE CATCH BASIN INLET PROTECTION BMP. CONTRACTOR SHALL CLEAN, REMOVE AND DISPOSE OF SEDIMENT, AND/OR REPLACE STORM DRAIN INLET PROTECTION ON A ROUTINE BASIS TO ENSURE THE DEVICE IS FULLY FUNCTIONAL PRIOR TO THE NEXT FORECASTED PRECIPITATION EVENT (30% OR GREATER) INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE LOCAL JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

CHEMICAL TREATMENTS: OPERATOR MUST AMEND THE SWPPP TO INCLUDE THE INTENDED USES AND LOCATIONS OF FLOCCULANTS, POLYMERS, AND OTHER SEDIMENTATION TREATMENT CHEMICALS. CHEMICAL TREATMENTS MAY ONLY BE APPLIED IN AREAS WHERE TREATED STORMWATER IS DIRECTED TO A RECEIVING SEDIMENT CONTROL SYSTEM (NOT DIRECTLY DISCHARGED TO NATURAL WATER BODIES). THIS INCLUDES DOCUMENTING THE EXPECTED SOIL TYPES, MANUFACTURER'S RECOMMENDED DOSING, APPLICATION RATES/QUANTITIES, AND MONITORING RESULTS (TURBIDITY, PH).

DEWATERING, STREAM DIVERSION, AND BASIN DRAINING
DEWATERING, STREAM DIVERSION, OR BASIN DRAINING IS ANTICIPATED DURING CONSTRUCTION OF THIS PROJECT. DITCH REALIGNMENT, CULVERT CONSTRUCTION, AND NEW POND GRADING WILL REQUIRE SITE DEWATERING. WHEN DEWATERING OR BASIN DRAINING IS REQUIRED, THE CONTRACTOR SHALL SUBMIT A DEWATERING PLAN AND NARRATIVE TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO UNDERTAKING THESE ACTIVITIES. DEWATERING PLAN MUST INCLUDE BMP'S TO PREVENT SEDIMENT TRANSPORT, EROSION, AND ADVERSE IMPACTS TO DOWNSTREAM RECEIVING WATERS. THE DEWATERING PLAN MUST ALSO INCLUDE ANY SPECIFIC CHEMICAL TREATMENTS (FLOC, POLYMERS, ETC.) THAT WILL BE USED. IF AN APPROVED TMDL WASTE LOAD ALLOCATION IS ESTABLISHED FOR CONSTRUCTION ACTIVITIES ON A RECEIVING WATERBODY, THE OPERATOR MUST IMPLEMENT ALL NECESSARY BMP'S TO MEET THE ASSIGNED WLA. THE DEWATERING PLAN AND DNR APPROPRIATIONS PERMIT WILL BECOME PART OF THE SWPPP. WATER THAT IS TURBID OR HAS SEDIMENT MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN (AND/OR OTHER APPROPRIATE BMPS) ON THE PROJECT SITE WHENEVER POSSIBLE. DISCHARGE FROM THE TEMPORARY OR PERMANENT SEDIMENTATION BASIN MUST BE VISUALLY CHECKED TO ENSURE ADEQUATE TREATMENT IS OBTAINED IN THE BASIN AND THAT NUISANCE CONDITIONS (SEE MINN. R. 7050.0210, SUBP. 2), IMPACTS TO WETLANDS, AND EROSION IN RECEIVING CHANNELS OR ON DOWNSLOPE PROPERTIES WILL NOT RESULT FROM THE DISCHARGE. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEETING, OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES AND ADDITIONAL FILTRATION BMPS ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS, OIL, OR GREASE.

FINAL STABILIZATION
FINAL STABILIZATION IS ACHIEVED WHEN THE FOLLOWING FOUR PARAMETERS ARE COMPLETED, PRIOR TO SUBMISSION OF THE NOTICE OF TERMINATION TO MPCA. SEE PERMANENT EROSION CONTROL PRACTICES FOR SPECIFIC METHODS AND APPLICATIONS.

1. 70% VEGETATIVE COVER: ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND ALL EXPOSED SOILS ARE STABILIZED BY A UNIFORM, LIVE PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENT MEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS. REFER TO PART IV.G.5 IF THE PROJECT IS ON AGRICULTURAL LAND.
2. FINAL CLEAN OUT OF PERMANENT STORMWATER MANAGEMENT SYSTEMS & CONVEYANCE SYSTEMS: ALL SEDIMENT MUST BE REMOVED FROM PERMANENT STORMWAT

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GRAPHIC SCALE

50 0 25 50 100

(IN FEET)

LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 DENOTES SOIL BORING
- TREE REMOVED
- TREE SAVED
- WET WETLAND
- TF TREE FENCE
- SF SILT FENCE
- PROPOSED CONTOUR
- EXIST CONTOUR
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

POND NOTES

INFILTRATION PONDS SHALL BE EXCAVATED BY USE OF BACKHOE WITH A TOOTHED BUCKET.

BOTTOM OF POND SHALL NOT BE COMPACTED

NO TOPSOIL TO BE PLACED IN PONDS

PONDS TO BE SEED WITH MnDOT SEED MIX 33-262 (44 lb/ac)

PLACE SILT FENCE (SECONDARY) IMMEDIATELY AFTER GRADING COMPLETION. THIS FENCING TO REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED IN THE PONDS.

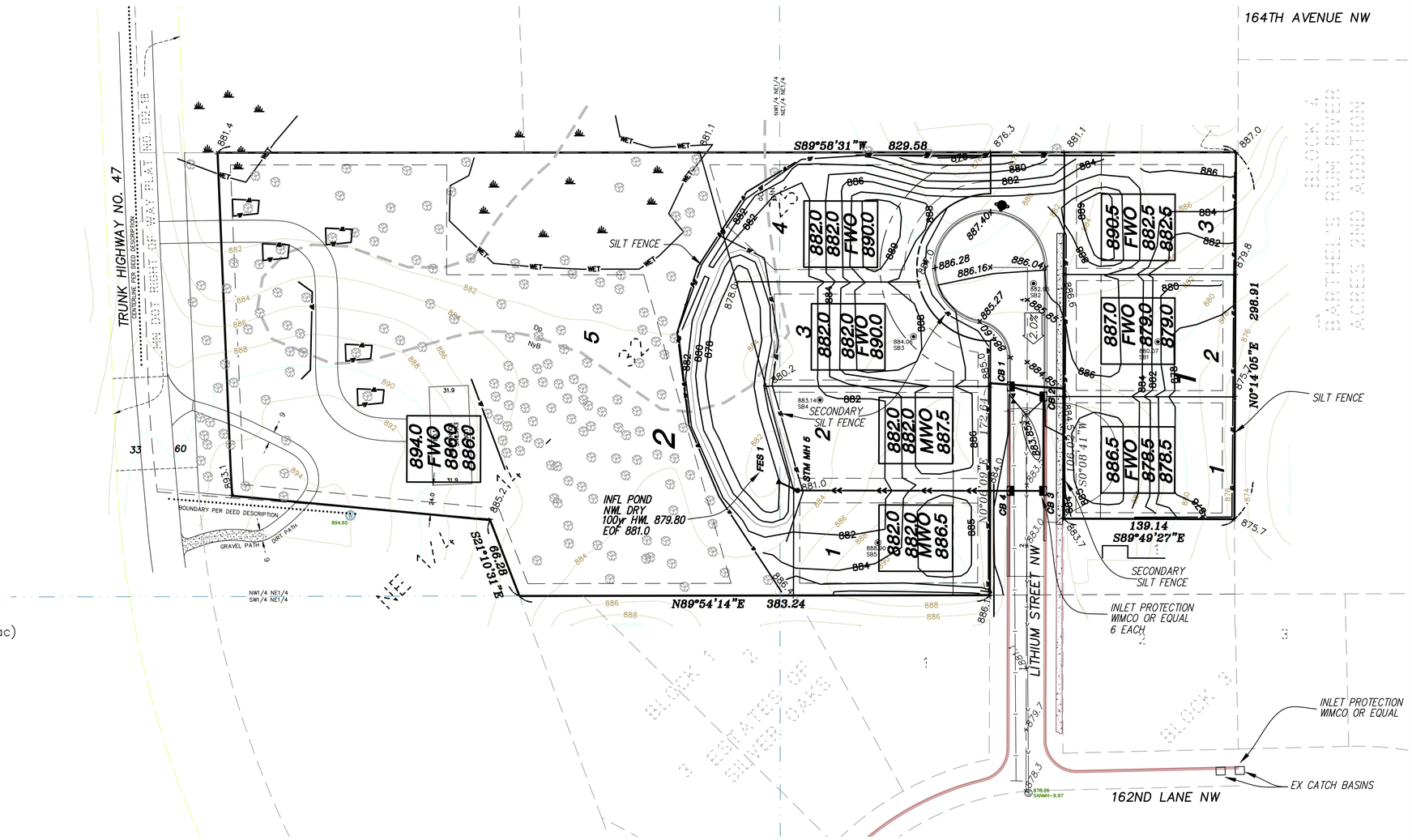
ACCESS TO PONDS VIA EASEMENTS ABUTTING PUBLIC ROADS

BUILDING PAD LEGEND

909.0 FWO/MWO	GARAGE FLOOR ELEVATION / TYPE OF BUILDING
901.5	LOWEST FLOOR ELEVATION
909.0	LOWEST OPENING ELEVATION

BUILDING TYPE LEGEND

F	FULL BASEMENT
FWO	FULL BASEMENT WALKOUT
MWO	MODIFIED (NON STANDARD) WALKOUT BASEMENT VARIABLE 5 -12 COURSE BASEMENT AND/OR EXTRA STEPS IN GARAGE



NOTE: STREETS TO BE SWEPT DAILY OR AS DIRECTED BY THE CITY ENGINEER.

NOTE: NO ACTIVITY, OTHER THAN THE CONSTRUCTION OF, SHALL BE ALLOWED IN INFILTRATION POND AREAS.

NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD. TREE FENCING TO BE PLACED BY HAND AND PRIOR TO SILT FENCE PLACEMENT.

DATE	REVISIONS	BY
5/31/17	CITY COMMENTS 5/26	BR
	RECORD DRAWING	

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION

GRADING & EROSION CONTROL PLAN

RAMSEY, MINNESOTA

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/2017 REG. NO. 24039

BRENT ROSHELL

DRAWN	BR
DATE	5/2/17
SCALE	AS SHOWN
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

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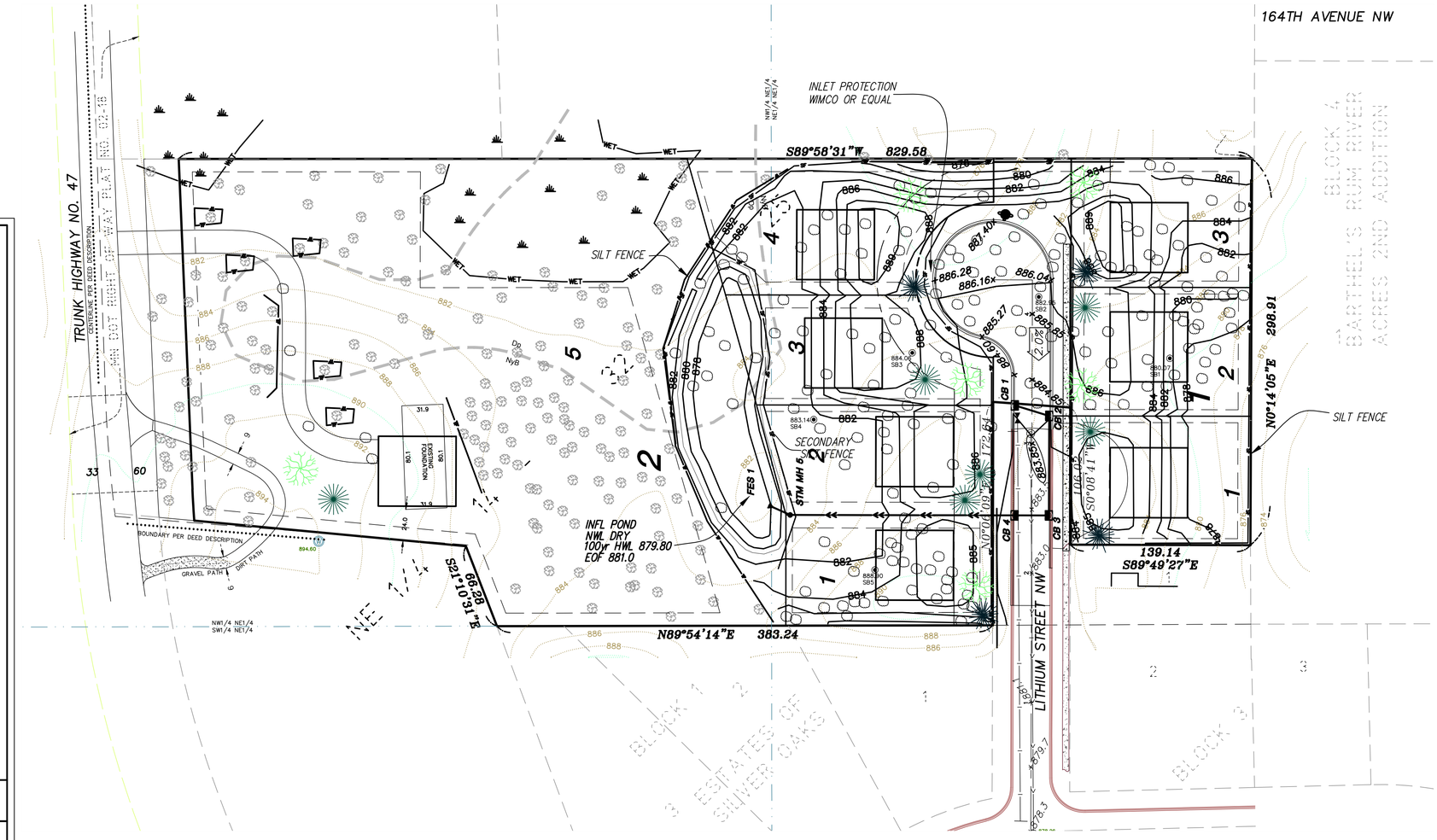
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GRAPHIC SCALE

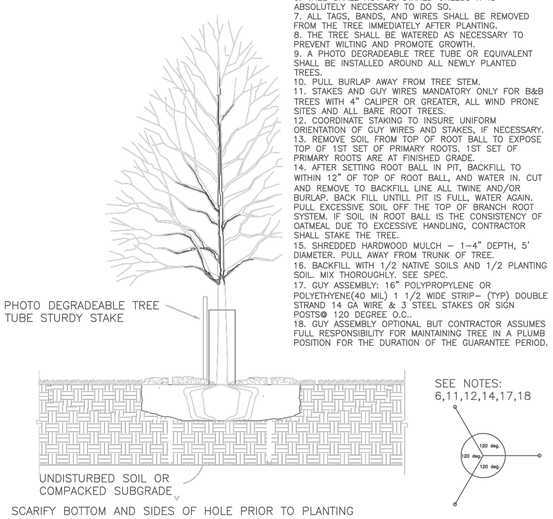
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(IN FEET)



THE PLANTING DEPTH OF EACH TREE WILL BE INSPECTED. ANY TREE PLANTED TOO DEEPLY OR WITH 1ST PRIMARY ROOTS BURIED WILL BE REJECTED.

1. ALL TREES TO BE PREMIUM QUALITY, NO "PARK GRADE" TREES ARE PERMITTED.
2. AFTER INSTALLATION, TRIM OUT DEADWOOD AND/OR DEFORMED TWIGS. DO NOT CUT LEADER.
3. AMENDED SOIL SHALL CONTAIN 5% ORGANIC MATTER BY VOLUME.
4. DIAMETER OF HOLE SHALL BE 1–2' LARGER THAN THE DIAMETER OF THE ROOTBALL OR ROOT MASS.
5. ORGANIC MATTER SHALL NOT BE BANKED AGAINST THE STEM OR TRUNK OF THE TREE.
6. TREE SHALL NOT BE STAKED UNLESS IT IS ABSOLUTELY NECESSARY TO DO SO.
7. ALL TAGS, BANDS, AND WIRES SHALL BE REMOVED FROM THE TREE IMMEDIATELY AFTER PLANTING.
8. THE TREE SHALL BE WATERED AS NECESSARY TO PREVENT WILTING AND PROMOTE GROWTH.
9. A PHOTO DEGRADEABLE TREE TUBE OR EQUIVALENT SHALL BE INSTALLED AROUND ALL NEWLY PLANTED TREES.
10. PULL BURLAP AWAY FROM TREE STEM.
11. STAKES AND GUY WIRES MANDATORY ONLY FOR B&B TREES WITH 4" CALIPER OR GREATER, ALL WIND PRONE SITES AND ALL BARE ROOT TREES.
12. COORDINATE STAKING TO INSURE UNIFORM ORIENTATION OF GUY WIRES AND STAKES, IF NECESSARY.
13. REMOVE SOIL FROM TOP OF ROOT BALL TO EXPOSE TOP OF 1ST SET OF PRIMARY ROOTS. 1ST SET OF PRIMARY ROOTS ARE AT FINISHED GRADE.
14. AFTER SETTING ROOT BALL IN PIT, BACKFILL TO WITHIN 12" OF TOP OF ROOT BALL, AND WATER IN. CUT AND REMOVE TO BACKFILL LINE ALL TWINE AND/OR BURLAP. BACK FILL UNTILL PIT IS FULL, WATER AGAIN. PULL EXCESSIVE SOIL OFF THE TOP OF BRANCH ROOT SYSTEM. IF SOIL IN ROOT BALL IS THE CONSISTENCY OF OATMEAL DUE TO EXCESSIVE HANDLING, CONTRACTOR SHALL STAKE THE TREE.
15. SHREDDED HARDWOOD MULCH – 1–4" DEPTH, 5' DIAMETER. PULL AWAY FROM TRUNK OF TREE.
16. BACKFILL WITH 1/2 NATIVE SOILS AND 1/2 PLANTING SOIL. MIX THOROUGHLY. SEE SPEC.
17. GUY ASSEMBLY: 16" POLYPROPYLENE OR POLYETHYENE(40 MIL) 1 1/2 WIDE STRIP– (TYP) DOUBLE STRAND 14 GA WIRE & 3 STEEL STAKES OR SIGN POSTS@ 120 DEGREE O.C..
18. GUY ASSEMBLY OPTIONAL BUT CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR MAINTAINING TREE IN A PLUMB POSITION FOR THE DURATION OF THE GUARANTEE PERIOD.



APPROVED: 5 – 1997	City of RAMSEY	STANDARD DETAILS: TREE PLANTING
		CITY PLATE No. PARK–2

PROPOSED CONIFEROUS TREES /QTY

DENOTES BLACK HILLS SPRUCE (PICEA GLAUCA DENSATA) 4 EACH

PROPOSED DECIDUOUS TREES /QTY

DENOTES WHITE OAK (QUERCUS ALBA) 6 EACH

DENOTES AUTUMN BLAZE MAPLE (ACER FREEMANII) 6 EACH

PLANTING REQUIREMENTS

TREES:
OVERSTORY DECIDUOUS TREES 1" DIAMETER MEASURED 6' FROM THE BASE AT PLANTING

CONIFEROUS TREES MUST HAVE A MINMUM HEIGHT OF 6 FEET
– MINIMUM 25% DECIDUOUS AND CONIFEROUS

LINE TYPE & SYMBOL LEGEND

- FLARED END SECTION
- STORM SEWER
- SB-5 DENOTES SOIL BORING
- TREE REMOVED
- TREE SAVED
- WET WETLAND
- TF TREE FENCE
- SF SILT FENCE
- PROPOSED CONTOUR
- EXIST CONTOUR
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

NOTE: STREETS TO BE SWEPT DAILY OR AS DIRECTED BY THE CITY ENGINEER.

NOTE: NO ACTIVITY, OTHER THAN THE CONSTRUCTION OF, SHALL BE ALLOWED IN INFILTRATION POND AREAS.

NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD. TREE FENCING TO BE PLACED BY HAND AND PRIOR TO SILT FENCE PLACEMENT.

BY	DATE	REVISIONS	RECORD DRAWING

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

SILVER OAKS 2ND ADDITION

LANDSCAPE PLAN

RAMSEY, MINNESOTA

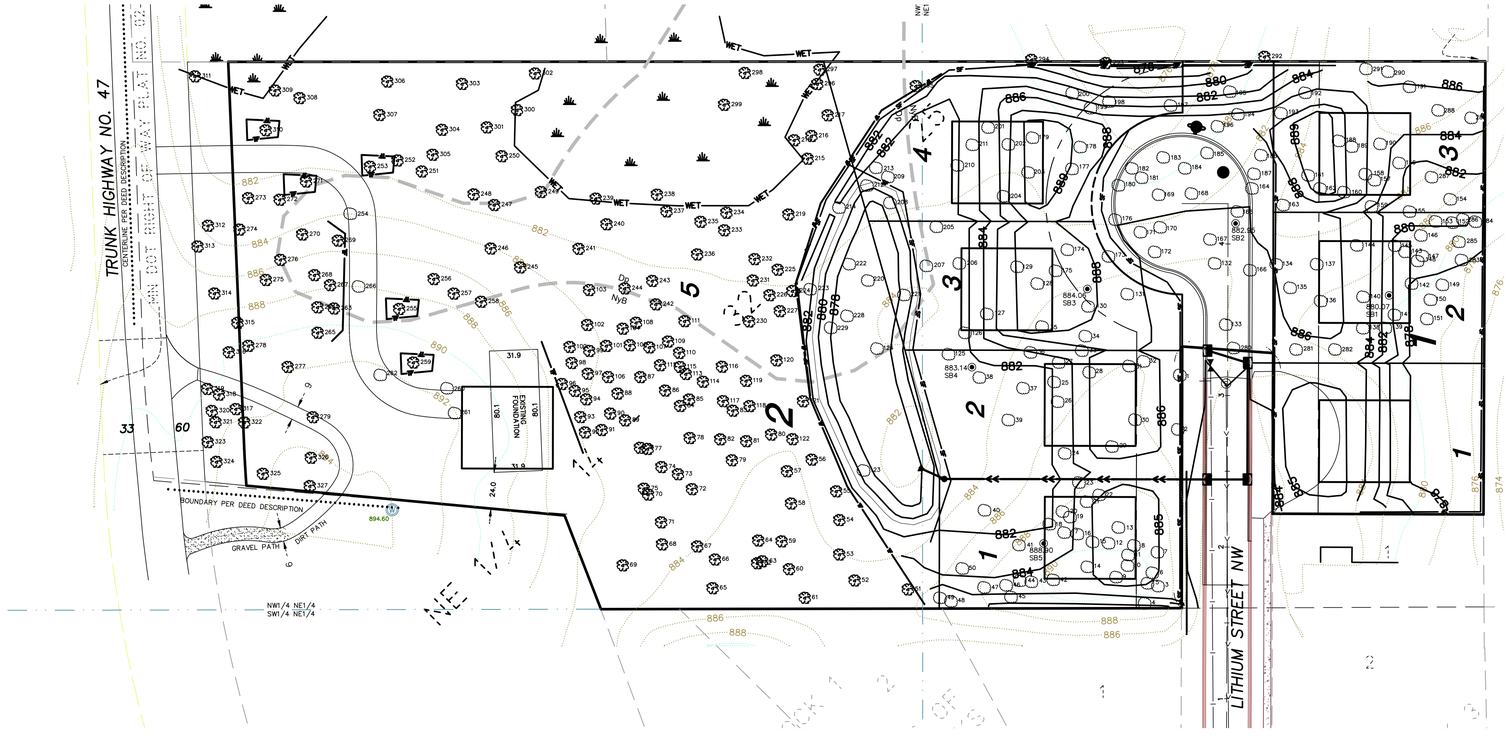
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 5/4/2017 REG. NO. 28032

BRENT ROSHELL

DRAWN	BR
DATE	5/2/17
SCALE	AS SHOWN
PROJECT	RE10-17
CHECKED	BTR
APPROVED	BTR

L1



NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD.

TREES SAVED (166)

51	Ash, Green	11
53	Elm, Siberian	10
54	Boxelder	9
55	Boxelder	8
56	Boxelder	10
57	Ash, Green	14
58	Cherry, Black	9
59	Boxelder	13
60	Boxelder	14
61	Elm, American	20
62	Boxelder	13
63	Elm, American	8
64	Boxelder	14
65	Elm, Siberian	9
66	Elm, American	9
67	Elm, American	9
68	Boxelder	12
69	Boxelder	17
70	Elm, American	9
71	Boxelder	12
72	Elm, Siberian	9
73	Boxelder	8
74	Boxelder	9
75	Boxelder	10
76	Boxelder	13
77	Boxelder	9
78	Elm, Siberian	12
79	Oak, Red	24
80	Boxelder	21
81	Boxelder	15
82	Boxelder	16
83	Elm, Siberian	10
84	Elm, Siberian	12
85	Elm, Siberian	11
86	Elm, Siberian	8
87	Elm, Siberian	8
88	Elm, Siberian	8
89	Elm, Siberian	9
90	Elm, Siberian	13
91	Elm, Siberian	13
92	Elm, Siberian	13
93	Elm, Siberian	10
94	Elm, Siberian	18
95	Elm, Siberian	11
96	Elm, Siberian	8
97	Elm, Siberian	8
98	Elm, Siberian	9
99	Elm, Siberian	9
100	Elm, Siberian	15
101	Elm, Siberian	9
102	Elm, Siberian	14
103	Elm, Siberian	17
104	Elm, Siberian	8
105	Elm, Siberian	8
106	Elm, Siberian	10
107	Elm, Siberian	10
108	Elm, Siberian	9
109	Elm, Siberian	9
110	Elm, Siberian	9
111	Elm, Siberian	15
112	Elm, Siberian	10
113	Elm, Siberian	10
114	Elm, Siberian	9
115	Elm, Siberian	8
116	Elm, Siberian	11
117	Elm, Siberian	8
118	Elm, Siberian	12
119	Elm, Siberian	11
120	Elm, Siberian	9
121	Boxelder	9
122	Boxelder	10
215	Oak, Red	10
216	Cedar, Red	7
217	Cedar, Red	11
218	Oak, Red	7
219	Oak, Red	7
224	Elm, American	9
225	Oak, Red	13
226	Boxelder	8
227	Boxelder	8
230	Elm, Siberian	12
231	Elm, American	11
232	Boxelder	11
233	Elm, Siberian	16
234	Elm, American	10
235	Elm, Siberian	10
236	Elm, American	8
237	Elm, Siberian	10
238	Boxelder	10
239	Oak, Bur	6
240	Elm, Siberian	13
241	Elm, Siberian	19
242	Elm, Siberian	8
243	Elm, Siberian	12
244	Elm, Siberian	9
245	Elm, Siberian	20
246	Elm, Siberian	19
247	Boxelder	11
248	Boxelder	8
249	Aspen	12
250	Ash, Green	8
251	Elm, American	13
252	Elm, American	8
253	Oak, Bur	33
255	Boxelder	19
256	Ash, Green	10
257	Boxelder	12
258	Elm, Siberian	18
259	Boxelder	12
263	Hackberry	10
264	Elm, Siberian	13
265	Ash, Green	12
267	Elm, Siberian	8
268	Elm, Siberian	8
269	Elm, Siberian	12
270	Elm, American	16
271	Elm, Siberian	12
272	Elm, Siberian	11
273	Oak, Bur	32
274	Elm, American	10
275	Elm, Siberian	17
276	Elm, Siberian	9
277	Pine, Ponderosa	17
278	Oak, Bur	33
279	Elm, Siberian	10
281	Maple, Red	12
282	Oak, Red	12
290	Oak, Bur	10
291	Boxelder	8
292	Oak, Bur	12
293	Elm, Siberian	10
294	Hackberry	8
295	Oak, Bur	26
296	Aspen	8
297	Aspen	9
298	Aspen	14
299	Aspen	8
300	Ash, Green	9
301	Ash, Green	8
302	Oak, Bur	7
303	Ash, Green	9
304	Oak, Bur	36
305	Elm, American	8
306	Oak, Bur	30
307	Elm, American	9
308	Oak, Bur	35
309	Ash, Green	9
310	Oak, Bur	27
311	Aspen	9
312	Oak, Bur	28
313	Oak, Bur	29
314	Oak, Red	8
315	Oak, Red	10
316	Cedar, Red	7
317	Cedar, Red	7
318	Cedar, Red	6
319	Cedar, Red	10
320	Cedar, Red	8
321	Cedar, Red	9
322	Oak, Bur	12
323	Oak, Bur	39
324	Oak, Bur	15
325	Oak, Bur	25
326	Maple, Silver	36
327	Pine, Ponderosa	13
165		2067

TREES REMOVED HOUSEPADS (122)

1	Boxelder	12
2	Cherry, Black	11
3	Oak, Red	6
4	Oak, Red	16
5	Oak, Red	10
6	Oak, Red	4
7	Oak, Red	7
8	Oak, Red	5
9	Oak, Red	10
10	Oak, Red	7
11	Oak, Red	12
12	Oak, Red	11
13	Oak, Red	6
14	Oak, Red	22
15	Oak, Red	22
16	Oak, Red	8
17	Oak, Red	11
18	Oak, Red	19
19	Oak, Red	17
20	Oak, Red	14
21	Oak, Red	17
22	Cedar, Red	6
23	Oak, Red	14
24	Oak, Red	20
25	Oak, Bur	21
26	Oak, Bur	10
27	Oak, Bur	12
28	Oak, Bur	16
29	Oak, Bur	28
30	Ash, Green	9
31	Oak, Bur	20
32	Boxelder	13
33	Boxelder	11
34	Oak, Bur	20
35	Oak, Bur	14
36	Ash, Green	14
37	Oak, Bur	15
38	Oak, Bur	18
39	Oak, Red	12
40	Oak, Red	11
41	Oak, Red	17
42	Oak, Red	5
43	Cedar, Red	8
44	Oak, Red	4
45	Oak, Bur	5
46	Oak, Red	4
47	Oak, Red	6
50	Boxelder	17
125	Ash, Green	9
126	Oak, Bur	17
127	Boxelder	9
128	Hackberry	14
129	Cherry, Black	10
130	Oak, Bur	16
131	Oak, Bur	12
135	Cherry, Black	10
136	Elm, American	8
137	Boxelder	13
138	Cherry, Black	11
139	Boxelder	12
140	Boxelder	9
141	Boxelder	9
142	Cedar, Red	14
143	Boxelder	15
144	Oak, Bur	19
145	Ash, Green	10
146	Boxelder	8
147	Boxelder	9
148	Boxelder	8
149	Oak, Red	30
150	Boxelder	13
151	Boxelder	8
152	Boxelder	9
153	Maple, Red	9
154	Boxelder	8
155	Boxelder	8
156	Oak, Bur	21
157	Cedar, Red	9
158	Ash, Green	9
159	Cedar, Red	13
160	Oak, Red	14
161	Boxelder	18
162	Cedar, Red	7
163	Oak, Bur	17
174	Oak, Bur	27
175	Elm, American	12
177	Boxelder	10
178	Boxelder	8
179	Boxelder	9
188	Boxelder	8
189	Cedar, Red	4
190	Boxelder	11
191	Oak, Bur	23
192	Oak, Bur	23
193	Oak, Bur	18
197	Oak, Bur	18
198	Oak, Red	6
199	Oak, Red	8
200	Boxelder	10
201	Boxelder	10
202	Boxelder	9
203	Ash, Green	13
204	Oak, Bur	27
205	Oak, Bur	20
206	Ash, Green	8
207	Elm, American	15
209	Elm, American	12
210	Ash, Green	8
211	Oak, Red	7
213	Ash, Green	8
254	Elm, Siberian	25
260	Elm, American	9
261	Boxelder	8
262	Boxelder	10
266	Elm, Siberian	19
283	Cherry, Black	8
284	Boxelder	10
285	Boxelder	9
286	Elm, American	10
287	Boxelder	8
288	Boxelder	8
289	Boxelder	9
122		1497

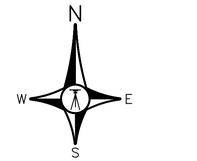
TREES REMOVED ROADWAY

132	Oak, Bur	16
133	Boxelder	10
134	Boxelder	9
164	Boxelder	13
165	Boxelder	8
166	Boxelder	8
167	Boxelder	8
168	Oak, Bur	21
169	Oak, Bur	17
170	Oak, Bur	11
171	Ash, Green	9
172	Elm, American	9
173	Cherry, Black	8
176	Boxelder	8
180	Oak, Red	7
181	Oak, Red	10
182	Oak, Red	16
183	Elm, American	10
184	Oak, Bur	16
185	Oak, Bur	23
186	Boxelder	9
187	Boxelder	13
194	Oak, Bur	15
195	Oak, Bur	18
196	Oak, Bur	20
280	Oak, Red	12
26		324

TREES REMOVED POND

123	Boxelder	8
124	Oak, Bur	23
208	Oak, Bur	30
212	Aspen	14
214	Oak, Red	10
220	Oak, Bur	28
221	Oak, Bur	20
222	Boxelder	8
223	Oak, Red	20
228	Cherry, Black	11
229	Oak, Red	12
11		184

TREE INVENTORY PERFORMED BY MARK REHDER (S&S TREE)



GRAPHIC SCALE

50 0 25 50 100

(IN FEET)

LINE TYPE & SYMBOL LEGEND

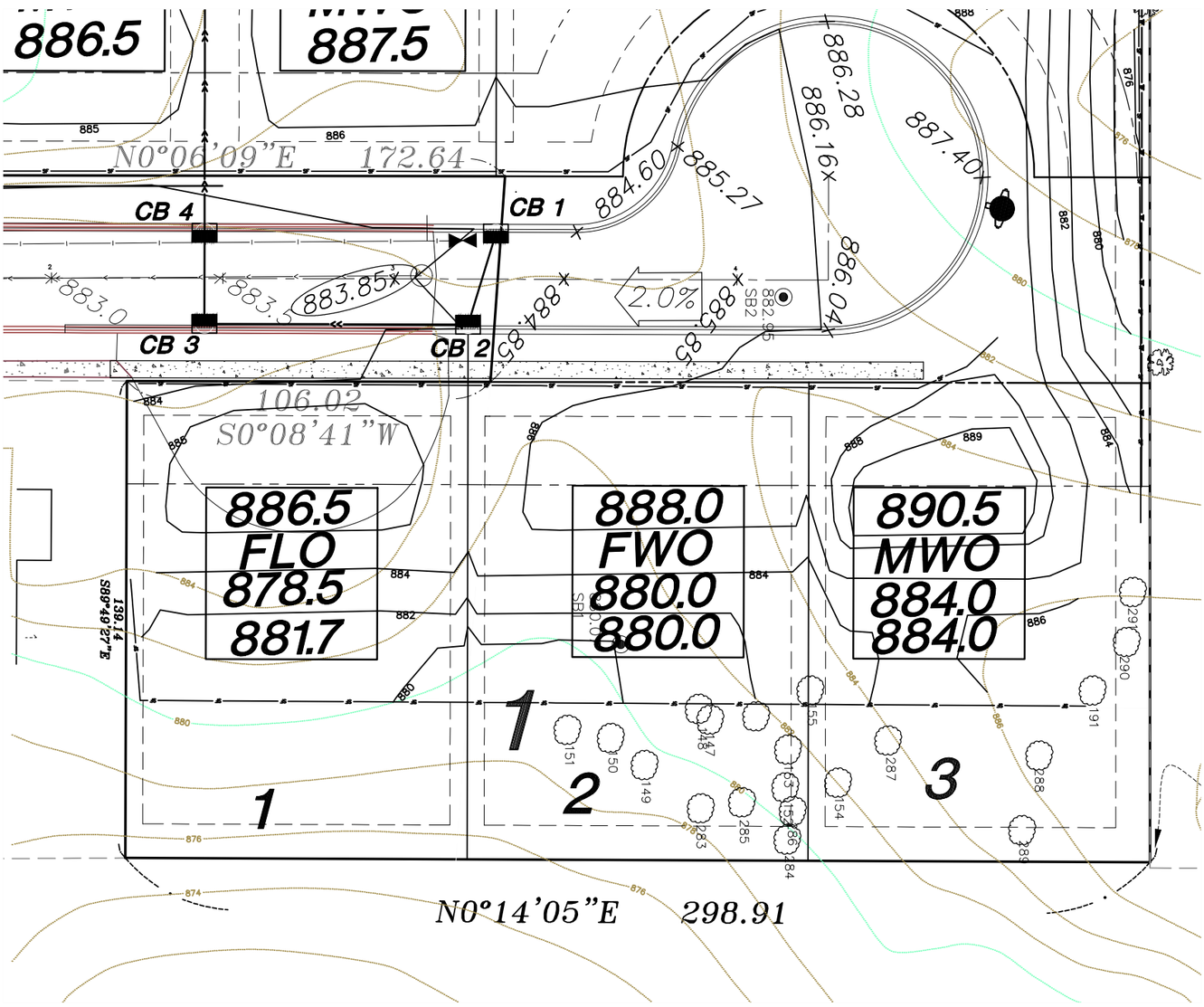
- FLARED END SECTION
- STORM SEWER
- SB-5 — DENOTES SOIL BORING
- PROPOSED WELL LOC.
- EXIST TREE LINE
- TF — TREE FENCE
- SF — SILT FENCE
- PROPOSED CONTOUR
- EXIST CONTOUR
- SETBACK
- EASEMENT
- LOT LINE
- R/W
- EDGE OF BITUMINOUS
- CENTERLINE

TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

DATE	REVISIONS	BY
5/31/17	CITY COMMENTS 5/26	BR



BUILDING PAD LEGEND

909.0 FWO/MWO	GARAGE FLOOR ELEVATION
901.5 909.0	TYPE OF BUILDING LOWEST FLOOR ELEVATION LOWEST OPENING ELEVATION

BUILDING TYPE LEGEND

F	FULL BASEMENT
FWO	FULL BASEMENT WALKOUT
MWO	MODIFIED (NON STANDARD) WALKOUT BASEMENT VARIABLE 5 - 12 COURSE BASEMENT AND/OR EXTRA STEPS IN GARAGE

GRAPHIC SCALE (IN FEET)

146	Boxelder	8
147	Boxelder	9
148	Boxelder	8
149	Oak, Red	30
150	Boxelder	13
151	Boxelder	8
152	Boxelder	9
153	Maple, Red	9
154	Boxelder	8
155	Boxelder	8
191	Oak, Bur	23
283	Cherry, Black	8
284	Boxelder	10
285	Boxelder	9
286	Elm, American	10
287	Boxelder	8
288	Boxelder	8
289	Boxelder	9
290	Oak, Bur	10
291	Boxelder	8
122		195

DRAWN BR
DATE 6/27/17
SCALE AS SHOWN
PROJECT R610-17
CHECKED BTR
APPROVED BTR

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 6/27/2017 REG. NO. 24019

BRENT ROSHELL

SILVER OAKS 2ND ADDITION

TRANSITION AREA EXHIBIT

RAMSEY, MINNESOTA

ROSHELL ENGINEERING, LLC
6192 267 TH CT WYOMING, MN 55092
PHONE: 763.286.0521

DATE	REVISIONS	BY
	RECORD DRAWING	

5.04: Review Sketch Plan for Estates of Silver Oaks 2nd Addition (Project No. 17-119); Case of Marcel Eibensteiner.

Presentation

City Planner Anderson presented the staff report stating the purpose of this file is to review the official Sketch Plan prepared by E.G. Rud & Sons, Inc., Roshell Engineering, and Royal Oaks Realty for the purpose of an eight (8) lot subdivision located on Lithium Street NW. The Sketch Plan submitted includes nine (9) sheets. The Sketch Plan Review process affords the Planning Commission the opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff discussed the sketch plan further and requested feedback from the Commission.

Commission Business

Commissioner VanScoy understood the development would have a permanent cul-de-sac. He asked if staff had considered a future connection to 164th Avenue.

City Planner Anderson stated should the area to the north ever develop, staff would recommend a connection to 164th Avenue be made.

John Peterson, the applicant, commented on the tree survey he had completed for the development. He believed that his plan was being very sensitive to the adjacent developments.

Commissioner Nosan thanked Mr. Peterson for working so hard to preserve the trees within this development.

The Commission offered their support to the Sketch Plan.

DRAFT

5.03: Consider Tree Preservation Plan related to Sketch Plan for Estates of Silver Oaks 2nd Addition

City Planner Anderson presented the staff report. He reported that the City has received a Sketch Plan for a proposed eight lot subdivision to be known as the Estates of Silver Oaks 2nd Addition. He stated that the site is located east of TH 47 and north of 162nd Lane. He noted that normally a Sketch Plan includes a simple layout of lot configuration for initial review and feedback from the Planning Commission, however this submittal was more detailed in nature and did include a Tree Preservation Plan. He stated that the site is currently zoned R-1 Residential (Rural Developing) and thus, as proposed, a zoning amendment and Comprehensive Plan amendment would also be needed. He reviewed the adjacent land uses, noting that the land surrounding the property is mostly developed. He confirmed that the site is serviced by City utilities for water and sewer.

Chairperson Stodola asked for more information on the building currently located on the large lot.

City Planner Anderson stated that there is an existing foundation but was unsure if there was at one time a home that has been removed.

Board Member Covart stated that it seems that there is a barn on the site that has not been well maintained.

City Planner Anderson stated that more detailed information will be provided as the process moves forward and he simply wanted to bring the Board up to speed on the potential development. He stated that this would be an opportunity for the Board to provide input.

Board Member Hiatt stated that there are some high-quality Oak trees in that area and it would be nice to see as many of those remain as possible.

City Planner Anderson confirmed the consensus of the Board that the high quality continuous Oak trees should be preserved to the extent possible.

Chairperson Stodola asked the timeline for this project.

City Planner Anderson stated that this would depend on the feedback that is received throughout this review. He noted that the project would require a Comprehensive Plan amendment and therefore the process will take longer because of the approval that would be needed from the Metropolitan Council. He provided examples of other projects in Ramsey that the developer has been a part of.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	5/26/17 **REVISED:** **6/30/17**	**PROJECT ADDRESS**	14-32-25-12-0011
PROJECT. TITLE	ESTATES OF SILVER OAKS 2ND ADDITION, PRELIMINARY PLAT REVIEW		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Alec Henderson, Planning Intern Phone: (763) 576-4314 Email: AHenderson@ci.ramsey.mn.us		

Preliminary Plat Plan Review

We offer the following comments regarding the Preliminary Plat submittal for Estates of Silver Oaks 2nd Addition as it relates to the City's Zoning Code. The Preliminary Plat plan submittal consists of nine (9) sheets, prepared by Roshell Engineering dated May 4, 2017; revised May 31, 2017. The proposal includes a request for a Zoning Amendment and Comprehensive Plan Amendment.

Staff provides the following comments that require revision for the Preliminary Plat:

Revisions of Preliminary Plat

1. Must show restricted access along 47 with the exception of driveway. Plan subject to MNDOT review and approval.
2. Show area computations to reflect changed right of way. Only exclude wetland areas and major right of ways from area computation. The local road, Lithium Street NW, should be included in the site area.
3. Show existing/proposed zoning classification for tract of land in *and* abutting the project area.
4. Adjust drainage and utility easement to include all parts of wetland (16.5 ft setback) and storm water pond setbacks in NW corner of Block 2 lot 5, large wetland in north portion of Block 2 lot 5, and corner of lot 2 block 4 (See engineering).
5. Must include legal property description, owner/developer/engineer on Plat (note legal name should read "Estates of Silver Oaks 2nd Addition").
6. Density transitioning required (see landscape and environmental resources notes).
7. More information about connecting lot 5 to services (see engineering).
8. Sidewalk should be extended to end of street. See engineering comments for pedestrian ramp
9. Reflect change in pad depth, grading, landscaping, tree preservation for Block 1, Lots 1,2,3 per exhibit from 6/28/17, verify trees in block 1, lot 1 (note staff has not had sufficient time to fully review new exhibit).

Sheet C0

1. Note all symbols and line types used on the page in the key on each sheet.
2. See engineering for street comments in lot 5.

Sheet C1

1. Match line types to key. Easement line in key is different from map. Storm sewer line thickness is different from key.
2. Soil boring symbols needed, verify grades/elevations (see engineering comments)
3. Text legibility needs to be improved.

See engineering for Utility, Storm Water, and Grading Comments

1. Must detail how utilities will connect underneath drainage pond.
2. Reflect grading changes from new exhibit in next revisions for plat (Staff has not had sufficient time to review exhibit).

Sheet L1

1. Must show new density transition on next revision (included in the exhibit from 6/28/17). Staff has not had sufficient time to review new exhibit.

Sheet T1

1. Need to show tree save fencing and should be different line type than silt fence.
2. Show the total Diameter at Breast Height (DBH) of trees, condition (healthy, dead, or diseased), and species, total DBH off trees removed and trees saved.
3. Add headers for tree table. Add column to indicate reason for removal.
4. Soil conditions.
5. Proposed tree removal limits. Any clearing of oak stands shall be performed prior to April 15 or after July 15 of each season.
6. Proposed number, species, and size of trees and shrubs to be planted.
7. All irrigation systems (if proposed) must have an approved backflow device installed in the irrigation enclosure. Irrigation enclosure location and construction materials are subject to the approval of the City Engineer. Further, all new systems must include a rain sensor device to stop irrigation during rain events and some form of water efficient technology such as a smart controller.

Staff provides the following comments for general review of applications:

General. The Sketch Plan proposes to re-plat the following legally described land into eight (8) lots:

> That part of the North Half of the Northeast Quarter of Section 14, Township 32, Range 25, lying Easterly of the East right of way line of Trunk Highway No. 47 described as follows:
>
> Commencing at the intersection with the North line of said Northeast Quarter and the centerline of Trunk Highway No. 47; thence South 3 degrees 05 minutes East 540.55 feet; thence South 01 degree 52 minutes East along said centerline 602.85 feet to the point of beginning of land to be described; thence continuing along said centerline on a tangential curve to the left whose radius is 1038.81 feet 93.85 feet; thence South East to the intersection with the South line of the North Half of the Northeast Quarter, thence East along said south line to the intersection with the southwest corner of lot 1 Block 4 BARTHEL'S RUM RIVER ACRES 2ND ADDITION; thence North along the West line of said Lot 1 Block 4 360.10 feet; thence Highway No. 47 thence South along said centerline to the point of beginning;
>
> EXCEPT
> The following described tract:
>
> Commencing at the southwest corner of Lot 1 Block 4 BARTHEL'S RUM RIVER ACRES 2ND ADDITION; thence North along the West Line of said lot, 157.48 feet; thence North 85 degrees 38 minutes 25 second West 200 feet; thence South 0 degrees 19 minutes West to the South line of

the North half of the Northeast Quarter, thence Easterly along said South Line to the southwest corner of Lot 1, Block 4 of said plat, Anoka County Minnesota.

TOGETHER WITH
Outlot A, BARTHEL'S RUM RIVER ACRES 2ND ADDITION, Anoka County, Minnesota.

The Preliminary Plat is being reviewed under the R-1 Residential (MUSA) standards. *However, a Zoning Amendment and Comprehensive Plan Amendment will be required as the property is currently guided as Rural Developing and zoned R-1 Residential (Rural Developing).*

Lot Sizes. The minimum lot size in the R-1 Residential (MUSA) District is 10,800 square feet with a minimum lot width of 80 feet (90 feet for corner lots), measured at the building setback line. City ordinance now also requires that each lot have an area sixty (60) feet wide by one hundred (100) feet deep not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas. Note that lot width is measured at the property line abutting a street at the minimum setback line of the applicable zoning district.

Setbacks and Dimensional Standards.

MUSA	
Required	**Proposed**
Front yard: 30 feet	30 feet
Side yard uninhabitable: 6 feet	6 feet
Side yard habitable: 10 feet	10 feet
Side yard corner lot: 30 feet	N/A
Rear yard: 30 feet	30 feet
Minimum lot width*: 80 feet/corner lot 90 feet	80 feet
Lot depth**: 100 feet with a minimum width of 60 feet	100 feet
Wetland: 16.5 feet	16.5 feet

**Note: Minimum Lot Width is measured at front yard setback line, property must abut built street.*
*** Lot depth required is 100 feet for a width of 60 feet that is not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas.*

Density. The R-1 Residential regulations for the MUSA area allows a net density of up to 3 units per acre (excluding wetlands and major road rights-of-way). The proposed density is calculated to be 0.67 units per acre. *A new area calculation shall be created to include the revised trunk highway right of way revision. Include density information with Plat revisions.*

Floodplains. There are no floodplains in the project area.

Wetlands. There are wetlands on the property that will need to be delineated and encumbered with drainage and utility easements on the Preliminary and Final Plats. The project will be subject to review by the Lower Rum River Watershed Management Organization (LRRWMO) regarding both the wetland delineation as well as storm water calculations. Note that City Code now requires a sixteen and a half foot (16.5') setback from a wetland edge and that the setback area is to be encumbered with drainage and utility easement. *Ensure that all wetland setback areas are entirely within proposed drainage and utility easements.*

Landscaping. Each lot is required to have two (2) front yard trees installed. The plan currently does not show new proposed trees. Deciduous trees shall be at least one (1) inch in diameter and coniferous trees shall be at least five (5) feet in height. Each lot is subject to the City's topsoil requirement. *See Landscape and environmental resources comments for details.*

Due to the presence of larger stands of oak trees, tree clearing activities shall occur prior to April 15 or after July 15 to minimize the potential introduction of Oak Wilt to the site and this note must be added to both the Grading, Drainage, and Erosion Control Plan as well as the Tree Inventory and Protection Plan. Additionally, please consult with the Certified Arborist that prepared the Tree Inventory and Protection Plan to prepare a plan that identifies the precautionary steps to be taken on site to protect oak trees from Oak Wilt.

Density Transitioning: As proposed, the development is subject to the density transitioning standards found in City Code Section 117-110. New exhibit received 6/28/17 shows reduction in pad depth to 50 ft and preservation of trees in eastern three lots (staff has not had sufficient time to review new exhibit). Still needed are an evaluation of trees present on Block 1, Lot 1. *See landscaping and environmental resources comments*.

Streets and Access: Seven (7) of the eight (8) lots will gain access from an extension of Lithium Street. The eighth lot will retain access to TH 47, but driveway will be moved further north for safety (note the remainder of the plat adjacent to TH 47 must have restricted access and is reviewed and subject to MNDOT approval). Cul-de-sac length is limited to a maximum of 600 feet; the proposed length of the cul-de-sac is an additional 400 feet onto the existing 900 foot existing cul-de-sac. It appears that the proposed cul-de-sac meets the minimum standards.

Sidewalks: There is an existing sidewalk that currently terminates at the edge of the temporary cul-de-sac. Rather than have a sidewalk ending mid-block, Staff recommends that it be extended to the northern boundary of the plat, which will also allow for future connectivity should the land to the north develop.

Grading and Drainage Plans. A permit from the LRRWMO will be required. *See engineering comments for details*. Next revisions must include changes in grading in block 1 as per exhibit from 6/28/17.

Development Fees. Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, Storm water Management, Trunk Water and Trunk Sanitary Sewer. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the final plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording. An engineer's estimate for public improvements will be required with the submitted final plat

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 12, 2017 REVISED: JUNE 30, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	ESTATES OF SILVER OAKS 2ND ADDITION		
ESCROW #	115698		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The project is located east of St. Francis Blvd (TH 47) and north of 162nd Lane. The property is approximately 5.86 acres in size, with a majority of that area dominated by moderate quality oak forest per the City's Natural Resources Inventory (NRI). Based on the submitted Tree Plan, approximately half of this wooded area will be retained, although many of the preserved trees are actually ash, boxelder, American elm and Siberian elm. Unfortunately, based on the existing access (Lithium Street), there are not really any viable options to preserve a greater number of the more desirable red and bur oaks on the property.



As noted, there is a large population of oak trees on the site and precautions need to be taken to minimize the potential of introducing oak wilt. Even outside the high risk timeframe for oak wilt, an Oak Wilt Management Plan should be prepared to outline what steps will be taken to control and/or limit the spread or introduction of oak wilt. While that is noted on the plan, the note should be revised to state that the management plan shall be submitted to the City for review.

Approximately fifty-three percent (53%) of the existing significant tree inches will be preserved on site. Although essentially all of these trees are located on what will become Lot 5, Block 2, the Tree Plan does comply with the Tree Preservation Ordinance. However, the City has received an updated exhibit that focuses on Lots 1-3, Block 2. The exhibit shows reduced house pad depths of fifty (50) feet and eliminates any grading activity in these rear yards in order to preserve additional trees.

The Environmental Policy Board (EPB) reviewed the Tree Preservation and Landscape Plans and did note concern with the amount of oaks being removed. While the Tree Preservation Plan does comply with the Tree Preservation Ordinance, they noted concern with the greater loss of the higher quality and more desirable oaks compared to less desirable species. The updated exhibit for Lots 1-3 Block 1 does to address a concern raised by the EPB about tree removal and will assist

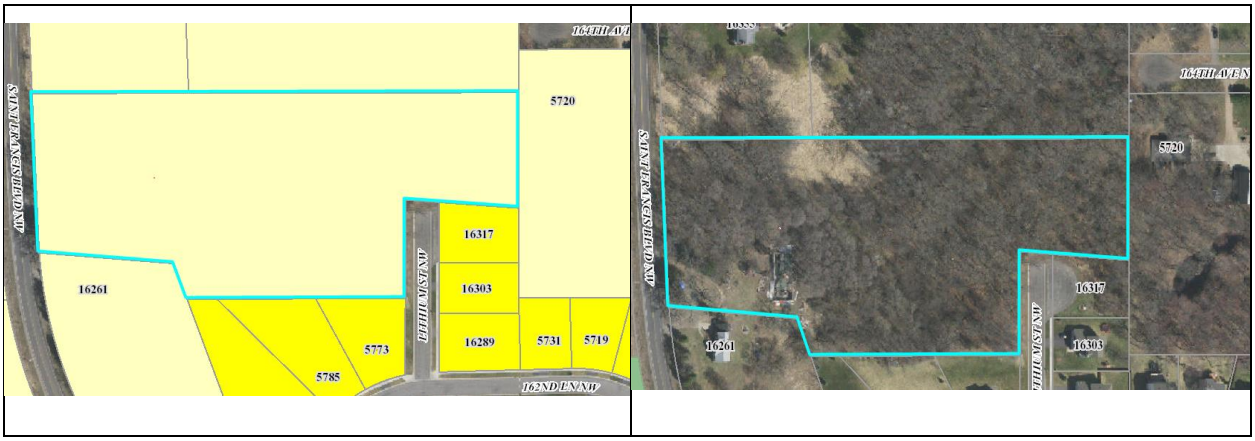
in achieving compliance with the Density Transitioning requirements. While the majority of these additional preserved trees are boxelder, there are some more desirable significant red oak, bur oak, and American elm included. The EPB also suggested that the Developer consider additional plantings as a way of offsetting the loss of so many oak trees.

We offer the following comments regarding the Tree Preservation Plan, prepared by Roshell Engineering, LLC and dated May 4, 2017, revised May 31, 2017:

General Comments

- Staff would like to work with the developer to have at least one deciduous tree installed in the boulevard area in front of each home.
- Note that each lot, including boulevards, shall be improved with four (4) inches of topsoil meeting the City's topsoil specification across all areas not covered with impervious surfacing. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.

Density Transitioning



The proposed subdivision includes a request for Comprehensive Plan Amendment and a Zoning Amendment to re-guide the land to Low Density Residential and to rezone the land to R-1 Residential (MUSA). The property is adjacent to lands to the north, south (portion), and east that are zoned R-1 Residential (Rural Developing) and thus, the development is subject to the City's Density Transitioning requirements outlined in City Code Section 117-110.

As proposed, Lot 5, Block 2 appears to comply with the 'matching of densities' option. Furthermore, the northern boundary of Lot 3, Block 1 and Lot 4, Block 2 abut an undeveloped, heavily wooded parcel and transitioning would not appear necessary. However, density transitioning is required along the rear lot line of Lots 1-3, Block 1.

As proposed, these lots do not match the adjacent neighborhood density. The updated exhibit received does show that twenty (20) trees between Lots 2-3 will be preserved. However, additional landscaping is still necessary to achieve the transitioning requirements. There is 300 linear feet of property abutting the Rural Developing parcel to the east; therefore, an additional twenty-four (24) overstory trees, twenty-four (24) evergreen trees, and twenty-four (24) understory trees must be added to the Landscape Plan along the rear boundaries of Lots 1-3, Block 1. These numbers can be reduced though with the preservation of existing trees. Note that these plantings (and existing trees) will need to be encumbered with a Landscape Easement or be within land held in common ownership to avoid their future removal.

Sheet G1:

- Show the trees being removed on this plan sheet.
- Revise the note regarding an arborist developing a plan to protect existing oak trees from oak wilt to state that the plan shall be submitted to the City for review.
- Extend proposed concrete sidewalk to the northern boundary of Plat.
- Revise the grading and the house pad size of Lots 1-3 Block 1 to match the density transitioning exhibit.

Sheet L1:

- Revise the note regarding an arborist developing a plan to protect existing oak trees from oak wilt to state that the plan shall be submitted to the City for review.
- Evergreen trees (Black Hills Spruce) shall be located at least ten (10) feet from the sidewalk or back of curb (measured from the edge of braching).
- Extend proposed concrete sidewalk to the northern boundary of Plat.
- Add the density transitioning plantings as discussed above.
- Consider adding additional plantings, specifically oak species, to offset the loss of so many mature oaks.

Sheet T1:

- Revise the note regarding an arborist developing a plan to protect existing oak trees from oak wilt to state that the plan shall be submitted to the City for review.
- Extend proposed concrete sidewalk to the northern boundary of Plat.
- Add the existing trees on Lot 1 Block 1 to this sheet.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 27, 2017	**PROJECT ADDRESS**	LITHIUM STREET, NORTH OF 162ND LANE
PROJECT. TITLE	ESTATES OF SILVER OAKS 2ND ADDITION		
ESCROW #	115698		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Preliminary Plat submittal for Estates of Silver Oaks 2nd Addition. The submittal consists 9 sheets prepared by Roshell Engineering, LLC dated May 2, 2017, revised May 31, 2017.

We offer the following comments on these sheets:

C0:

1. The plans need a legend on every sheet showing every line type and symbol used on that sheet. The Symbols have not been added to the legend. The scale of the symbols in the legend must match the plan view.
2. The lines under text must be broken to make the text legible.
3. Add more information to the trail on Lot 5. This appears to be an extension of the driveway from the property to the south. It will need to be removed and blocked.
4. Lot 5, Block 2 is proposing a new driveway onto TH 47. Approval for a new driveway is required from MNDOT.
5. Location map must show 1 mile radius and information required for SWPPP or a map must be added to C4 showing the required information.

Removals:
A removal sheet must be added to the set.

C1:

1. Extend the sidewalk to the end of the street. Add a pedestrian ramp at in the northeast quadrant of the cul-de-sac.
2. Specify the connection type for connecting to existing utilities.
3. Identify the extra lines on the lot line between Lots 1 and 2, Block 2.
4. Add the soil boring symbol to the legend.
5. Verify grades/ elevations in storm sewer profile.
6. Move overlapping text to be legible.

7. Add sawcut lines for removing existing pavement. Identify quantity of bituminous to remove. Move removals to the Removal Sheet.
8. Label the connection point to existing bituminous and provide a spot elevation.
9. Specify joint type for connecting to existing pavement, reference detail STR-25 and add it to plan set.
10. Label width of existing street.
11. Add station labels to plan view.
12. Check inverts using length and slope of pipes and update.
13. Add a site specific typical street section.
14. Storm sewer pipe sizing calculations must be submitted for the 10 year storm.
15. Provide profile view of proposed utility services to lot 5, showing cover over pipe.

G1:

1. City Code requires that existing topography be shown for 100 feet beyond the boundary of the plat. Topography is shown; however, it does not extend the required 100 feet.
2. The minimum grade on all lots in all directions shall be 2.0% or greater.
3. Turn off all of the tree symbols on this page that are shown to be removed on sheet T1
4. Add tree protection fence to show limits of clearing.
5. The notes refer to a different project and must be updated.
6. Show proposed elevations at all lot corners.
7. Silt fence must be added along the front lot lines.
8. The base map area must be expanded to show the existing catch basins on 162nd lane. Inlet protection devices must be installed in the nearest existing catch basins because Lot 1, Block 1 and Lots 1 and 2, Block 2 drain onto existing paved streets.

Stormwater Calculations

1. The stormwater summary indicates the basin in Block 3 provides adequate infiltration volume for the impervious areas on this site.
2. The stormwater summary must state the total impervious area created, the infiltration volume required, the depth of the infiltration basin and the time for the basin to empty. The infiltration volume calculation must be shown, it can be from a formula or from the MIDS Calculator. The 1 inch rainfall from HYDROCAD is not an acceptable method.
3. The infiltration area and the stormwater detention area are the same. The detention area must be totally dry 48 hours after the 100 year event. If this cannot be achieved then the infiltration and detention areas must be separated. Calculations must be provided to support the statement on the summary sheet.
4. The summary table of runoff rates must be expanded to list the existing and proposed rates for each subcatchment. The summary must address potential impacts to the adjacent properties from increased runoff leaving the site.

ORDINANCE #17-09

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties or portions thereof, are hereby rezoned from R-1 Residential (Rural Developing) to R-1 Residential (MUSA).

> That part of the north half of the Northeast Quarter lying easterly of the east right of way line of Trunk Highway No. 47 described as follows; Commencing at the intersection with the north line of said Northeast Quarter and the center line of Trunk Highway No. 47 thence south 3 degrees 05 minutes east 540.55 feet thence south 01 degrees 52 minutes east along said center line 602.85 feet to the point of beginning of land to be described thence continue along said center line on a tangent curve to the left whose radius is 1038.81 feet 93.85 feet, thence south 85 degrees 12 minutes 47 seconds east 273.55 feet, thence south 20 degrees 12 minutes 47 seconds east to the intersection with the south line of the north half of the Northeast Quarter, thence east along said south line to the intersection with the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 1, Block 4 360.10 feet thence north 85 degrees 38 minutes 25 seconds west 894.39 feet to the center line of said Trunk Highway No. 47 thence south along said center line to the point of beginning except the following described tract: Commencing at the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 157.48 feet, thence north 85 degrees 38 minutes 25 seconds west 200 feet thence south 0 degrees 19 minutes west to south line of said north half, thence easterly along said south line to point of beginning, all in Section 14, Township 32, Range 25, Anoka County, Minnesota, except road, subject to easement of record.

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2017.

_____
Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-07-160

A RESOLUTION IDENTIFYING FINDINGS, APPROVING A COMPRHENSIVE PLAN AMENDMENT, CONTINGENT UPON METROPOLITAN COUNCIL APPROVAL, TO CHANGE A LAND USE DESIGNATION ON THE PROPOSED PLAT OF ESTATES OF SILVER OAKS 2ND ADDITION FROM RURAL DEVELOPING TO LOW DENSITY RESIDENTIAL, AND AUTHORIZING CITY STAFF TO SUBMIT AN APPLICATION TO THE METROPOLITAN COUNCIL FOR AN AMENDMENT TO THE COMPREHENSIVE PLAN

WHEREAS, Royal Oaks Realty, hereinafter referred to as "Applicant", properly applied to the City of Ramsey (the "City") requesting an amendment to the Comprehensive Plan to change the future land use designation from Rural Developing to Low Density Residential for the following legally described property:

> That part of the north half of the Northeast Quarter lying easterly of the east right of way line of Trunk Highway No. 47 described as follows; Commencing at the intersection with the north line of said Northeast Quarter and the center line of Trunk Highway No. 47 thence south 3 degrees 05 minutes east 540.55 feet thence south 01 degrees 52 minutes east along said center line 602.85 feet to the point of beginning of land to be described thence continue along said center line on a tangent curve to the left whose radius is 1038.81 feet 93.85 feet, thence south 85 degrees 12 minutes 47 seconds east 273.55 feet, thence south 20 degrees 12 minutes 47 seconds east to the intersection with the south line of the north half of the Northeast Quarter, thence east along said south line to the intersection with the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 1, Block 4 360.10 feet thence north 85 degrees 38 minutes 25 seconds west 894.39 feet to the center line of said Trunk Highway No. 47 thence south along said center line to the point of beginning except the following described tract: Commencing at the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 157.48 feet, thence north 85 degrees 38 minutes 25 seconds west 200 feet thence south 0 degrees 19 minutes west to south line of said north half, thence easterly along said south line to point of beginning, all in Section 14, Township 32, Range 25, Anoka County, Minnesota, except road, subject to easement of record.
>
> (The Subject Property)

AND WHEREAS, the Comprehensive Plan approved in 2010 shows the Subject Property designated land use as Rural Developing; and

WHEREAS, the Applicant is requesting that the designated land use of the Subject Property be changed to Low Density Residential; and

WHEREAS, the Ramsey Planning Commission met on July 6, 2017, conducted a public hearing, and recommended that the Ramsey City Council approve/deny the Applicant's request for an amendment to the Comprehensive Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby approves the request for a land use designation change of the Subject Property from Rural Developing to Low Density Residential.

2) That the Ramsey City Council hereby authorizes City Staff to submit the necessary documentation to Metropolitan Council for an amendment to the 2010 Comprehensive Plan to change the land use designation to Low Density Residential.

3) That this land use change shall become effective concurrent with the City's receipt of notification of approval from Metropolitan Council.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 25th day of July, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-07-161

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF ESTATES OF SILVER OAKS 2ND ADDITION

WHEREAS, Royal Oaks Realty, hereafter referred to as "Developer", properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

That part of the north half of the Northeast Quarter lying easterly of the east right of way line of Trunk Highway No. 47 described as follows; Commencing at the intersection with the north line of said Northeast Quarter and the center line of Trunk Highway No. 47 thence south 3 degrees 05 minutes east 540.55 feet thence south 01 degrees 52 minutes east along said center line 602.85 feet to the point of beginning of land to be described thence continue along said center line on a tangent curve to the left whose radius is 1038.81 feet 93.85 feet, thence south 85 degrees 12 minutes 47 seconds east 273.55 feet, thence south 20 degrees 12 minutes 47 seconds east to the intersection with the south line of the north half of the Northeast Quarter, thence east along said south line to the intersection with the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 1, Block 4 360.10 feet thence north 85 degrees 38 minutes 25 seconds west 894.39 feet to the center line of said Trunk Highway No. 47 thence south along said center line to the point of beginning except the following described tract: Commencing at the southwest corner of Lot 1, Block 4 Barthel's Rum River Acres 2nd Addition thence north along the west line of said Lot 157.48 feet, thence north 85 degrees 38 minutes 25 seconds west 200 feet thence south 0 degrees 19 minutes west to south line of said north half, thence easterly along said south line to point of beginning, all in Section 14, Township 32, Range 25, Anoka County, Minnesota, except road, subject to easement of record.

TOGETHER WITH

Outlot A, ESATES OF SILVER OAKS ADDITION, Anoka County, Minnesota.

(the 'Subject Property');

WHEREAS, the City of Ramsey received an application for sketch plan for Estates of Silver Oaks 2nd Addition from Royal Oaks Realty on May 4, 2017; and

WHEREAS, the Planning Commission reviewed the sketch plan on June 1, 2017; and

WHEREAS, the City of Ramsey received an application for Preliminary Plat, Zoning Amendment, and Comprehensive Plan Amendment for Estates of Silver Oaks 2nd Addition on June 1, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation, landscape plan, and potential wetland impacts pertaining to the preliminary plat on June 19, 2017; and

WHEREAS, on July 6, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants preliminary plat approval of Estates of Silver Oaks 2nd Addition in accordance with relevant City Codes, subject to the following conditions:

   a) Compliance with City Staff Review Letter dated June 30, 2017.
   b) The Developer entering into a Development Agreement with the City.
   c) Metropolitan Council approving the request for a Comprehensive Plan Amendment.
   d) Adoption of Ordinance #17-09 rezoning the Subject Property.
   e) Review and Approval by MNDOT.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this _____ day of _____, 2017

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **5. 4.**

Meeting Date: 07/06/2017

Submitted For: Alec Henderson, Community Development

By: Alec Henderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Preliminary Plat for Cole Addition (Project No. 17-132); Case of Bryon and Lynn Cole

Purpose/Background:

The purpose of this file is to review the Preliminary Plat for Cole Addition, an eight (8) lot subdivision located northwest of the intersection of 168th Avenue NW and Garnet Street NW. The project is a re-plat of an existing residential lot at 6951 168th Ave NW and two adjacent, small outlots (together the "Subject Property"). The Planning Commission reviewed the Sketch Plan for this project at its June 12, 2017 special meeting.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

Preliminary Plat Plan review is the second of several steps in reviewing a Major Plat, which includes Sketch Plan Review, Preliminary Plat, and Final Plat. This case is being reviewed per City Code Section 117-111 entitled R-1 Residential District and Chapter 117, Article III entitled Subdivisions.

Comprehensive Plan:

The Property is currently guided as Low Density Residential in the Comprehensive Plan. The intent of the LDR land use designation is to allow for the construction of single-family dwellings with access to municipal sewer and water. The eight (8) lots in the Preliminary Plat are proposed to be served by municipal sewer and water. All adjacent properties are also guided as LDR.

Zoning:

The Property is currently zoned R-1 Residential (MUSA). This allows for the development of single family, detached dwellings with a density of Three (3) units per one (1) acre. As proposed, the Preliminary Plat complies with the allowable density of three (3) units per acre and it appears to meet the minimum lot size and width standards of the R-1 Residential (MUSA) district. However, the plans appear to show a temporary cul-de-sac that encroaches onto multiple parcels, presumably with a road easement. If platted with dedicated right-of-way rather than easement, as required, multiple lots would be deficient in lot size.

Dimensional/Bulk Standards:

When preparing the Preliminary Plat, the Developer must demonstrate compliance with the bulk standards of the R-1 Residential (MUSA) district. As proposed, it appears that all lots meet the minimum bulk standards. However, as noted above, the Preliminary Plat needs to be revised to dedicate right-of-way for the cul-de-sac bulb rather than a road easement and this will impact the size of multiple lots. This reduced lot area as a result of dedicating right-of-way may result in one or more lots not meeting the minimum lot size requirement of 10,800 square feet and required setbacks. Specifics are outlined in the Staff Review File.

Wetlands:

While no wetlands are indicated on the National Wetlands Inventory, the Engineering Department believes that there may be wetland present as a result of drainage patterns in the area. As noted in their Staff Review Memo, they are requesting a wetland delineation be completed.

Density Transitioning:
As proposed, the development is not subject to the density transitioning standards. However, it is worth noting that there is an existing line of mature evergreen trees along the entire length of the eastern boundary of the Property that does provide some buffering/screening between the proposed project and the existing homes.

Streets and Access:
Six of the eight lots will gain access from an extension of the 168th Lane NW cul-de-sac. The existing home and the proposed Lot 4, Block 1 will be accessed from 168th Avenue Northwest. It appears that the proposed extension of 168th Lane NW terminates in a temporary cul-de-sac (labeled as such on the plans). Staff would note that this cul-de-sac will need to be constructed to meet the minimum street design standards of cul-de-sacs and shall have the necessary 60 foot radius right-of-way dedicated per City Code Sec. 117-614. This will likely affect lot size of Lot 3 Block 1 and Lot 3 Block 2 at a minimum.

As the Planning Commission is aware, the City has struggled with temporary cul-de-sacs in the past as it is uncertain when a road may be extended to facilitate future development. In recent years, the City has been put in a position of responding to variance requests to allow lots to become buildable because the owner cannot control when adjacent land will develop, which would extend a road and eliminate the cul-de-sac. Multiple discussions have been had on this topic and the policy direction at this time is to require any proposed cul-de-sac to be designed and constructed to the minimum standards, which does include dedicating right-of-way with a radius of sixty (60) feet for the cul-de-sac bulb. It is further noted that the City is not aware of any plans of the Property Owner to the east to develop, so future extension of this road to eliminate the cul-de-sac is purely speculative. In the case of the existing temporary cul-de-sac, the City was aware of the Cole's desire to develop and was actively working to extend the road and utilities to this site.

The property owner has been contemplating a subdivision for several years and had, at one time, submitted a concept plan to the City that was generally consistent with the proposed Preliminary Plat. At the time of the concept plan, the discussions about temporary cul-de-sacs hadn't fully evolved. Nonetheless, that is the policy direction that Staff is operating under now and therefore, we feel it important to remain consistent.

Sidewalks:
The Preliminary Plat does not include any indication of a sidewalk along the proposed extension of 168th Lane. There is an existing sidewalk on the north side of 168th Lane that ends at the intersection with Kamacite Street. There is an existing lot east of this intersection, but outside the boundaries of the Preliminary Plat, with no sidewalk. Staff is recommending that sidewalk be installed along the north side of the 168th Lane extension to the bulb of the cul-de-sac. Staff is open to discussion about credit for the sidewalk outside the boundary of the Plat.

Utilities and Municipal Services:
The applicant proposes connecting the new lots to city services, but has not specified whether the existing home will be connected. The assumption is that Lot 5, Block 2 would connect to city services as the Preliminary Plat does indicate that the private utilities would be abandoned, but does not include details pertaining to the connection of existing home.

Grading and Drainage:
The project will be subject to review by the Lower Rum River Watershed Management Organization (LRRWMO) regarding both wetlands and stomrwater. A LRRWMO permit will be required.

The Applicant proposes to vacate a fairly large, existing drainage easement (130 feet by 115 feet in area) on the Subject Property. The Grading and Drainage Plans will need to clearly resolve how the stormwater would be addressed so that it does not negatively impact adjacent properties or move outside designated easements. The Applicant's civil engineer, Landform, has since proposed improvements to ensure proper drainage in a memo. This memo has been reviewed by the Engineering Staff as part of the Preliminary Plat process. Engineering staff feel

that drainage has not been adequately solved and therefore does not support the vacation of the drainage and utility easement. While not part any action this evening, the Preliminary Plat, as proposed, would not be possible if this easement were not vacated by the City. The Applicant will need to continue to address and solve for drainage for the project before there would be support to vacate this easement.

Landscaping:
The plan narrative indicates that the amount of significant tree Diameter at Breast Height (DBH) inches removed will exceed the allowable threshold by twenty-two (22) inches. However, the narrative also notes that twenty-eight (28) inches will be planted to satisfy the replacement standards, which can include the base landscaping requirements of two (2) trees per lot. Deciduous trees shall be at lease one inch in diameter and coniferous trees shall be at lease five feet in height. Each lot is subject to City's topsoil requirement.

Miscellaneous:
It appears that Temporary Construction Easements will need to be obtained from the two (2) adjacent property owners west of the Property to address the removal of the existing cul-de-sac.

Alternatives

Alternative 1: Motion to recommend approval of the Preliminary Plat contingent upon compliance with the Staff Review Letter, which does specifically address the cul-de-sac and easement concerns/issues. Generally speaking, Staff is supportive of the Preliminary Plat, assuming the drainage concern can be sufficiently addressed and the cul-de-sac design is revised to include the dedication of right-way. What is not known though is whether the dedication of right-of-way for the cul-de-sac will result in lots that do not meet the minimum lot size requirement. However, if the revised plans do result in deficiencies in lot size (or any other bulk standards), a revised Preliminary Plat would be routed back through the Planning Commission for consideration. Staff is supportive of this approach.

Alternative 2: Motion to table action on the Preliminary Plat until the Applicant fully addresses the drainage easement concerns and submits a revised plan set that includes dedicated right-of-way for the cul-de-sac and what, if any, implications that has on the size and/or number of lots. While the Applicant is anxious to complete the entitlement process to complete a pending land transaction, there are some significant, unresolved concerns with the plat design that, if not solved for, would result in nonconformities. Staff would not object to delaying action until the Applicant and their design team better addresses these items that were identified during the Sketch Plan review.

Alternative 3: Recommend the City Council not approve the Preliminary Plat. While there are some significant issues yet to be addressed, Staff believes that they can be resolved (whether the Applicant supports the necessary revisions or not is unknown). Staff would not support this option at this time.

Funding Source:
All costs associated with processing the Application are the responsibility of the Applicant. There are no City funds proposed to be utilized for the construction of this project at this point.

Recommendation:
As long as the plans can be revised in accordance with the Staff Review Letter, including solving for the drainage (and easement vacation) concern and the cul-de-sac design, Staff would recommend approval of the Preliminary Plat. If the revisions result in a change in lot configuration, number of lots, and/or deficiencies in lot size, the revised Preliminary Plat could be routed back through the Planning Commission.

Note: both cul-de-sac size and stormwater management appear to have the potential to result in a net loss of a buildable lot. It may be reasonable to reduce the net buildable lots by one to better accommodate stormwater needs and culd-de-sac size.

Action:

Motion to recommend City Council approve Resolution #17-07-162 contingent upon compliance with the Staff Review Letter.

Attachments

Site Location
Pre Plat Plan Set
Staff Review Letter
DRAFT Planning Commission Meeting Minutes Dated June 12, 2017
Resolution #17-07-162: Preliminary Plat

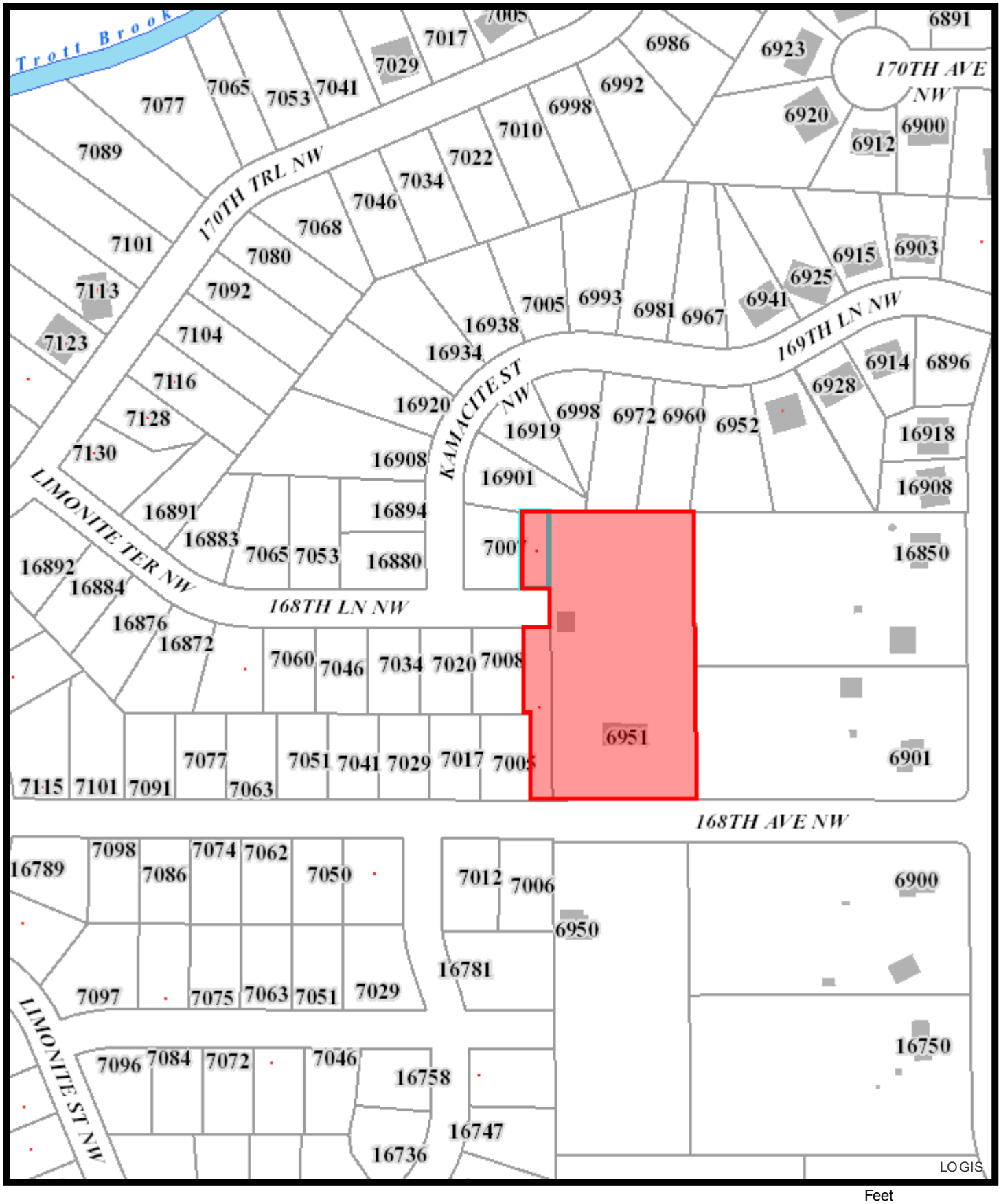
Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	06/30/2017 11:33 AM
Tim Gladhill	Tim Gladhill	06/30/2017 02:14 PM
Form Started By: Alec Henderson		Started On: 06/26/2017 01:41 PM
Final Approval Date: 06/30/2017		

10-32-25-32-0005

Site Location Map

Cole Addition



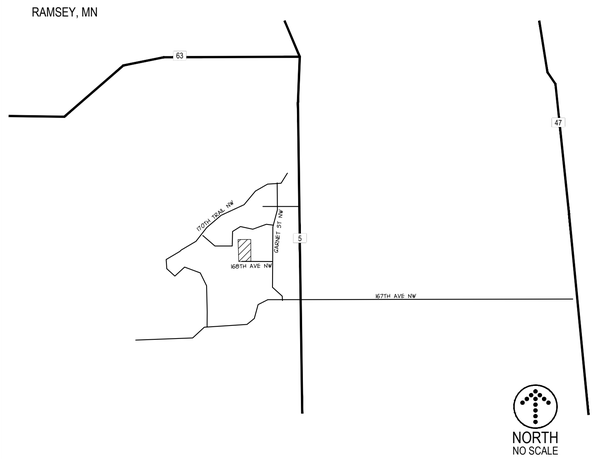
Feet
0 50 100 200 300 400

Print Date: May 31, 2017

COLE ADDITION

RAMSEY, MN

AREA LOCATION MAP



ABBREVIATIONS

@	Angle	L.F.	Lineal Feet
&	And	L.P.	Low Point / Liquid Petroleum
@	At	LB.	Pound
100 YR.	100 Year Flood Elevation	LGU	Local Government Unit
A.B.	Anchor Bolt	LONG.	Longitudinal
A.D.	Area Drain	LT.	Light / Lighting
A/C	Air Conditionng Unit	MAINT.	Maintenance
ADD.	Addendum	MAS.	Masonry
ADDL.	Additional	MATL.	Material
ADJ.	Adjacent / Adjust	MAX.	Maximum
AHU	Air Handling Unit	MECH	Mechanical
ALT.	Alternate	MED.	Medium
ALUM.	Aluminum	MFR.	Manufacturer
ANOD.	Anodized	MH	Manhole
APPROX.	Approximate	MIN.	Minimum / Minute
ARCH	Architect / Architectural	MISC.	Miscellaneous
AUTO.	Automatic	MNDOT	Minnesota Department Of Transportation
AVG.	Average	MOD.	Module / Modular
B.C.	Back of Curb	MUL.	Mullion
B/W	Bottom of Wall	N.	North
BFE	Basement Floor Elevation	N.I.C.	Not In Contract
BIT	Bituminous (Asphaltic)	NO. OR #	Number
BLDG	Building	NOM	Nominal
BSMT.	Basement	NTS	Not to Scale
C.F.	Cubic Feet	NWE	Normal Water Elevation
C.F.S.	Cubic Feet Per Second	NWL	Normal Water Level
C.G.	Corner Guard	O.C.	On Center
C.J.	Control Joint	O.D.	Outside Dimension
C.L.	Centerline	O.E.	Overhead Electric
C.M.U.	Concrete Masonry Unit	OH.	Overhead
C.O.	Cleanout	OHWL	Ordinary High Water Level
C.O.E.	U.S. Army Corps Of Engineers	OPNG.	Opening
C.Y.	Cubic Yards	ORIG.	Original
CB	Catch Basin	P.C.	Point of Curvature
CBMH	Catch Basin Manhole	P.I.	Point of Intersection
CEM.	Cement	PIV	Post Indicator Valve
CIP	Cast Iron Pipe	P.L. OR P/L	Property Line
CMP	Corrugated Metal Pipe	P.O.B.	Point of Beginning
CONC.	Concrete (Portland)	P.S.F.	Pounds Per Square Foot
CONN.	Connection	P.S.I.	Pounds Per Square Inch
CONST.	Construction	P.T.	Point of Tangency
CONT.	Continuous	P.V.C.	Point of Vertical Curvature
CONTR.	Contractor	P.V.I.	Point of Vertical Intersection
COP.	Copper	P.V.T.	Point of Vertical Tangency
CU.	Cubic	PE	Polyethylene
D.S.	Down Spout	PED.	Pedestal / Pedestrian
DEG.	Degree	PERF.	Perforated
DEMO.	Demolition / Demolish	PREP.	Preparation
DEPT.	Department	PROJ.	Project
DET.	Detail	PROP.	Proposed
DIA.	Diameter	PVC	Poly-Vinyl-Chloride (Pipng)
DIAG.	Diagonal	PVMT.	Pavement
DIM.	Dimension	QTR.	Quarter
DIP	Ductile Iron Pipe	QTY.	Quantity
DN	Down	R	Radius
DWG.	Drawing	RAD.	Radius
E.	East	RE	Rim Elevation (Castng)
E.J.	Expansion Joint	R.D.	Roof Drain
E.O.	Emergency Overflow	R.E.	Remove Existing
E.O.S.	Emergency Overflow Swale	R.O.	Rough Opening
E.W.	Each Way	R.P.	Radius Point
EA.	Each	RCP	Reinforced Concrete Pipe
EL.	Elevation	R.S.	Rough Slab
ELEC.	Electrical	RSD	Roof Storm Drain
ELEV.	Elevation	RE.	Regarding
EMER.	Emergency	REINF.	Reinforced
ENGR.	Engineer	REQ'D	Required
ENTR.	Entrance	REV.	Revision / Revised
EQ.	Equal	RGU	Regulatory Government Unit
EQUIP.	Equipment	ROW OR R/W	Right of Way
EQUIV.	Equivalent	S.	South
EXIST.	Existing	S.F.	Square Feet
EXP.	Expansion	SAN.	Sanitary Sewer
F & I	Furnish and Install	SECT.	Section
F.B.O.	Furnished by Others	SE	Side Exit
F.C.	Face of Curb	SEWO	Side Exit Walk Out
F.D.	Floor Drain	SHT.	Sheet
F.D.C.	Fire Department Connection	SIM.	Similar
F.V.	Field Verify	SLNT.	Sealant
FB	Full Basement	SPEC.	Specification
FBWO	Full Basement Walk Out	SQ.	Square
FBLO	Full Basement Look Out	SSD	Subsurface drain
FDN.	Foundation	STMH	Storm Sewer Manhole
FES	Flared End Section	STD.	Standard
FFE	Finished Floor Elevation	STRUCT.	Structural
FLR.	Floor	SYM.	Symmetrical
FT. OR (')	Foot	T	Thickness
FUT.	Future	T/R	Top of Rim
G.B.	Grade Break	T/W	Top of Wall
G.C.	General Contractor	TEMP.	Temporary
GAL.	Gallon	THK.	Thick / Thickness
GALV.	Galvanized	T.J.	Tooled Joint
GFE	Garage Floor Elevation	TNH	Top Nut Hydrant
GL.	Glass	TYP.	Typical
GR.	Grade	U.N.O.	Unless Noted Otherwise
H.	Height	V.B.	Vapor Barrier
H.P.	High Point	V.C.	Vertical Curve
HDPEP	High Density Polyethylene Pipe	V.I.F.	Verify In Field
HOT.	Height	VER.	Verify
HORIZ.	Horizontal	VERT.	Vertical
HVAC	Heating, Ventilation, Air Conditionng	VEST.	Vestibule
HYD	Hydrant	W	Width
I.D.	Inside Dimension	W.P.T.	Working Point
I.E. or IE	Invert Elevation	W.W.F.	Welded Wire Fabric
IN. OR (")	Inches	W/	With
INFO.	Information	W/O	Without
INL.	Inlet Elevation	WO	Walk Out
INSUL.	Insulation	WETL.	Wetland
INV.	Invert Elevation	WP	Waterproof
JT.	Joint	WT.	Weight
		YD.	Yard
		YR.	Year

SYMBOLS

EXISTING	DESCRIPTION	NEW	DESCRIPTION
120	MAJOR CONTOUR	120	MAJOR CONTOUR
123	MINOR CONTOUR	123	MINOR CONTOUR
x 234.5	SPOT ELEVATION	123.45 ×	SPOT ELEVATION
	BUILDING		BUILDING
	CANOPY / OVERHANG		CANOPY/OVERHANG
	CONCRETE		UNDERGROUND STRUCTURE
	BITUMINOUS		CONCRETE
	LANDSCAPING		CONCRETE CURB
	GRAVEL	BIT. EDGE HEIGHT, TYPE	EDGE OF PAVEMENT
	PAVING BLOCK		FENCING
	PAVING BLOCK		GUARD RAIL
12"STS	STORM SEWER LINE		CONCRETE RETAINING WALL
8"SAN	SANITARY SEWER LINE		MODULAR RETAINING WALL
6"WTR	WATER MAIN		FIELDSTONE RETAINING WALL
OE	OVERHEAD ELECTRIC		EXIT LOCATION
UT	UNDERGROUND TELEPHONE		LIGHT STANDARD
UE	UNDERGROUND ELECTRIC	Ø	POWER POLE
G	GAS LINE	1.00%	SLOPE DIRECTION
	CONCRETE CURB		CATCH BASIN
X HEIGHT, TYPE X	FENCING		MANHOLE
	RETAINING WALL		BOLLARD
	SET 1/2" X 14" IRON PIPE	STS FES RIPRAP	STORM SEWER
	IRON MONUMENT FOUND	SAN	SANITARY SEWER-WASTE
	SURVEY DISK (BENCHMARK)	FM	FORCE MAIN
	POWERPOLE	RD	ROOF DRAIN SYSTEM
	GUY WIRE	GATE VALVE WTR HYD	WATERMAN
	GUARD POST	FIRE	FIRE LINE (IF SEPARATE)
GM	GAS METER	BLDG.	FIRE DEPT. CONNECTION
T	TRANSFORMER	C.O. X"SSD	SOIL SUBDRAIN
	WATER SHUT-OFF VALVE	GAS	GAS LINE-UNDERGROUND
	TRAFFIC SIGN	ELEC	ELECTRIC-UNDERGROUND
	FLAG POLE	TELE	TELEPHONE-UNDERGROUND
LT	LIGHT POLE	CATV	UNDERGROUND CABLE/TV
	TREES	LSS	LAWN SPRINKLER SLEEVE
	TREE LINE		
	MANHOLE		
	CATCH BASIN		
	FIRE HYDRANT		
	WATER VALVE		
	FLARED END SECTION		
MB	MAILBOX		
1	NOTE NUMBER		
(M)	MEASURED DISTANCE		
(P)	DISTANCE PER RECORDED PLAT		
B-X	SOIL BORING		

EROSION CONTROL SYMBOLS

SYMBOL	DESCRIPTION
	SEDIMENT CONTROL FENCE
	INLET PROTECTION

DRAWING SYMBOLS

SYMBOL	DESCRIPTION
3	NOTE REFERENCE
12	PARKING STALL COUNT
C7.3 1	LARGE SHEET DETAIL
C21	COORDINATE POINT
2	REVISION - ADDENDUM, BULLETIN, ETC.
	REVISED AREA (THIS ISSUE)

LEGAL DESCRIPTION

LOT 1, BLOCK 1, NOW AND THEN ESTATES, ANOKA COUNTY, MINNESOTA.

AND

OUTLOTS C AND D, BROOKFIELD FIRST ADDITION, ANOKA COUNTY, MINNESOTA.

BENCHMARK

XX

OWNER

BRYON AND LYNN COLE
6951 168TH AVE NW
ANOKA, MN 55303

PROJECT CONTACTS

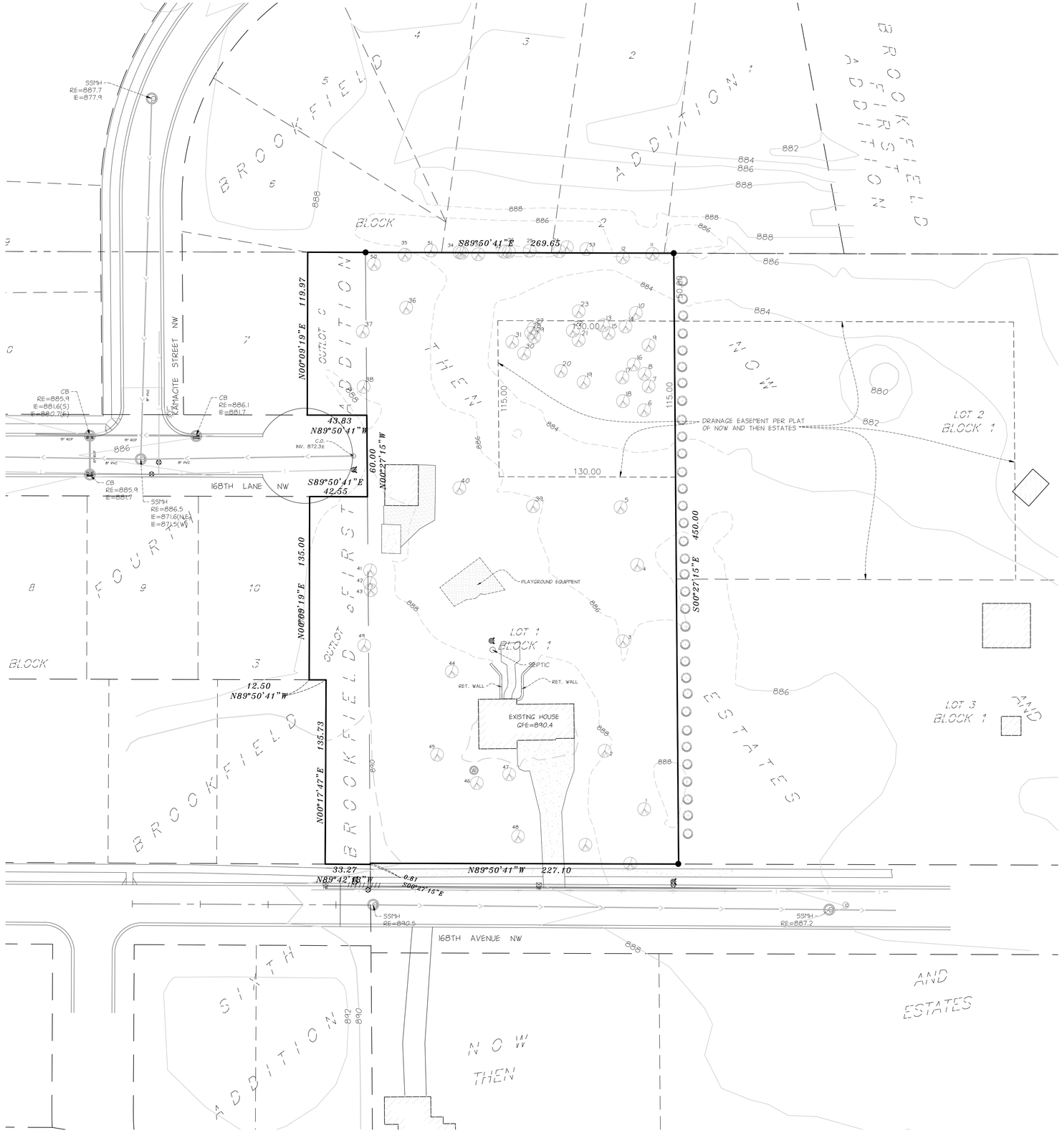
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CONTACT: DANYELLE PIERQUET

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

| SHEETS ISSUED BY ISSUE / REVISION DATE | | 05-23-17 | 06.01.17 | | |



SURVEY NOTES

1. IMPROVEMENTS SHOWN PER SURVEY PERFORMED BY LANDFORM PROFESSIONAL SERVICES, LLC ON MAY 15, 2017 EXPRESSLY FOR THIS PROJECT.
2. THE BEARING BASIS OF THIS SURVEY IS THE ANOKA COUNTY COORDINATE SYSTEM.
3. PROPERTY AREA – 117,608 SQ. FT. = 2.700 ACRES

PROPERTY DESCRIPTION

LOT 1, BLOCK 1, NOW AND THEN ESTATES, ANOKA COUNTY, MINNESOTA.

AND

OUTLOTS C AND D, BROOKFIELD FIRST ADDITION, ANOKA COUNTY, MINNESOTA.

Know what's **Below.** **Call** before you dig.

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DEVELOPER

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6951 168TH AVE NW
ANOKA, MN 55303

MUNICIPALITY

City of RAMSEY

PROJECT

COLE ADDITION

RAMSEY, MN

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C1.1	EXISTING CONDITIONS
C1.2	DEMOLITION PLAN
C2.1	PRELIMINARY PLAT & SITE PLAN
C3.1	GRADING, DRAINAGE, AND EROSION CONTROL PLAN
C4.1	UTILITY PLAN AND PROFILE
C6.1	STREET PLAN AND PROFILE
C7.1	CONSTRUCTION DETAILS
C7.2	CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
23 MAY 2017	SKETCH PLAN	
01 JUN 2017	PRELIMINARY & FINAL PLAT	RTS

PROJECT MANAGER REVIEW

BY RS DATE 05-22-17

CERTIFICATION

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the state of Minnesota.

Eric B. Lindgren
License No: **40176** Date: 05.23.2017

Signature shown is a digital reproduction of original. Wet signed copy of this plan on file at Landform Professional Services, LLC office and is available upon request.

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PRELIMINARY & FINAL PLAT
06-01-17

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From Site to Finish

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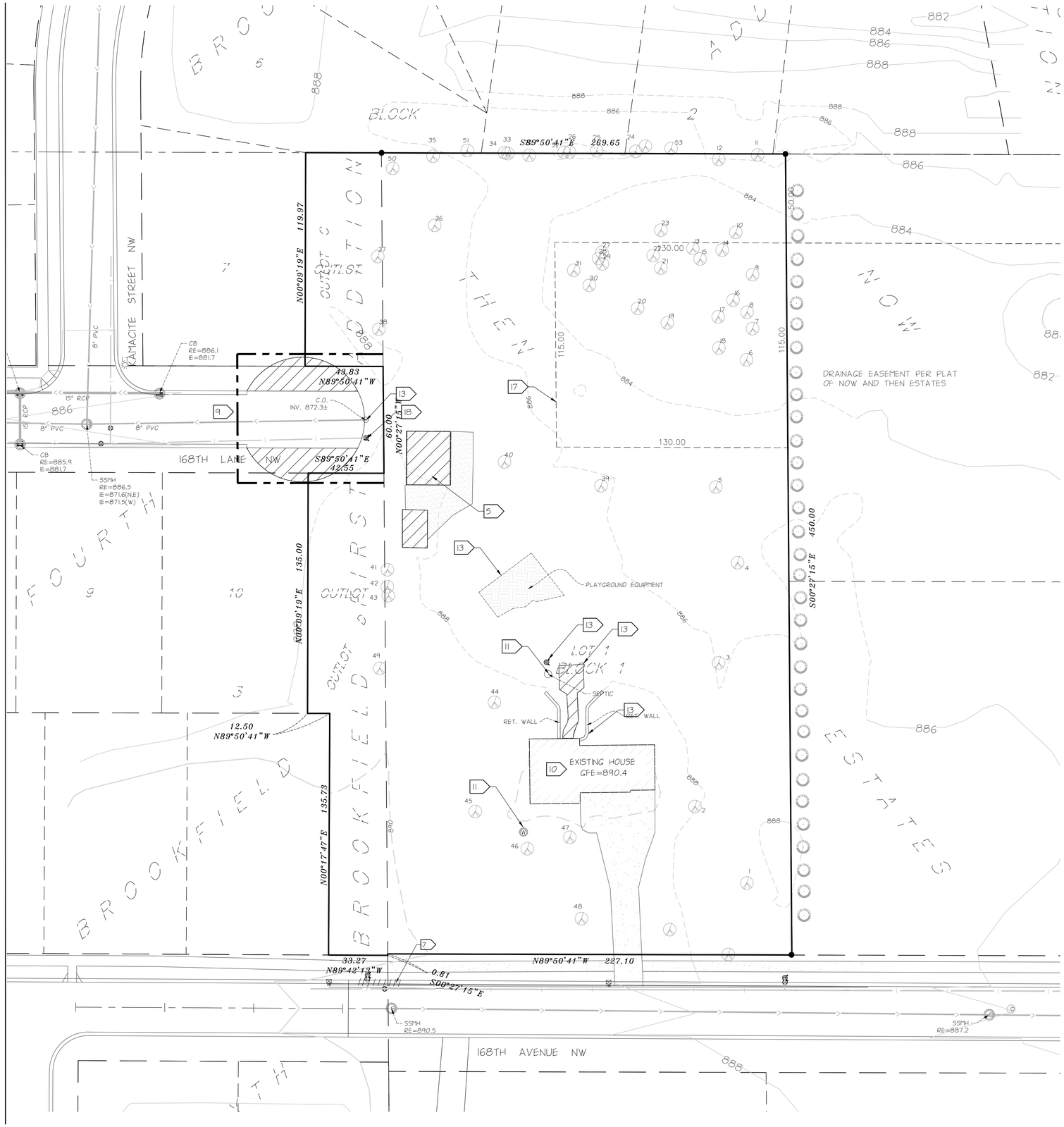
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PROJECT NO. ZZZ15326

CERTIFICATE OF SURVEY
C1.1

SHEET NO. 2/11

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EXISTING NOTES

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LEGEND

- TREE REMOVAL
- :TREE FENCE
- STRUCTURE AND/OR PAVEMENT REMOVAL
- CONSTRUCTION LIMITS

DEMOLITION AND CLEARING NOTES

2. OBTAIN PERMITS FOR DEMOLITION, CLEARING, AND DISPOSAL PRIOR TO BEGINNING.
3. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING DEMOLITION AND CLEARING.
4. SEE SHEET C3.1 FOR EROSION PREVENTION AND SEDIMENT CONTROL MEASURES THAT MUST BE IN PLACE PRIOR TO DISTURBANCES TO SITE.
5. BUILDING DEMOLITION: VERIFY WITH OWNER THAT BUILDING HAS BEEN CLEARED OF REGULATED MATERIALS REQUIRING SPECIAL HANDLING OR DISPOSAL. REMOVE STRUCTURE, COLUMNS, CANOPIES, FOOTINGS, FOUNDATIONS, AND ANY ASSOCIATED CONSTRUCTION IN ITS ENTIRETY.
6. DIMENSIONS SHOWN FOR REMOVAL ARE APPROXIMATE. COORDINATE WITH NEW CONSTRUCTION TO ENSURE APPROPRIATE REMOVAL OF EXISTING FACILITIES.
7. REFER TO DETAILS FOR PAVEMENT SAWCUT. REMOVE CONCRETE WALKS AND CURBING TO THE NEAREST EXISTING JOINT BEYOND CONSTRUCTION LIMITS.
8. COMPLETE DEMOLITION WITH MINIMAL DISRUPTION OF TRAFFIC. COORDINATE LANE CLOSURES WITH THE REGULATORY AUTHORITY AND PROVIDE ADVANCE NOTIFICATION TO AFFECTED EMERGENCY RESPONSE PROVIDERS.
9. PROVIDE BARRICADES, LIGHTS, SIGNS, TRAFFIC CONTROL, AND OTHER MEASURES NECESSARY FOR PROTECTION AND SAFETY OF THE PUBLIC AND MAINTAIN THROUGHOUT CONSTRUCTION.
10. PROTECT STRUCTURES, UTILITIES, TREES, PLANT MATERIAL, SOD, AND ADJACENT PROPERTY FROM DAMAGE DURING CONSTRUCTION UNLESS NOTED FOR REMOVAL. DAMAGE SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION AT NO ADDITIONAL COST.
11. ABANDON WELLS AND ON SITE SEWAGE FACILITIES PRIOR TO ANY OTHER DEMOLITION IN ACCORDANCE WITH REQUIREMENTS OF REGULATORY AUTHORITIES.
12. SEE SHEETS L1.1 AND L1.2 FOR TREE PRESERVATION PLAN. REMOVE TREES NOTED, INCLUDING ROOT STRUCTURES, FROM THE SITE. COORDINATE WITH OWNER TO MARK TREES TO BE SAVED OR TRANSPLANTED PRIOR TO CLEARING.
13. REMOVE EXISTING SITE FEATURES INCLUDING, BUT NOT LIMITED TO, UNDERGROUND UTILITIES, PAVING, CURBING, WALKWAYS, FENCING, RETAINING WALLS, SCREEN WALLS, APRONS, LIGHTING, RELATED FOUNDATIONS, SIGNAGE, BOLLARDS, LANDSCAPING, AND STAIRWAYS WITHIN THE CONSTRUCTION LIMITS UNLESS NOTED OTHERWISE.
14. COORDINATE REMOVAL, RELOCATION, TERMINATION, AND RE-USE OF EXISTING PRIVATE UTILITY SERVICES AND APPURTENANCES WITH THE UTILITY COMPANIES. RESTORE ELECTRIC HANDHOLES, PULLBOXES, POWERPOLES, GUYLINES, AND STRUCTURES DISTURBED BY CONSTRUCTION IN ACCORDANCE WITH UTILITY OWNER REQUIREMENTS.
15. EXISTING PIPING AND CONDUITS MAY BE ABANDONED IN-PLACE IF FILLED WITH SAND AND IF NOT IN LOCATION OF PROPOSED BUILDING OR IN CONFLICT WITH PROPOSED UTILITIES OR STRUCTURES. TERMINATE EXISTING SERVICES AT THE SUPPLY SIDE IN CONFORMANCE WITH PROVIDER'S STANDARDS.
16. HAUL DEMOLITION DEBRIS OFF-SITE TO A FACILITY APPROVED BY REGULATORY AUTHORITIES FOR THE HANDLING OF DEMOLITION DEBRIS, UNLESS NOTED OTHERWISE.
17. EASEMENT TO BE VACATED AT TIME OF FINAL PLAT
18. RE-USE EXISTING HYDRANT (SEE SHEET C4.1 FOR LOCATION)

Know what's Below. Call before you dig.

NORTH

0 30 60

DEVELOPER

BRYON AND LYNN COLE
6951 168TH AVE NW
ANOKA, MN 55303

MUNICIPALITY

City of RAMSEY

PROJECT

COLE ADDITION
RAMSEY, MN

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
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DATE	ISSUE / REVISION	REVIEW
23 MAY 2017	SKETCH PLAN	
01 JUN 2017	PRELIMINARY & FINAL PLAT	RTS

PROJECT MANAGER REVIEW

BY RS DATE 05-22-17

CERTIFICATION

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06-01-17

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Minneapolis, MN 55401

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Fax: 612-252-9077
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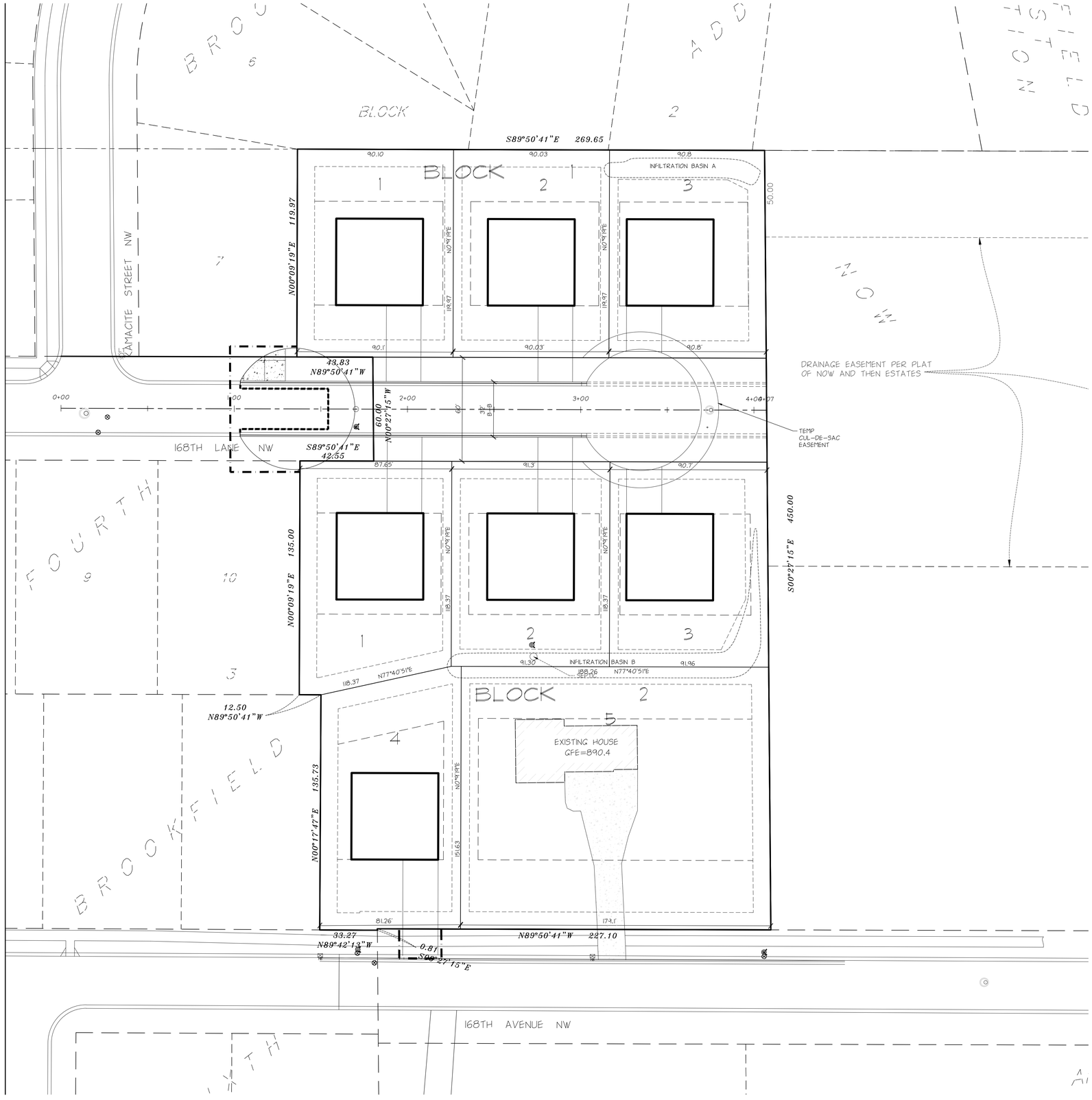
PROJECT NO. ZZZ15326

DEMOLITION

C1.2

SHEET NO. 3/11

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LEGAL DESCRIPTION

LOT 1, BLOCK 1, NOW AND THEN ESTATES, ANOKA COUNTY, MINNESOTA.

AND

OUTLOTS C AND D, BROOKFIELD FIRST ADDITION, ANOKA COUNTY, MINNESOTA.

ZONING AND SETBACKS

CURRENT AND PROPOSED ZONING	R-1 (MUSA)
MIN. LOT AREA:	10,800 SF
DENSITY REQUIREMENTS:	3 UNITS/ACRE
LOT WIDTH	80 FEET
SIDE YARD SETBACK (GARAGE):	6 FEET
SIDE YARD SETBACK (LIVING):	10 FEET
REAR YARD SETBACK:	30 FEET
FRONT YARD SETBACK:	30 FEET
MAX. BUILDING COVERAGE	35%

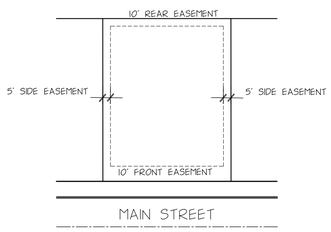
OVERALL SITE SUMMARY

TOTAL UNITS:	8 SINGLE FAMILY HOMES
TOTAL AREA:	2.7 AC. (117,612 S.F.)
NET DENSITY: (TOTAL UNITS/NET DEVELOPABLE AREA)	3 UNITS/AC.

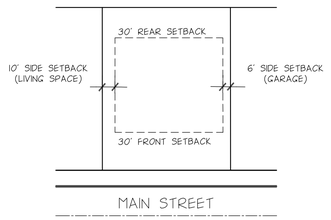
PROPOSED LOT AREAS

LOT 1, BLOCK 1,	- 10,809 SQ. FT.
LOT 2, BLOCK 1,	- 10,801 SQ. FT.
LOT 3, BLOCK 1,	- 10,816 SQ. FT.
LOT 1, BLOCK 2,	- 11,208 SQ. FT.
LOT 2, BLOCK 2	- 10,807 SQ. FT.
LOT 3, BLOCK 2,	- 10,811 SQ. FT.
LOT 4, BLOCK 2,	- 11,694 SQ. FT.
LOT 5, BLOCK 2,	- 27,039 SQ. FT.

TYPICAL EASEMENTS



TYPICAL SETBACKS



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DEVELOPER

BRYON AND LYNN COLE
6951 168TH AVE NW
ANOKA, MN 55303

MUNICIPALITY

City of RAMSEY

PROJECT

COLE ADDITION
RAMSEY, MN

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C2.1	PRELIMINARY PLAT & SITE PLAN
C3.1	GRADING, DRAINAGE, AND EROSION CONTROL PLAN
C4.1	UTILITY PLAN AND PROFILE
C6.1	STREET PLAN AND PROFILE
C7.1	CONSTRUCTION DETAILS
C7.2	CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

ISSUE / REVISION HISTORY

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01 JUN 2017	PRELIMINARY & FINAL PLAT	RTS

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BY RS DATE 05-22-17

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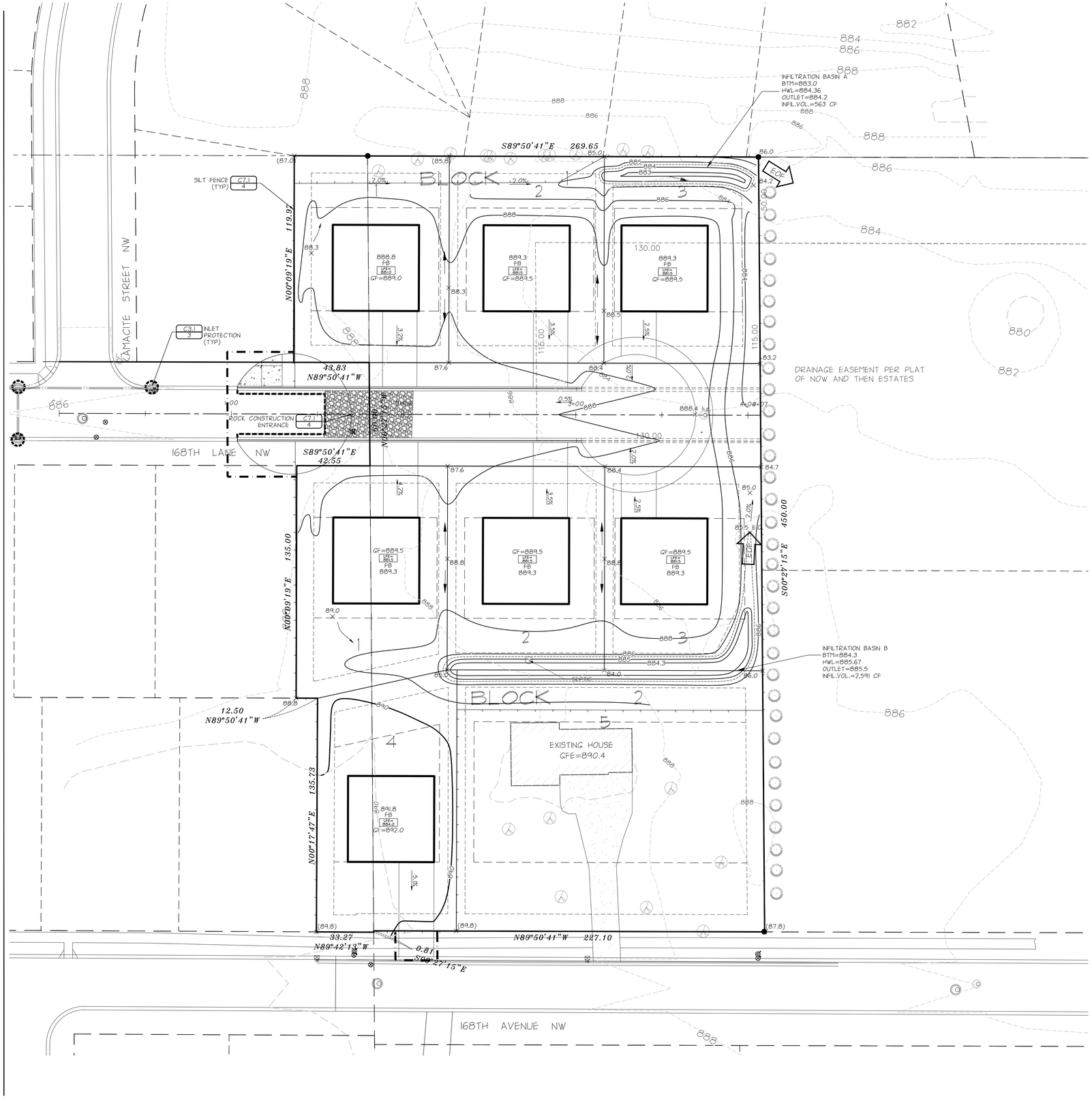
FILE NAME C201ZZZ001.DWG

PROJECT NO. ZZZ15326

PRELIMINARY PLAT & SITE PLAN
C2.1

SHEET NO. 4/11

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GENERAL NOTES

FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM PROFESSIONAL SERVICES AT 612.252.9070.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2. INSTALL PERIMETER SEDIMENT CONTROLS PRIOR TO BEGINNING WORK AND MAINTAIN FOR DURATION OF CONSTRUCTION. REMOVE CONTROLS AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED AND DISPOSE OF OFF SITE.
3. LIMIT SOIL DISTURBANCE TO THE GRADING LIMITS SHOWN. SCHEDULE OPERATIONS TO MINIMIZE LENGTH OF EXPOSURE OF DISTURBED AREAS.
4. MANAGEMENT PRACTICES SHOWN ARE THE MINIMUM REQUIREMENT. INSTALL AND MAINTAIN ADDITIONAL CONTROLS AS WORK PROCEEDS TO PREVENT EROSION AND CONTROL SEDIMENT CARRIED BY WIND OR WATER.
5. EXCAVATE PONDS EARLY IN THE CONSTRUCTION SEQUENCE. REMOVE SEDIMENT FROM PONDS PERIODICALLY AND AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED.
6. ALL EXPOSED SOIL AREAS MUST BE STABILIZED WITHIN 72 HOURS OF COMPLETION OF WORK IN EACH AREA.
7. SEED, SOD, MULCH AND FERTILIZER SHALL MEET THE FOLLOWING SPECIFICATIONS, AS MODIFIED.

ITEM	SPECIFICATION NUMBER
SOD	MNDOT 3878I
SEED	MNDOT 3876
MN TYPE 22-111 @ 30.5 LB/AC - TEMPORARY EROSION CONTROL	
MN TYPE 25-151 @ 120 LB/AC - PERMANENT TURF	
MULCH (MNDOT TYPE 1 @ 2 TON/AC, DISC ANCHORED)	MNDOT 3882
FERTILIZER	MNDOT 3881
GENERAL PLACEMENT	MNDOT 2575

8. SEE LANDSCAPE SHEETS FOR PERMANENT TURF AND LANDSCAPE ESTABLISHMENT.
9. SWEEP ADJACENT STREETS CLEAN DAILY AND SWEEP CLEAN WEEKLY. STREETS MUST BE SWEPT WITHIN THREE HOURS OF NOTIFICATION FROM THE CITY THAT SWEEPING IS REQUIRED.

GRADING NOTES

10. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING GRADING.
11. REMOVE TOPSOIL FROM GRADING AREAS AND STOCKPILE SUFFICIENT QUANTITY FOR REUSE. MATERIALS MAY BE MINED FROM LANDSCAPE AREAS FOR USE ON SITE AND REPLACED WITH EXCESS ORGANIC MATERIAL WITH PRIOR OWNER APPROVAL. ALL TOPSOIL PLACED MUST MEET CITY STANDARD PLATE ERO 6, DETAIL C7.1/4.
12. REMOVE SURFACE AND GROUND WATER FROM EXCAVATIONS. PROVIDE INITIAL LIFTS OF STABLE FOUNDATION MATERIAL IF EXPOSED SOILS ARE WET AND UNSTABLE.
13. AN INDEPENDENT TESTING FIRM SHALL VERIFY THE REMOVAL OF ORGANIC AND UNSUITABLE SOILS, SOIL CORRECTION, AND COMPACTION AND PROVIDE PERIODIC REPORTS TO THE OWNER.
14. PLACE AND COMPACT FILL USING LIFT THICKNESSES MATCHED TO SOIL TYPE AND COMPACTION EQUIPMENT TO OBTAIN SPECIFIED COMPACTION THROUGHOUT THE LIFT.
15. COMPACT COHESIVE SOILS IN PAVED AREAS TO 95% OF MAXIMUM DRY DENSITY, STANDARD PROCTOR (ASTM D698) EXCEPT THE TOP 3 FEET WHICH SHALL BE COMPACTED TO 100%. COMPACT TO 98% DENSITY WHERE FILL DEPTH EXCEEDS 10 FEET. THE SOILS SHALL BE WITHIN 3% OF OPTIMUM MOISTURE CONTENT. IN GRANULAR SOILS ALL PORTIONS OF THE EMBANKMENT SHALL BE COMPACTED TO NOT LESS THAN 95% OF MODIFIED PROCTOR DENSITY (ASTM D1557).

NPDES AREA SUMMARY

	EXISTING	PROPOSED
PERVIOUS	2.58 ACRES	1.91 ACRES
IMPERVIOUS	0.12 ACRES	0.79 ACRES
TOTAL	2.7 ACRES	2.7 ACRES

LEGEND

SYMBOL	DESCRIPTION	ESTIMATED QUANTITY:
	:INLET PROTECTION	
	:SILT FENCE	
	:VEHICLE TRACKING PAD	
	:CONSTRUCTION LIMITS	
	:GRADING LIMITS	

LOT ELEVATIONS TABLE

Lot	Block	House Type	Garage Elevation	Driveway Grade	Mimimum Floor Elevation	Lowest Opening Elevation	Street Centerline Grade	100 year flood Elevation	Front Yard Slope	Back yard Slope
1	1	FB	889.00	3.20%	881.00	888.8	887.52	N/A	3.20%	3.60%
2	1	FB	889.50	3.50%	881.50	889.3	887.95	884.36	3.50%	15%
3	1	FB	889.50	2.50%	881.50	889.3	888.2	884.36	2.50%	18%
1	2	FB	889.50	4.20%	881.50	889.3	887.52	885.67	4.20%	4.50%
2	2	FB	889.50	3.50%	881.50	889.3	887.95	885.67	3.50%	11.70%
3	2	FB	889.50	2.50%	881.50	889.3	888.2	885.67	2.50%	11.70%
4	2	FB	892.00	5.10%	884.00	891.8	890.3	885.67	5.10%	6.80%
5	2	Split Level	890.40	2.20%	887.50	887.50	888.5	885.67	2.20%	14%

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City of RAMSEY

PROJECT

COLE ADDITION
RAMSEY, MN

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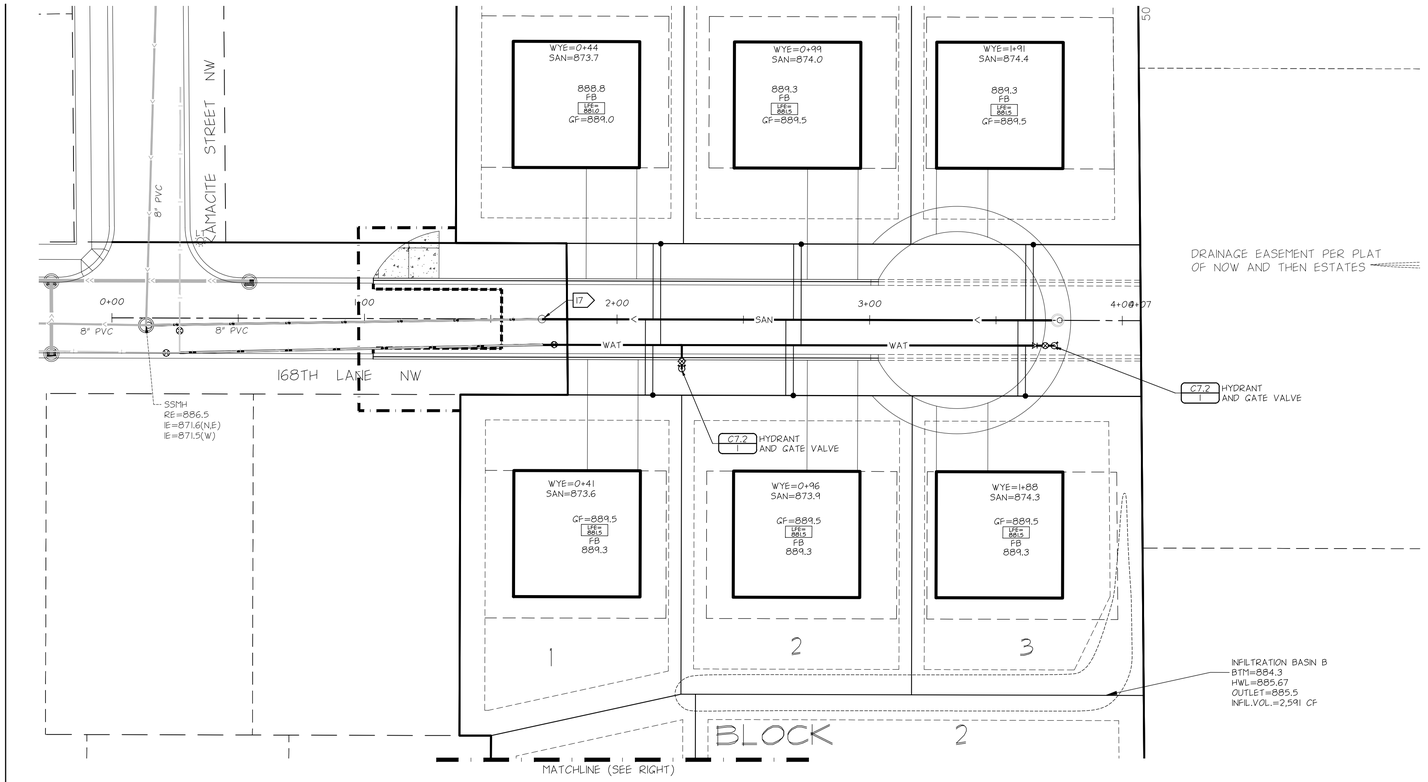
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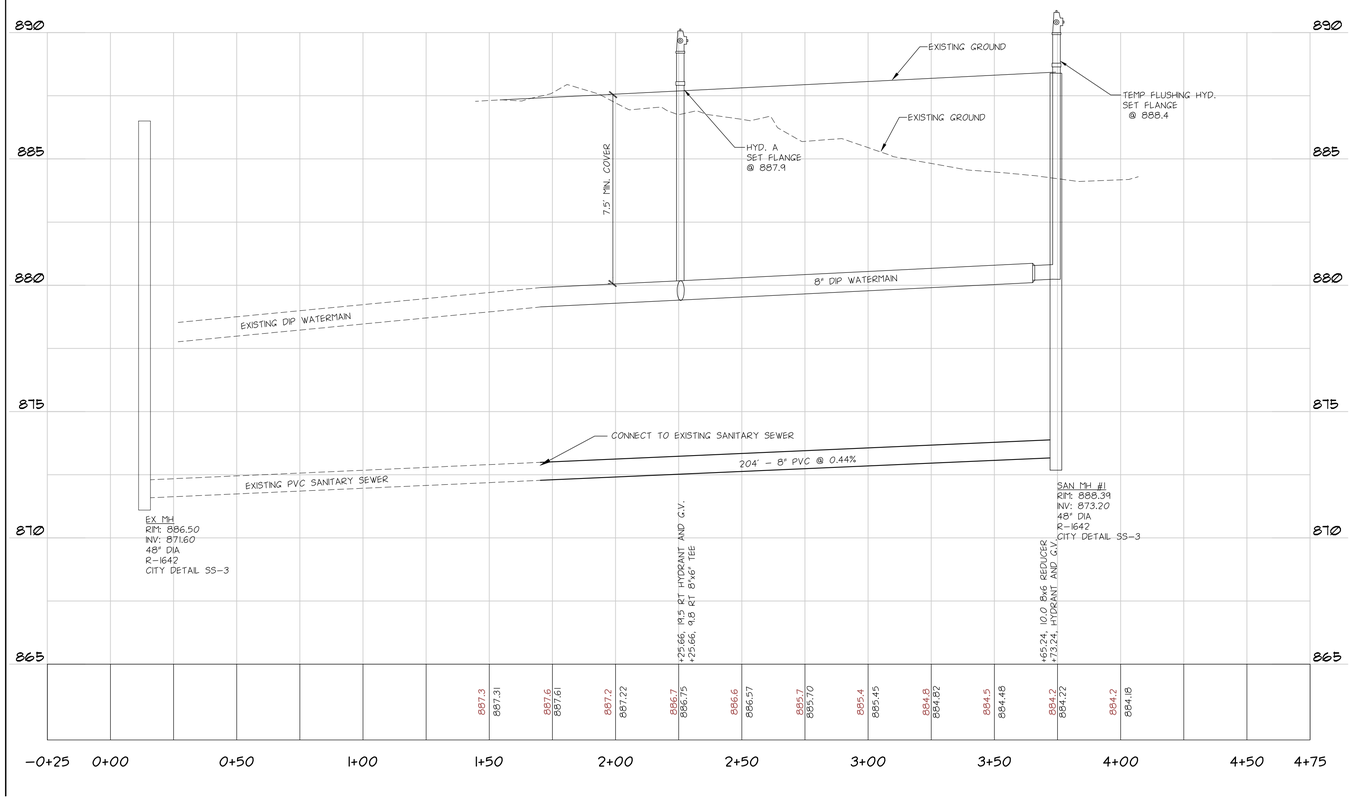
PROJECT NO. ZZZ15326

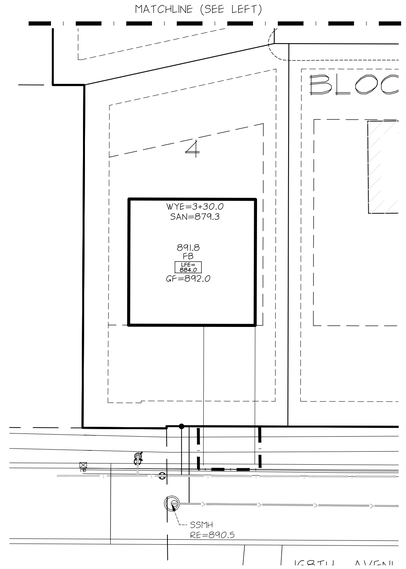
GRADING AND EROSION CONTROL
C3.1

SHEET NO. 5/11

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UTILITY NOTES

2. PIPE MATERIALS
   - WATERMAIN: 8" DIP CLASS 52
   - WATER SERVICE: 1" COPPER TYPE K (ASTM B88)
   - SANITARY SEWER: 8" PVC SDR 35
   - SAN. SEWER SERVICE: 4" PVC SDR 35, SCHEDULE 40
3. CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
4. CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF ALL UTILITY POINTS OF CONNECTION PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY IF THERE IS ANY DISCREPANCY.
5. CONTRACTOR TO POTHOLE ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF NEW UTILITIES TO VERIFY DEPTHS OF EXISTING LINES. CONTACT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE DISCOVERED.
6. PROVIDE MEANS AND MEASURES TO PROTECT ADJACENT PROPERTY FROM DAMAGE DURING UTILITY INSTALLATION.
7. PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR END OF END SECTION.
8. INSTALL TRACER WIRE WITH ALL NON-CONDUCTIVE UTILITIES.
9. CONNECT TO CITY UTILITIES IN ACCORDANCE WITH CITY OF RAMSEY STANDARDS.
10. CONTACT CITY OF RAMSEY PUBLIC WORKS FOR WET TAP INSPECTION.
11. MAINTAIN 7.5 FEET OF COVER ON WATER.
12. DEFLECT WATER TO MAINTAIN 18-INCH MINIMUM OUTSIDE SEPARATION AT SEWER CROSSINGS. CENTER PIPE LENGTHS TO PROVIDE GREATEST SEPARATION BETWEEN JOINTS.
13. CONTACT MIKE McDOWALL, CITY OF RAMSEY PUBLIC WORKS DEPARTMENT, AT 763-433-9863 FOR FLUSHING AND PRESSURE TEST INSPECTIONS.
14. THE WATER DISTRIBUTION SYSTEM SHALL BE DISINFECTED PER MINNESOTA RULES, PART 4715.2250.
15. COMPACT COHESIVE SOILS IN PAVED AREAS TO 95% OF MAXIMUM DRY DENSITY, STANDARD PROCTOR (ASTM D698) EXCEPT THE TOP 3 FEET WHICH SHALL BE COMPACTED TO 100%. COMPACT TO 98% DENSITY WHERE FILL DEPTH EXCEEDS 10 FEET. THE SOILS SHALL BE WITHIN 3% OF OPTIMUM MOISTURE CONTENT. IN GRANULAR SOILS ALL PORTIONS OF THE EMBANKMENT SHALL BE COMPACTED TO NOT LESS THAN 95% OF MODIFIED PROCTOR DENSITY (ASTM D1557).
16. ADJUST STRUCTURES TO FINAL GRADE WHERE DISTURBED. COMPLY WITH REQUIREMENTS OF UTILITY. MEET REQUIREMENTS FOR TRAFFIC LOADING IN PAVED AREAS.
17. EXISTING SEWER MAIN, CONTRACTOR SHOULD FIELD VERIFY INVERTS

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PROJECT NO. ZZZ15326

UTILITIY PLAN & PROFILES
C4.1

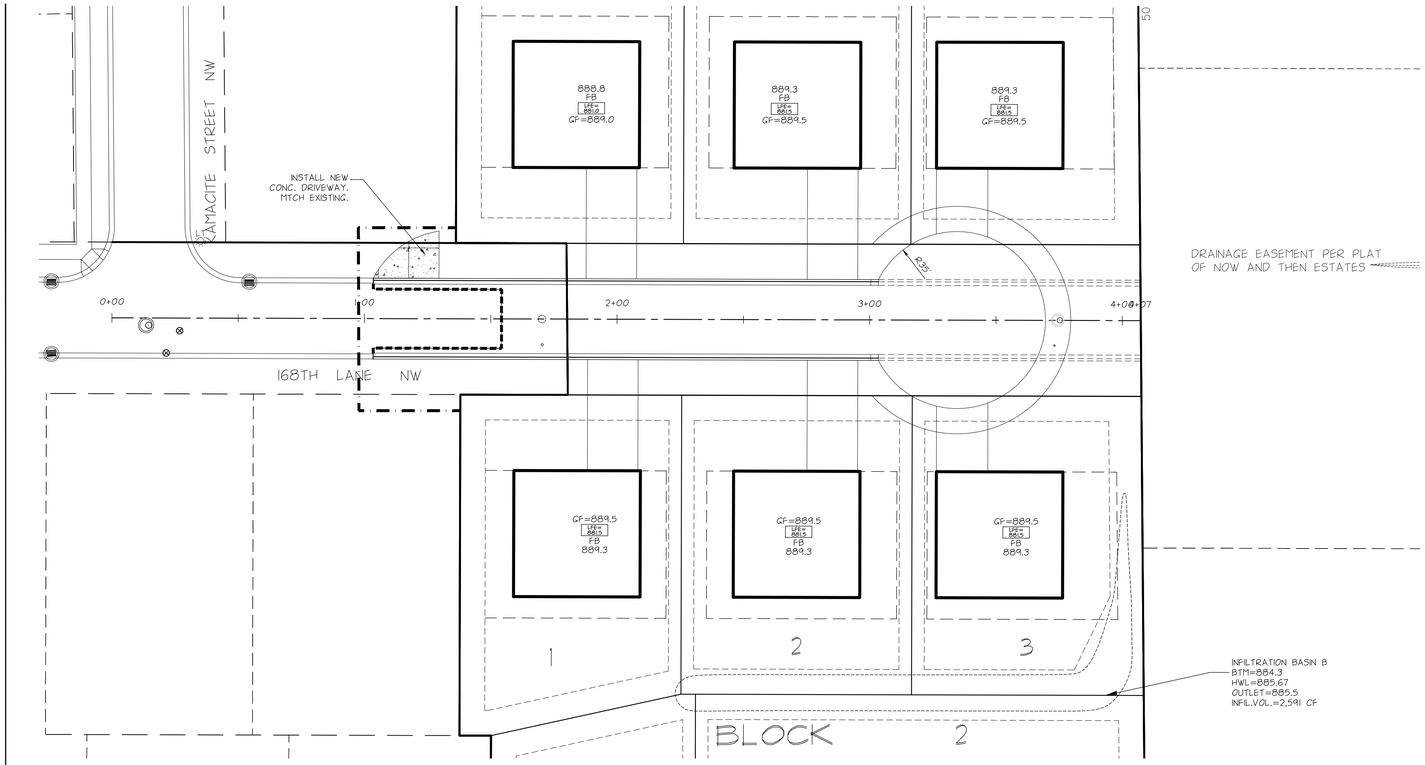
SHEET NO. 6/11

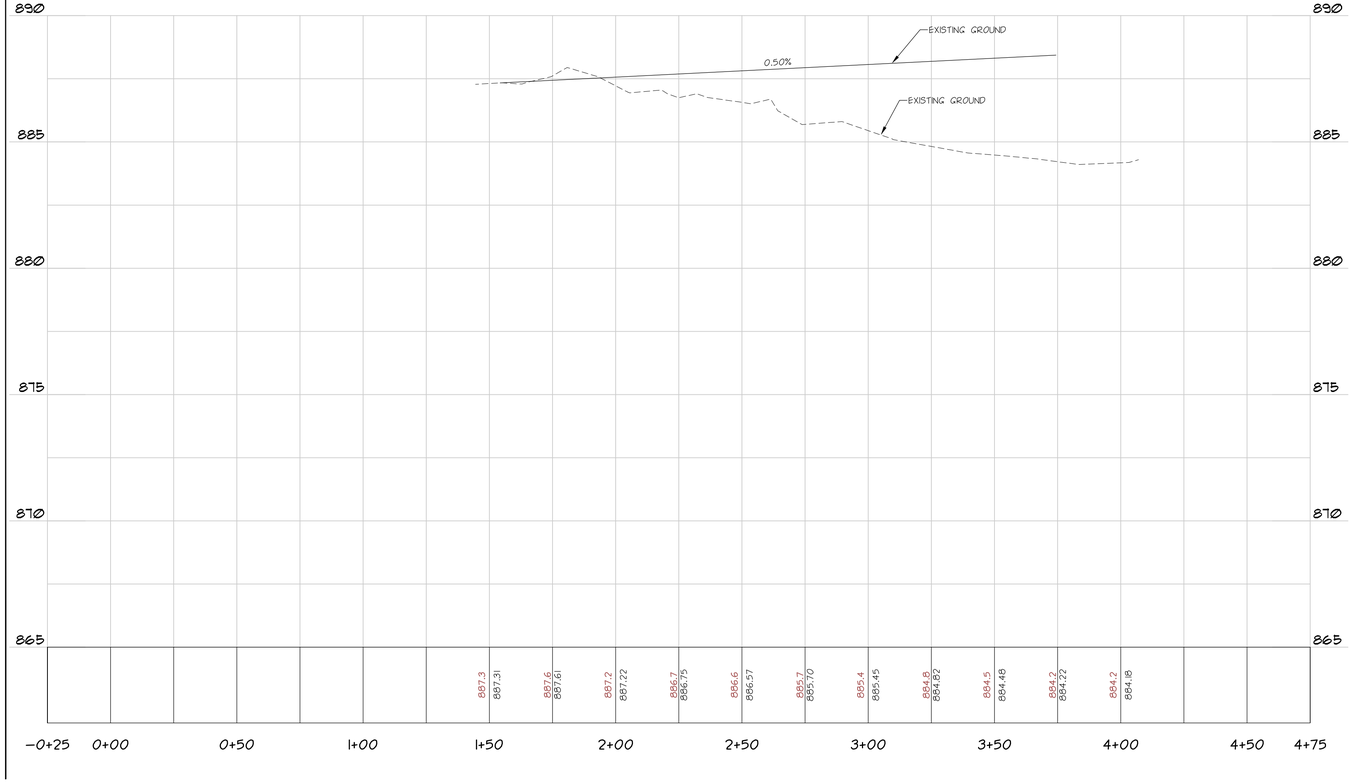
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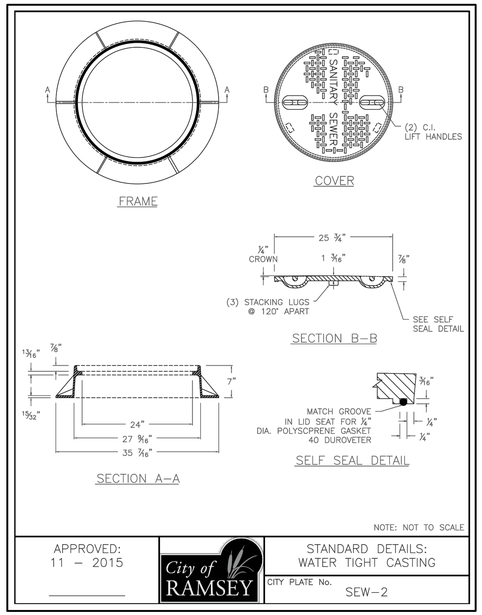
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STREET PLAN & PROFILE

C6.1

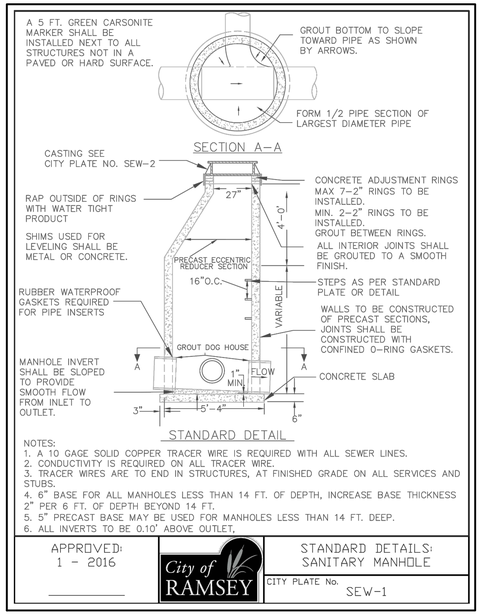
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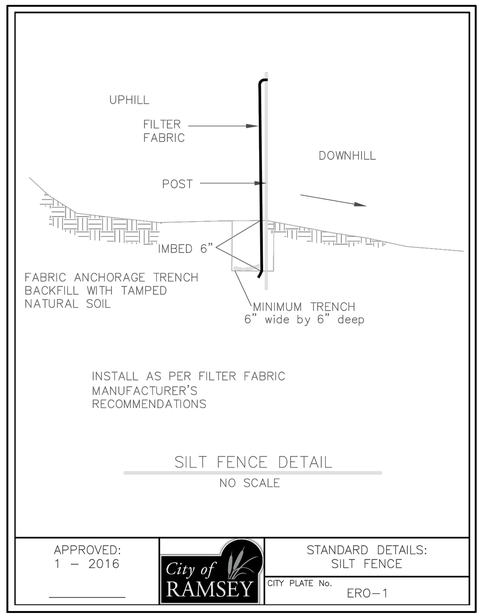
7 **SANITARY SEWER CASTING**

NO SCALE



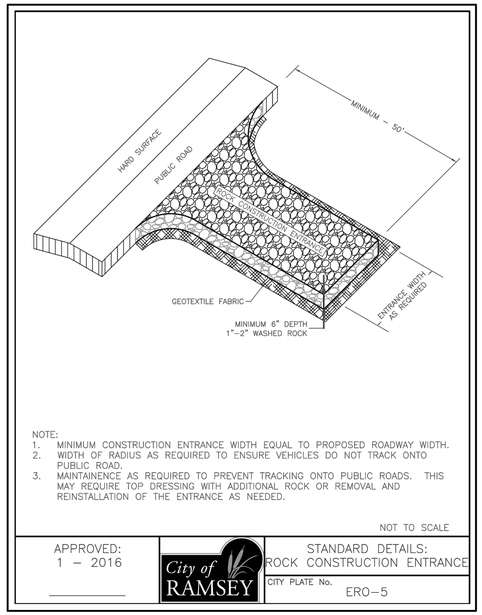
5 **SANITARY SEWER MANHOLE**

NO SCALE



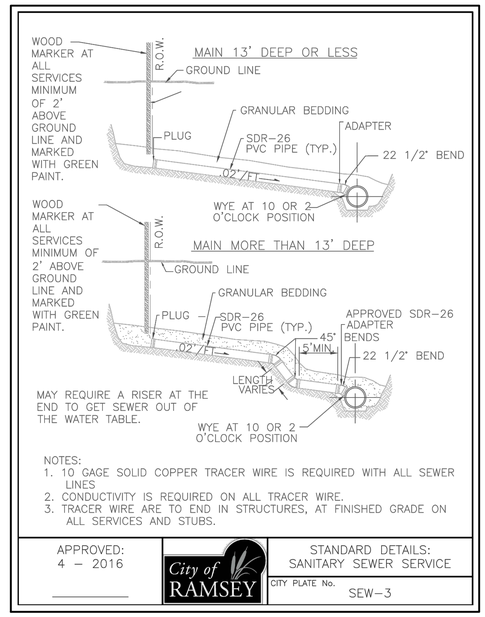
3 **SILT FENCE**

NO SCALE



1 **ROCK CONSTRUCTION ENTRANCE**

NO SCALE



2 **SANITARY SEWER SERVICE**

NO SCALE

MNDOT 2016 SPEC

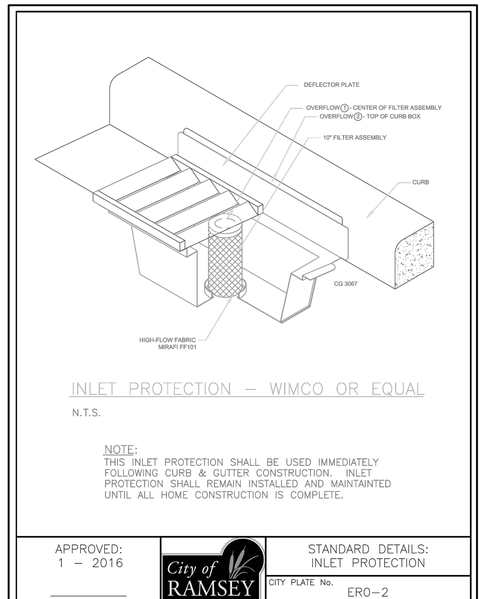
MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

APPROVED: 1 – 2016
CITY PLATE No. ERO–6
STANDARD DETAILS: TOPSOIL REQUIREMENTS

4 **TOPSOIL REQUIREMENTS**

NO SCALE



2 **INLET PROTECTION**

NO SCALE

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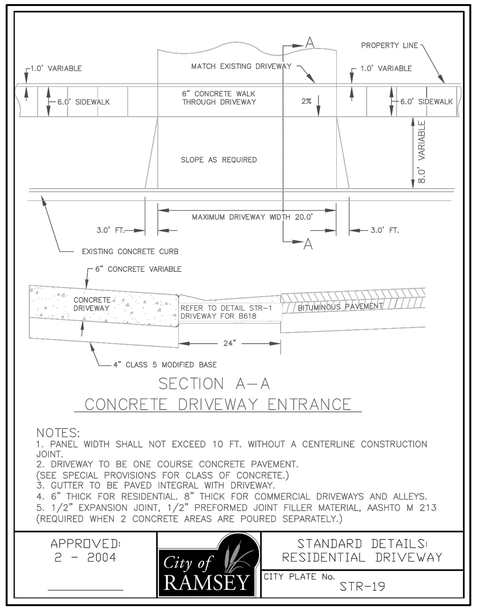
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CIVIL CONSTRUCTION DETAILS

C7.1

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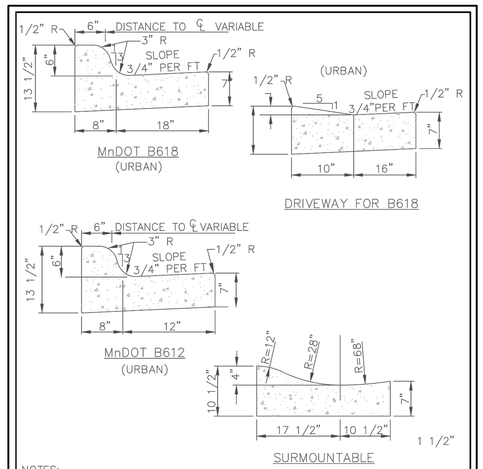


SECTION A–A
CONCRETE DRIVEWAY ENTRANCE

NOTES:
1. PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
2. DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
3. GUTTER TO BE PAVED INTEGRAL WITH DRIVEWAY.
4. 6" THICK FOR RESIDENTIAL, 8" THICK FOR COMMERCIAL DRIVEWAYS AND ALLEYS.
5. 1/2" EXPANSION JOINT, 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPARATELY.)

APPROVED: 2 - 2004	City of RAMSEY	STANDARD DETAILS: RESIDENTIAL DRIVEWAY
		CITY PLATE No. STR-19

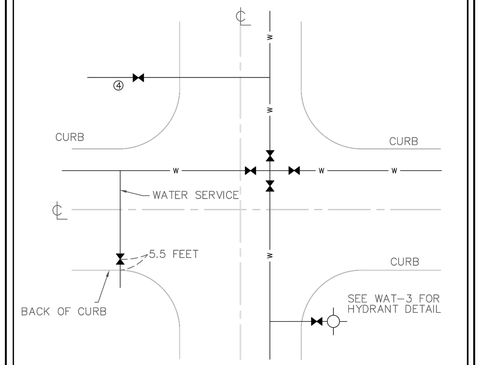
7 **RESIDENTIAL DRIVEWAY** NO SCALE



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR-1

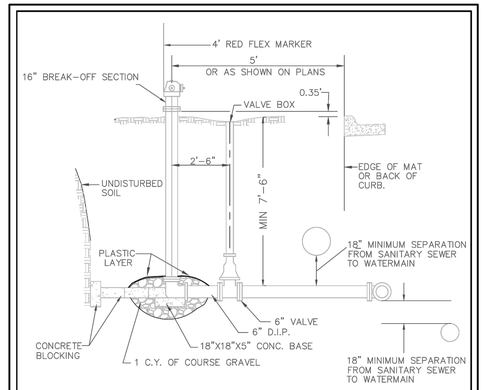
5 **CURB AND GUTTER** NO SCALE



NOTES:
1. VALVES TO BE CLUSTERED AT CROSS ON THE TEE BY PLACING IMMEDIATELY ADJACENT TO FITTINGS.
2. WATERMAIN TO BE LOCATED ON NORTH AND EAST SIDES OF STREET 10 FEET FROM CENTERLINE.
3. ALL SERVICE VALVES IN ROAD WAY SHALL BE 5.5 FEET FROM BACK OF CONCRETE CURB.
4. ALL VALVES NOT IN BITUMINOUS PAVEMENT SHALL BE MARKED WITH A BLUE 5 FOOT CARSONITE MARKER.

APPROVED: 4 - 2016	City of RAMSEY	STANDARD DETAILS: WATERMAIN VALVE LOCATION
		CITY PLATE No. WAT-3

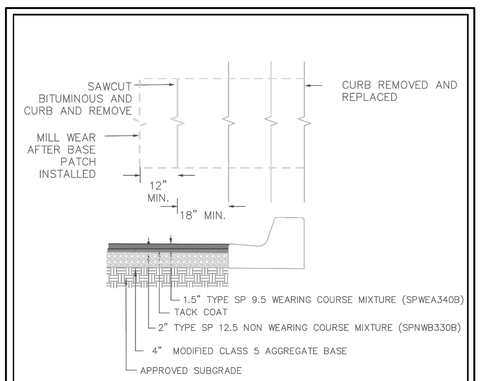
3 **WATERMAIN VALVE LOCATION** NO SCALE



NOTES:
1. HYDRANTS TO BE ORDERED FOR 8'–0" BURY. IN AREAS OF EXTRA DEPTH ON THE WATERMAIN, HYDRANTS EXTENSIONS MAY BE REQUIRED.
2. HYDRANTS SHALL BE BLOCKED OR TIED TO THE TEE AT MAIN WITH 2–3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.
3. TOP NUT OF HYDRANT 2.5' ABOVE TOP BACK OF CURB OR BITUMINOUS SURFACE.
4. HYDRANTS BURIED BELOW WATER TABLE, DRAIN HOLES NEED TO BE PLUGGED AND HYDRANT MARKED BY PAINTING 5" CAP YELLOW.
5. BRUSH PAINT ALL HYDRANTS AFTER INSTALLATION IS COMPLETE.

APPROVED: 4 - 2016	City of RAMSEY	STANDARD DETAILS: HYDRANT
		CITY PLATE No. WAT-1

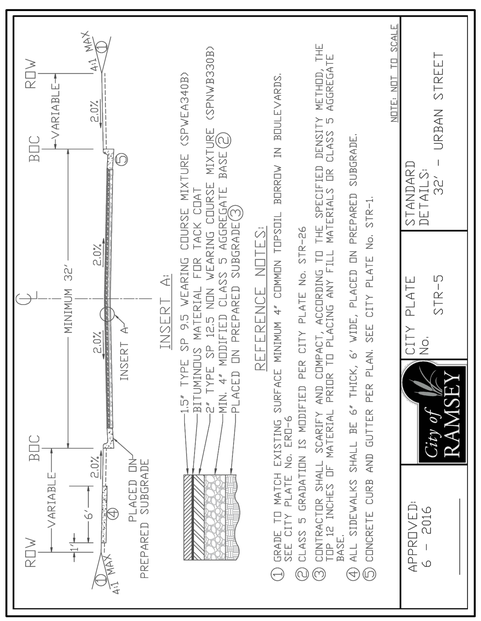
1 **STANDARD HYDRANT** NO SCALE



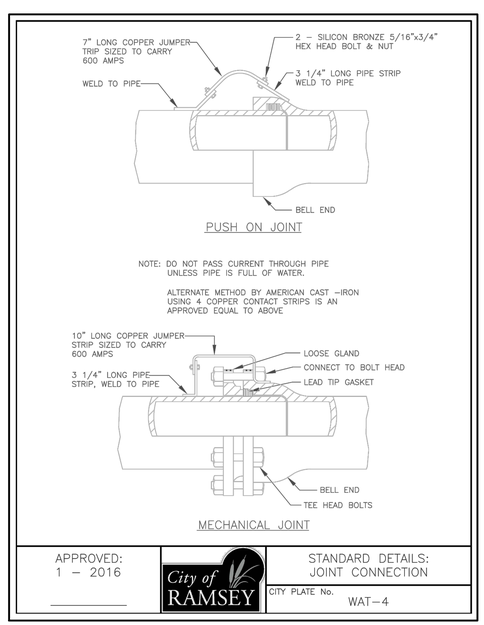
NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

APPROVED: 6 - 2016	City of RAMSEY	STANDARD DETAILS: STREET PATCHING STANDARDS
		CITY PLATE No. STR-25

8 **STREET PATCHING STANDARDS** NO SCALE

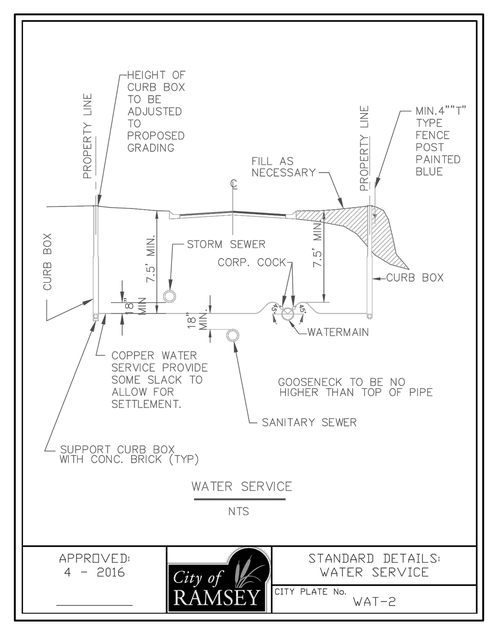


6 **URBAN STREET SECTION** NO SCALE



APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: JOINT CONNECTION
		CITY PLATE No. WAT-4

4 **JOINT CONNECTION** NO SCALE



APPROVED: 4 - 2016	City of RAMSEY	STANDARD DETAILS: WATER SERVICE
		CITY PLATE No. WAT-2

2 **WATERMAIN SERVICE** NO SCALE

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DEVELOPER

BRYON AND LYNN COLE
6951 168TH AVE NW
ANOKA, MN 55303

MUNICIPALITY

City of RAMSEY

PROJECT

COLE ADDITION
RAMSEY, MN

SHEET INDEX

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ISSUE / REVISION HISTORY

CONTACT ENGINEER FOR ANY PRIOR HISTORY

DATE	ISSUE / REVISION	REVIEW
23 MAY 2017	SKETCH PLAN	
01 JUN 2017	PRELIMINARY & FINAL PLAT	RTS

PROJECT MANAGER REVIEW

BY RS DATE 05-22-17

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PRELIMINARY & FINAL PLAT
06-01-17

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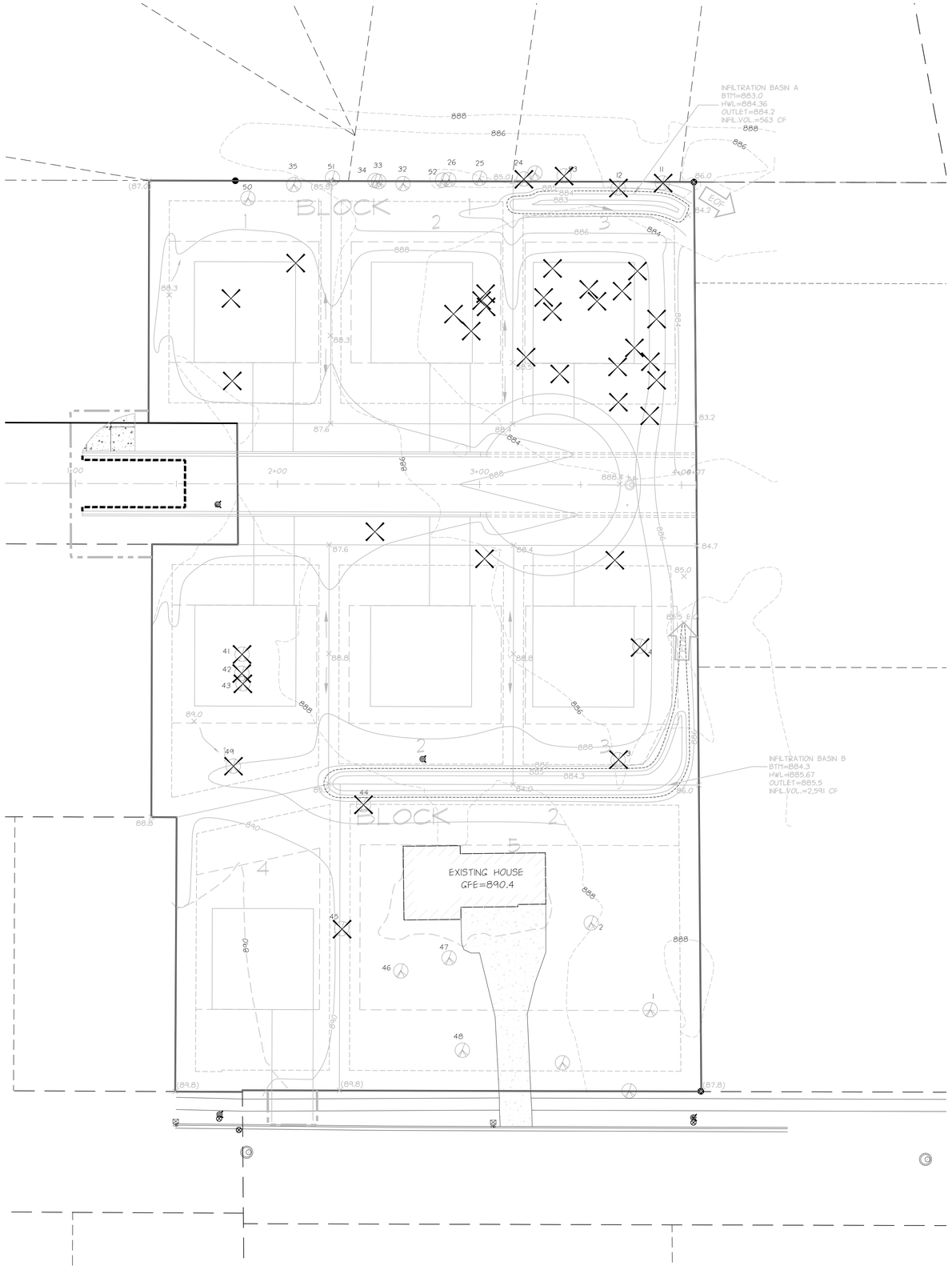
PROJECT NO. ZZZ15326

CIVIL CONSTRUCTION DETAILS

C7.2

SHEET NO. 9/11

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TABLE

Tree #	Species	DBH	Condition	Stems	Removed	Saved
1	Maple, silver	14.0	Good	1		X
2	Maple, silver	15.5	Good	1		X
3	Maple, silver	17.0	Fair	1	X	
4	Maple, silver	9.5	Good	1	X	
5	Elm, Siberian	10.0	Fair	1	X	
6	Boxelder	8.0	Fair	1	X	
7	Boxelder	16.0	Fair	3	X	
8	Boxelder	27.0	Fair	5	X	
9	Boxelder	21.0	Fair	3	X	
10	Boxelder	25.0	Fair	4	X	
11	Boxelder	46.0	Fair	4	X	
12	Boxelder	42.5	Fair	5	X	
13	Boxelder	13.0	Fair	2	X	
14	Boxelder	13.0	Fair	3	X	
15	Boxelder	10.5	Fair	2	X	
16	Boxelder	12.5	Fair	2	X	
17	Boxelder	12.0	Fair	2	X	
18	Boxelder	8.5	Fair	2	X	
19	Boxelder	9.0	Fair	2	X	
20	Boxelder	13.0	Fair	2	X	
21	Boxelder	11.5	Fair	2	X	
22	Boxelder	24.0	Fair	5	X	
23	Boxelder	14.0	Fair	2	X	
24	Boxelder	21.0	Fair	3	X	
25	Boxelder	29.0	Fair	3		X
26	Boxelder	24.0	Fair	1		X
27	Boxelder	8.5	Good	1	X	
28	Boxelder	16.5	Fair	3	X	
29	Boxelder	8.0	Good	1	X	
30	Boxelder	14.0	Fair	2	X	
31	Boxelder	8.5	Good	1	X	
32	Boxelder	40.0	Fair	1		X
33	Boxelder	10.5	Fair	1		X
34	Boxelder	11.0	Fair	1		X
35	Boxelder	38.0	Fair	1		X
36	Boxelder	8.0	Good	1	X	
37	Boxelder	8.5	Fair	1	X	
38	Boxelder	12.5	Fair	1	X	
39	Cottonwood	15.0	Good	1	X	
40	Elm, Siberian	15.0	Fair	3	X	
41	Boxelder	11.0	Good	1	X	
42	Boxelder	10.0	Good	1	X	
43	Boxelder	10.5	Fair	1	X	
44	Maple, silver	22.0	Good	1	X	
45	Maple, silver	24.0	Fair	1	X	
46	Ash, green	11.0	Good	1		X
47	Ash, green	13.0	Good	1		X
48	Ash, green	14.0	Fair	1		X
49	Ash, green	17.0	Good	1	X	
50	Boxelder	16.0	Fair	1		X
51	Boxelder	16.0	Fair	1		X
52	Boxelder	8.0	Fair	1		X
53	Boxelder	8.0	Fair	1	X	

TREE SUMMARY

Total Sig. Tree Inches:	861.0
Total Sig. Tree Inches (Exempt):	157
Net Sig. Tree Inches:	704.5
60% allowable sig. tree removals (threshold):	422.7
Removal inches (Non-exempt):	444.5
Removal Inches above threshold:	21.8
Removal Pecentage:	63.1%
Replacement Inches:	27.25

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0 30 60

DEVELOPER

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City of RAMSEY

PROJECT

COLE ADDITION
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PROJECT MANAGER REVIEW

BY: RS DATE: 05-22-17

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06-01-17

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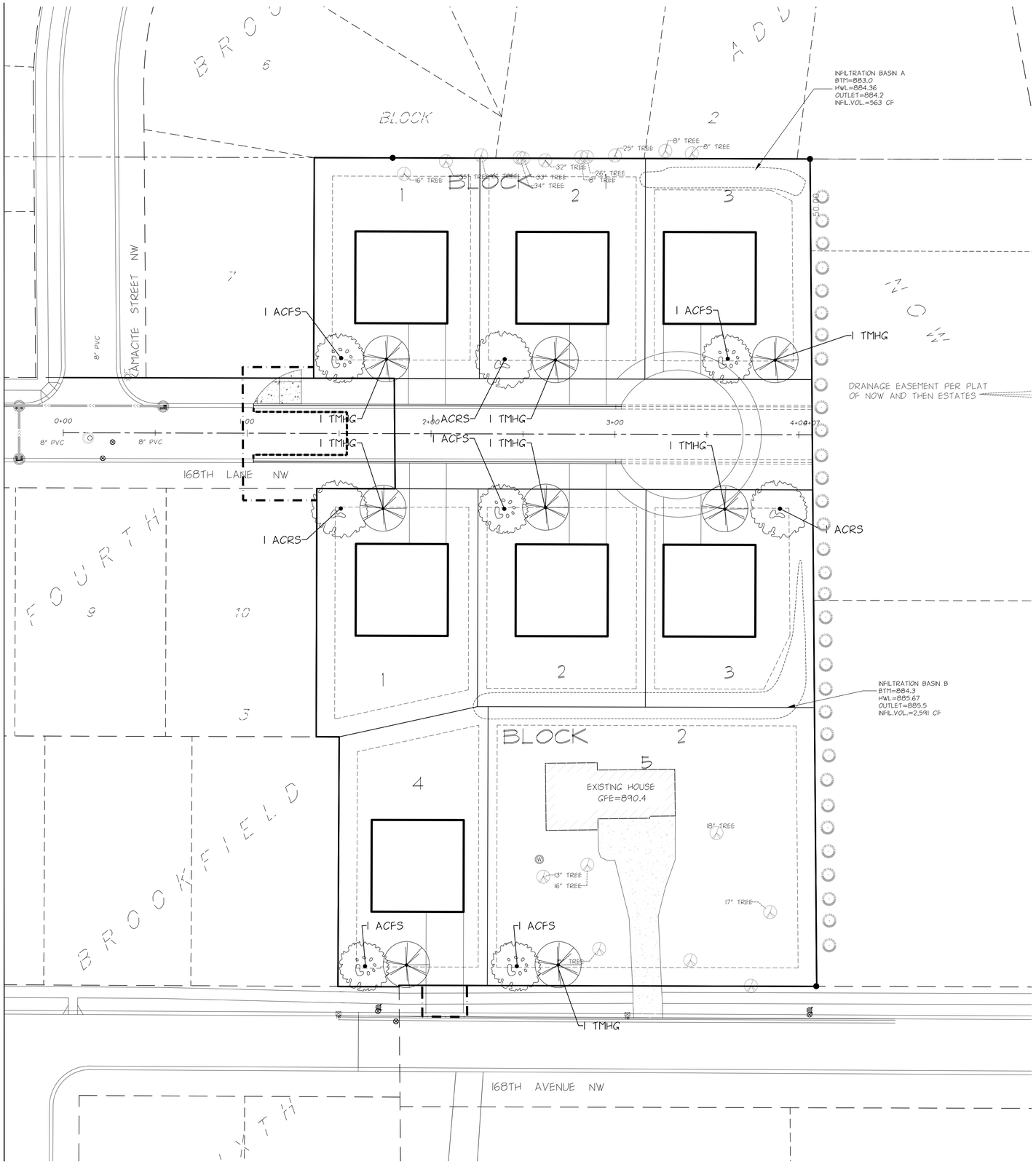
PROJECT NO. ZZZ15326

TREE PRESERVATION PLAN AND TABLE

L1.1

SHEET NO. 7/11

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LANDSCAPE SCHEDULE

KEY	COUNT	SCIENTIFIC NAME	COMMON NAME	MATURE SIZE	PLANTING SIZE	ROOT COND.
ACFS	4	ACER X FREEMANII 'SIENNA'	SIENNA GLEN MAPLE	50'H X 30'W	2.5" CAL	B&B
ACRS	3	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	50'H X 40'W	2.5" CAL	B&B
TMHG	8	TILIA MONGOLICA 'HARVEST GOLD'	HARVEST GOLD MONGOLIAN LINDEN	40'H x 30'W	2.5" CAL	B&B

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ANOKA, MN 55303

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BY RS DATE 05-22-17

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FILE NAME L201ZZZ001.DWG

PROJECT NO. ZZZ15326

LANDSCAPE PLAN
L2.1

SHEET NO. 11/11

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CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	6/9/17 **REVISED:** **6/30/17**	**PROJECT ADDRESS**	10-32-25-31-0002, 10-32-25-32-0006, 10-32-25-32-0005
PROJECT. TITLE	COLE ADDITION, PRELIMINARY PLAT REVIEW		
ESCROW #	115739		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Alec Henderson, Planning Intern Phone: (763) 576-4314 Email: AHenderson@ci.ramsey.mn.us		

Preliminary Plat Plan Review

We offer the following comments regarding the Preliminary Plat submittal for Cole Addition as it relates to the City's Zoning Code. The Preliminary Plat submittal consists of eleven (11) sheets, prepared by Landform and dated June 1, 2017.

Planning Staff provides the following comments that require revision for the Preliminary Plat:

Easement vacation application received.

Revisions of Preliminary Plat

1. Needs legend on each sheet of used symbols.
2. Wetland delineation needed (see engineering comments). Engineering staff not supportive of easement vacation until verification of wetland and solving for drainage.
3. Revise to dedicate right-of-way for cul-de-sac (minimum radius of sixty [60] feet) and update the table of lot sizes accordingly. If lot size is reduced below 10,800 square feet for any lot, the number of lots will need to be reduced or you could apply for a variance (considered at a future Planning Commission meeting with no guarantee it would be approved).

Sheet C1.2

1. Add note that a Demolition Permit required for removal of structures and to coordinate with the City Building Division for abandonment of the well and septic system.
2. Presently, the Engineering Division is not supportive of vacating the drainage and utility easement. Additional information must be provided to demonstrate that drainage will be sufficiently addressed with this project.

Sheet C2.1

1. Legend needed
2. Sidewalk should be provided along the north side of 168th Lane to the new cul-de-sac bulb. The City is willing to discuss cost for the portion of sidewalk outside the boundary of the Property (between Kamacite Street the existing concrete sidewalk).
3. Cul-de-sac to be built to minimum design standards outlined in City Code Section 117-614 for cul-de-sacs, including dedication of right-of-way.
4. Update the table of lot sizes accordingly (after revising to dedicate right-of-way for cul-de-sac). If lot size is reduced below 10,800 square feet for any lot, the number of lots will need to be reduced or you

could apply for a variance (considered at a future Planning Commission meeting with no guarantee it would be approved).

5. Wetlands and stormwater ponds require a sixteen and a half foot (16.5') setback encumbered by drainage and utility easement (measured from delineated boundary of wetland or the normal water level elevation of a stormwater pond). Add this setback and ensure it is properly encumbered with easement.

Sheet C3.1

1. Need to show tree save fencing and should differentiate line type from silt fence.
2. North east EOF- no easement, can't run water through there.
3. Verify depth of ground water. Must meet ground water, aquifer, flood and emergency overflow requirements (see engineering comments for detail).
4. Engineering has comments detailing the grading and easements.
5. See engineering comments for basement depths

Sheet C4.1

1. Will existing home be connected to utilities? Show stubs.

Planning Staff provides the following comments for general review of applications:

General. The Sketch Plan proposes to re-plat the following legally described land into eight (8) lots:

PID #s: 10-32-25-32-0005, 10-32-25-32-0006 and 10-32-25-31-0002).

The proposed subdivision is bordered by 168th Avenue NW along the existing south property line and existing residential developments along all other property lines. The plan is proposing access to six (6) of the new lots by the extension of 168th Lane NW. The existing home and Lot 4, Block 2 will retain access on 168th Avenue NW.

Plat would require an easement vacation application as proposed.

The Preliminary Plat is being reviewed under the R-1 Residential (MUSA) standards.

Lot Sizes. The minimum lot size in the R-1 Residential (MUSA) District is 10,800 square feet with a minimum lot width of 80 feet (90 feet for corner lots), measured at the building setback line. City ordinance now also requires that each lot have an area sixty (60) feet wide by one hundred (100) feet deep not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas. Note that lot width is measured at the property line abutting a street at the minimum setback line of the applicable zoning district.

Setbacks and Dimensional Standards.

MUSA	
Required	**Proposed**
Front yard: 30 feet	30 feet
Side yard uninhabitable: 6 feet	6 feet
Side yard habitable: 10 feet	10 feet
Side yard corner lot: 30 feet	N/A
Rear yard: 30 feet	30 feet
Minimum lot width*: 80 feet/corner lot 90 feet	80 feet
Lot depth**: 100 feet with a minimum width of 60 feet	Not shown, provide exhibit that includes the 60' x 100' box on each lot.
Wetland/Stormwater Pond: 16.5 feet	Not shown, update plans to show setback

**Note: Minimum Lot Width is measured at front yard setback line, property must abut built street.*
*** Lot depth required is 100 feet for a width of 60 feet that is not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas.*

Density: The R-1 Residential regulations for the MUSA area allows a net density of up to 3 units per acre (excluding wetlands and major road rights-of-way). The proposed density is calculated to be 3 units per acre.

Floodplains. There are no floodplains in the project area.

Wetlands: Must have wetland delineation to determine whether wetlands are present. The large drainage easements as part of the Now and Then Estates are present on this plat and on the adjacent property and it appears that over time, this area may have developed wetland characteristics.

Landscaping: *See landscape and environmental resources for specific comments about landscaping and tree removal.* Each lot is required to have two (2) front yard trees installed. The plan currently does show new proposed trees and meets minimum requirements. Deciduous trees shall be at least one (1) inch in diameter and coniferous trees shall be at least five (5) feet in height. Each lot is subject to the City's topsoil requirement.

There are no oaks present in the tree inventory.

Density Transitioning: As proposed, the development is not subject to the density transitioning standards based on the zoning of the adjacent properties.

Streets and Access: The proposed Sketch Plan shows the extension of 168th Lane NW into a temporary cul-de-sac. The cul-de-sac shall be designed and built to comply with the minimum design standards in City Code. The proposed subdivision is bordered by 168th Avenue NW along the existing south property line and existing residential developments along all other property lines. The plan is proposing access to six (6) of the new lots by the extension of 168th Lane NW, which would comply with allowable cul-de-sac length. Lots 4 and 5, Block 2 will be accessed from 168th Avenue Northwest. Design of cul-de-sac must meet minimum standards for radius, width, and right of way as per sec 117-614. Lot size would likely need to be adjusted.

Sidewalks: Sidewalk will be required along the north side of 168th Lane NW to the new cul-de-sac bulb. A portion of this sidewalk would extend beyond the boundaries of the Plat to connect back to Kamacite St NW. The City is open to discussing cost allocations for that portion of sidewalk.

Utilities and Municipal Services: All new lots will be serviced with municipal utilities. The plans must show the existing utility stubs for the existing house and clearly show that the existing home will connect to municipal utilities as part of this project.

Grading and Drainage Plans: A permit from the LRRWMO will be required. There is a significant drainage easement over a portion of the Property that is proposed to be vacated. The Engineering Department has noted a concern with this vacation and is not supportive of it without additional information to verify that drainage can still be sufficiently managed.

The lowest floor of each home must follow LRRWMO rules. Lowest floor must be at least three (3) feet above the water table, two (2) feet above the 100-year event, and one (1) foot above emergency overflow. Distance from ground water must be verified. *See engineering review for more detailed grading and drainage comments*.

Development Fees: Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, Storm water Management, Trunk Water and Trunk Sanitary Sewer, and Lateral Benefit Charges for Sewer and Water (only applicable for Lots 4-5, Block 2). These fees are collected at the time the Final Plat is recorded and at the rate in effect when the final plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording. An engineer's estimate for public improvements will be required with the submitted final plat

Miscellaneous: Temporary construction easements will be needed from the property owners of the lots where the existing cul-de-sac will be removed. See engineering review for more detailed comments. Must apply for easement vacation.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 28, 2017	**PROJECT ADDRESS**	168TH LANE NW, EAST OF KAMACITE STREET
PROJECT. TITLE	COLE ADDITION		
ESCROW #	115739		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Preliminary Plat submittal for Cole Addition. The submittal consists 9 sheets prepared by Landform dated June 1, 2017.

We offer the following comments on these sheets:

General comments:

1. The plans need a legend on every sheet showing every line type and symbol used on that sheet. The Symbols have not been added to the legend. The scale of the symbols in the legend must match the plan view.
2. The lines under text must be broken to make the text legible.
3. Location map must show 1 mile radius and information required for SWPPP or a map must be added to C4 showing the required information.
4. All sheets must be labeled Preliminary Plat only. The City is not processing preliminary and final plats together at this time.

C0.1:

1. The sheet index must be updated. Sheet C1.1 is titled Certificate of Survey, not Existing Conditions.
2. Benchmark information must be listed.
3. Add more information to the trail on Lot 5. This appears to be an extension of the driveway

C1.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. A wetland delineation must be performed on the site.
3. City Code requires that existing topography be shown for 100 feet beyond the boundary of the plat. Topography is shown; however, it does not extend the required 100 feet.
4. Aerial topography is not acceptable, the lots to the north and west were constructed after the 2011 Anoka County Lidar was flown.
5. There is a low area in the northwest corner of the lot that needs to be reflected in the topo.

6. Show the existing sewer and water services from 168th Avenue.

C1.2:

1. A sheet specific legend is required listing all symbols and lines on this sheet. The legend hatch does not match the plan view.
2. Show removal of existing driveway to nearest joint on lot 7.
3. Obtain access agreements for removing temporary cul-de-sac on private property.
4. Show removal of bituminous in 168th Avenue for construction of new services. Bituminous must be sawcut and removed from curb to curb.
5. The notes refer to details that are not in the set, and sheets that are not in the set.
6. The intent of Notes 10 and 13 is not clear.
7. Note 14 does not have a symbol on the plan view.

C2.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. Lot 3, Block 1 and Lot 3, Block 2 must be removed to provide room for a permanent cul-de-sac. Staff has emphasized and the Planning Commission has supported elimination of temporary cul-de-sacs during plan reviews for the last several years. If the adjacent property develops in the future the City will consider vacating right of way so these lots can be developed.
3. The radius of the ROW and cul-de-sac must be shown.
4. The drainage easement on Lot 2, Block 2 must be wider.

C3.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. Soil borings are required in the infiltration areas and in the house pad areas to establish groundwater elevations.
3. The lowest floor elevation must be at least 3 feet above the highest anticipated groundwater elevation, 2 feet above the 100 year flood elevation
4. Refer to the attached guidance from Barr Engineering for determining the acceptable lowest floor elevation.
5. The minimum grade on all lots in all directions shall be 2.0% or greater.
6. Show proposed elevations at all lot corners.
7. Silt fence must stand out on this sheet.
8. The location of the outlets from the infiltration basin must be aligned with the existing drainage and utility easement on the property to the east.

C4.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. Add note "6" DIP and smaller is Class 53."
3. Change City of Ramsey Public Works to City of Ramsey Engineering. The phone number is 763 433-9894.
4. Label valves and manholes in plan view.

5. Specify length of DIP.
6. Label proposed grade in profile.
7. List station for hydrants and connection to existing stubs.
8. Provide key to elevations listed at bottom of profile.
9. See City Standard detail for casting styles.
10. Reference City patch detail for new service installation. Bituminous must be removed and replaced from curb to curb. Label the service installation plan view.
11. The current City details are available on the City website.

C4.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. Sidewalk must be shown along the north side of the street. Sidewalk is 6 feet wide by 6 inches thick.
3. Pedestrian ramps are required at Kamacite Street and the cul-de-sac. A site specific detail is required for each lists elevations, grades and distances. The MNDOT 6 sheet set for pedestrian ramps must be added to the set..
4. Provide key to elevations listed at bottom of profile.

Detail Sheets:

1. Detail sheets must be added to the set as noted above.

L1.1:

1. A sheet specific legend is required listing all symbols and lines on this sheet.
2. Several trees to be removed along the north property line appear to be outside of the project.

Stormwater Calculations

1. The stormwater summary indicates the infiltration basins provide the required infiltration volume. Soil borings are required to determine the groundwater elevation and show that 3 feet of separation is available between the bottom of the basin and the groundwater elevation.
2. The infiltration area and the stormwater detention area are the same. The detention area must be totally dry 48 hours after the 100 year event. If this cannot be achieved then the infiltration and detention areas must be separated. Calculations must be provided to support the statement on the summary sheet.
3. Tables listing the P8 results are included. The P8 input data must be added to the report.

Appendix 4A

Low Floor Elevation Guidance

Overview of Lowest Floor Issue

There seems to be two reasons for establishing a minimum lowest floor elevation in the vicinity of a pond – to prevent flooding of the structure by surface water and to prevent seepage or damage from uplift pressures that could result from a rise in the water table elevation. The first reason (direct flooding) can easily be established with knowledge of the maximum flood elevation of a pond (or the 100-year elevation, if this is used) and ground surface topography. The second reason (a rise in the water table due to increased pond elevations) is not so straight forward. This second area is the subject of this memo.

When a formerly dry pond becomes wet (or when a wet pond's water elevation increases) due to a storm event, downward seepage of the ponded water begins. The rate of seepage through the bottom of the pond is dependent upon:

1) The elevation of the water surface above the pond bottom
2) The soil type at the bottom of the pond (i.e. the pond bottom's thickness and permeability)
3) The type of soil underneath the pond (e.g., clay, silt, sand, gravel)
4) The degree of saturation of the soils beneath the pond
5) The depth to the water table

In general, higher seepage through the bottom of the pond will occur when the water surface elevation is high, the pond's bottom sediments are thin and/or sandy, the soils underneath the pond are permeable (such as sand or gravel), the soils underneath the pond have a high moisture content (i.e, they are at field capacity or higher), and the water table is well below the bottom of the pond (i.e. the soils are freely draining).

Higher seepage rates through the bottom of the pond will cause the water table elevation to rise by creating a "mounding condition" below the pond. How high and how widespread the water table mound becomes are contributing factors to whether or not basements will be affected. *However, the single most important factor that will determine if seepage from a pond will cause wet basement problems is the depth to the water table, below the basement.*

The magnitude and extent of the groundwater mounding conditions is also contingent upon the aquifer's transmissivity (aquifer permeability multiplied by aquifer thickness), the specific yield of the aquifer materials, and the duration of the high water levels in the pond. In general, thicker aquifers with higher permeability will experience less mounding than thinner aquifers of lower permeability. Perched aquifers (i.e. groundwater zones less than about 10 feet that overlie extensive clay layers) typically experience the greatest amount of mounding.

Overview of Variance Evaluation Method

All of the combinations of settings, pond configurations, aquifer parameters, and distances from ponds cannot be anticipated before hand in coming up with a method to quickly evaluate whether or not a variance to the minimum floor elevation ordinance should be considered. However, by making some generalities, the most commonly encountered situations can be evaluated. This is the approach taken here.

A groundwater flow model of a "typical" pond and aquifer setting was developed. Aquifer parameters and pond elevations were varied and the resulting water table mounding conditions were simulated. The following conditions were evaluated:

1. Pond elevation increases of 2 feet, 4 feet, and 6 feet above normal or dry conditions
2. Depth to the water table (before flooding) of 3 feet (to represent conditions of 3 feet or less) and 10 feet (to represent conditions where the depth to the water table is greater than 3 feet). The purpose of simulating these two conditions is that with shallow water tables, the rate of infiltration is substantially reduced as the groundwater mound rises into the pond. For deeper aquifer conditions, the pond bottom is always above the water table and the depth to the water table has no bearing on the seepage rate.
3. Three aquifer conditions: clay or perched aquifers (transmissivities of 7 ft^2/day and specific yield values of 0.1); silt aquifers (transmissivity of 70 ft^2/day and specific yield values of 0.2) and sand and gravel aquifers (transmissivities of 2000 ft^2/day and specific yield values of 0.2).
4. Pond bottom sediment thickness of 1 feet and bottom sediment hydraulic conductivity of 1 ft/day.
5. Instantaneous occurrence of a flood condition in the pond, which lasts for 25 days, followed by instantaneous reduction to normal conditions. The purpose of using this condition is that

the effects of aquifer storage (specific yield) are taken into account. A duration of 25 days was selected as being a reasonable time period of flood conditions.

6. Increases in the water table elevation were recorded at several distances between 5 feet and 200 feet from the pond. The maximum rise during the modeled period was selected for plotting.

The U.S. Geological Survey's groundwater modeling code, MODFLOW, was used for this analysis.

How to Determine if a Variance is Warranted

In order to determine if a proposed lowest floor elevation is acceptable, the following need to be known:

1. Depth to the water table and an estimation of the water table's seasonally high elevation.
2. Type of aquifer materials – e.g., clay, silt, sand, gravel
3. Information as to whether or not the water table is perched or is part of a deeper, thicker aquifer system.
4. An estimate of the flood elevation of the pond.
5. The distance of the proposed floor to the pond.

Depth to the water table and the type of aquifer material needs to be determined through the installation of soil borings. The other information should be estimated from other sources.

Once this information is obtained, the minimum depth to the water table from the bottom of the proposed floor slab can be determined from one of six plots, attached to this memorandum. Which of the six plots to use depends on the depth of the water table with respect to the pond's bottom and the type of aquifer material (e.g., clay, silt, sand, gravel). The following steps should be used:

1. Determine the closest distance of the proposed floor to the pond (if the pond size increases during flooding, the distance should be from the flooded perimeter of the pond to the proposed floor).
2. Using Plot 1, determine the minimum permissible depth to the water table for the specified distance from the pond. If the actual depth to the water table (see discussion below for determining this) is greater than the value on Plot 1, no further evaluation is necessary – the floor is sufficiently high with respect to the water table that the water table will not reach the

bottom of the slab, regardless of the soil type or transmissivity. If the depth to the water table is less than the value from Plot 1, further evaluation is necessary.

3. If the soil type of the aquifer, below the water table, is mostly clay OR if the aquifer is perched (a continuous clay layer is less than 5 feet below the water table), Plot 2 must be used. The appropriate pond level increase (2, 4, or 6 feet) for flood conditions must be used in Plot 2 to find the minimum permissible depth to the water table. If the depth to the water table from Plot 2 is less than the actual depth to the water table, the proposed floor elevation is too low and must be raised to equal the value from Plot 2.
4. If the soil type of the aquifer is mostly silt AND the pond bottom is 3 feet or less above the water table, Plot 3 should be used.
5. If the soil type of the aquifer is mostly sand or gravel AND the pond bottom is 3 feet or less above the water table, Plot 4 should be used.
6. If the soil type of the aquifer is mostly silt AND the pond bottom is 3 feet or more above the water table, Plot 5 should be used.
7. If the soil type of the aquifer is mostly sand or gravel AND the pond bottom is 3 feet or more above the water table, Plot 5 should be used.

The values from the plots are guidelines, based on typical conditions. If the plots indicate the proposed floor elevation is too low, additional analyses and data collection could be pursued by the applicant. These additional analyses could include additional soil borings, long-term monitoring of piezometers, or more sophisticated modeling.

Determining Depth to the Water Table

If a variance to a lowest floor elevation ordinance is to be considered, the depth to the water table at the location in question must be known. Without this knowledge, there cannot be a technical basis for approving a variance. Furthermore, the applicant should demonstrate that the measured water-table elevation is both representative of conditions over the entire floor area and is representative of values typical for seasonally high conditions (e.g. spring conditions). A suggested requirement for collecting this information is the following:

1) A minimum of two soil borings shall be installed at or near the perimeter of the lowest floor. At least one of these borings shall be where the floor is closest to the nearest pond.

2) Soil borings shall extend to a depth of at least 7 feet below the water table. The borings shall be left open for a time sufficient to determine the stabilized water level in the borehole. The water level shall be measured with reference to a known bench mark that can relate the water table elevation to the proposed floor elevation. Soils at or immediately below the water table shall be sampled and texturally classified using an approved classification method.

Water levels measured during dry summer months or during the winter may be lower than water levels during the spring. The applicant should be required to make an effort to determine the likely amount of seasonal fluctuation in the water table in the area. Water level records from wells completed in the area could be used. If information is unavailable, the applicant should be required to add a value to the measured water table elevation. One suggestion would be to assume 25% of the total annual precipitation (29 inches), divided by the average effective porosity for non-cohesive soils (0.3), which is:

(29 inches/4) x (1 foot/12 inches)/0.3 = 2 feet

If the seasonally adjusted maximum water-table elevation is eight (8) feet or below the bottom of the slab of the lowest floor, it is unlikely that temporary flood conditions in the pond will cause the water table to rise to the level of the floor.[1]

Determining Soil Type at the Water Table

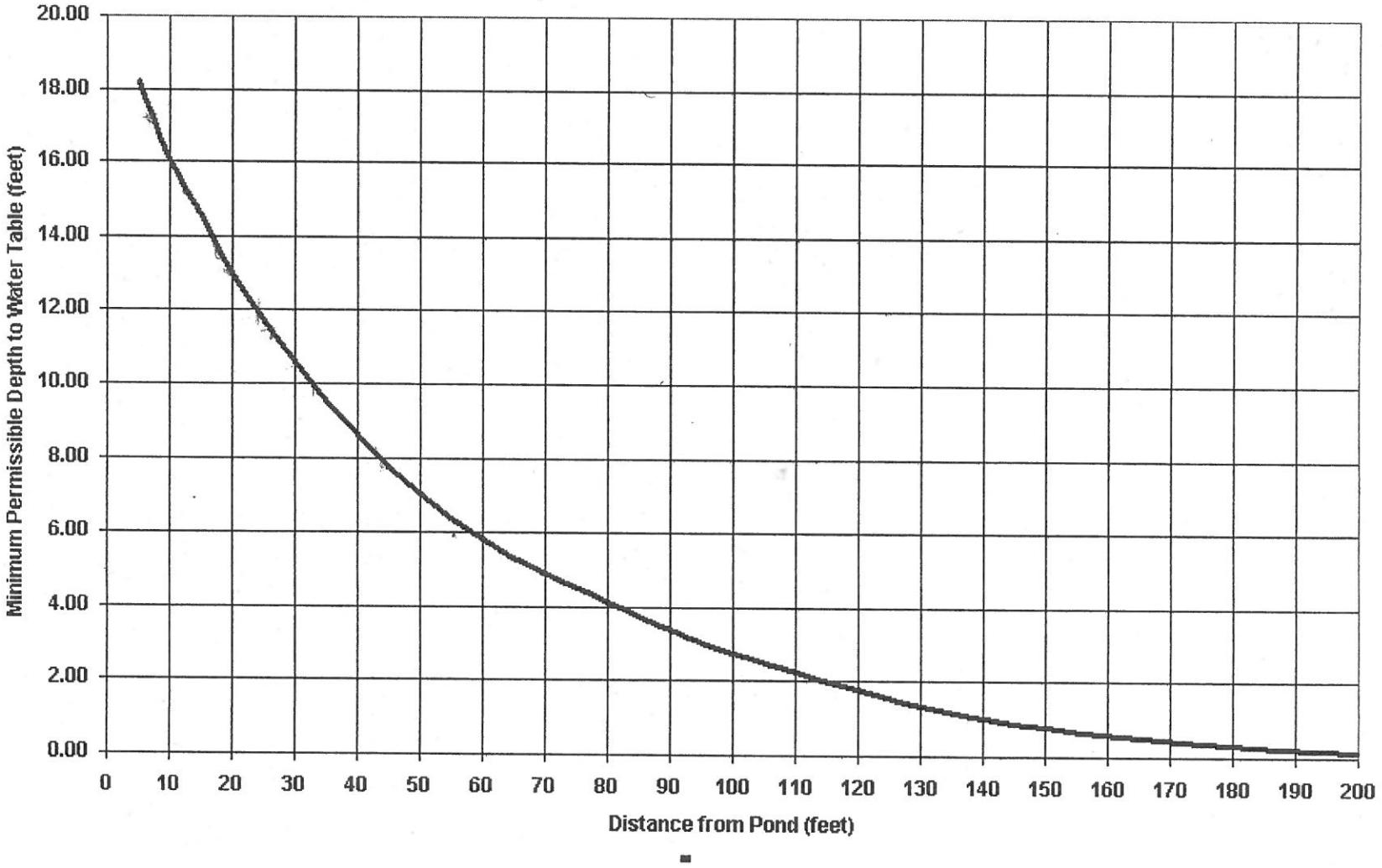
The textural classification from the soil borings will be necessary for determining the expected rise in the water table caused by an increase in pond elevation. At a minimum, the soil should be classified as one of the following:

1) Sandy or gravely soils – consisting of predominantly sand or gravel, with minor amounts of silt and clay
2) Silty soils – consisting predominantly of silt
3) Clayey soils – consisting predominantly of clay

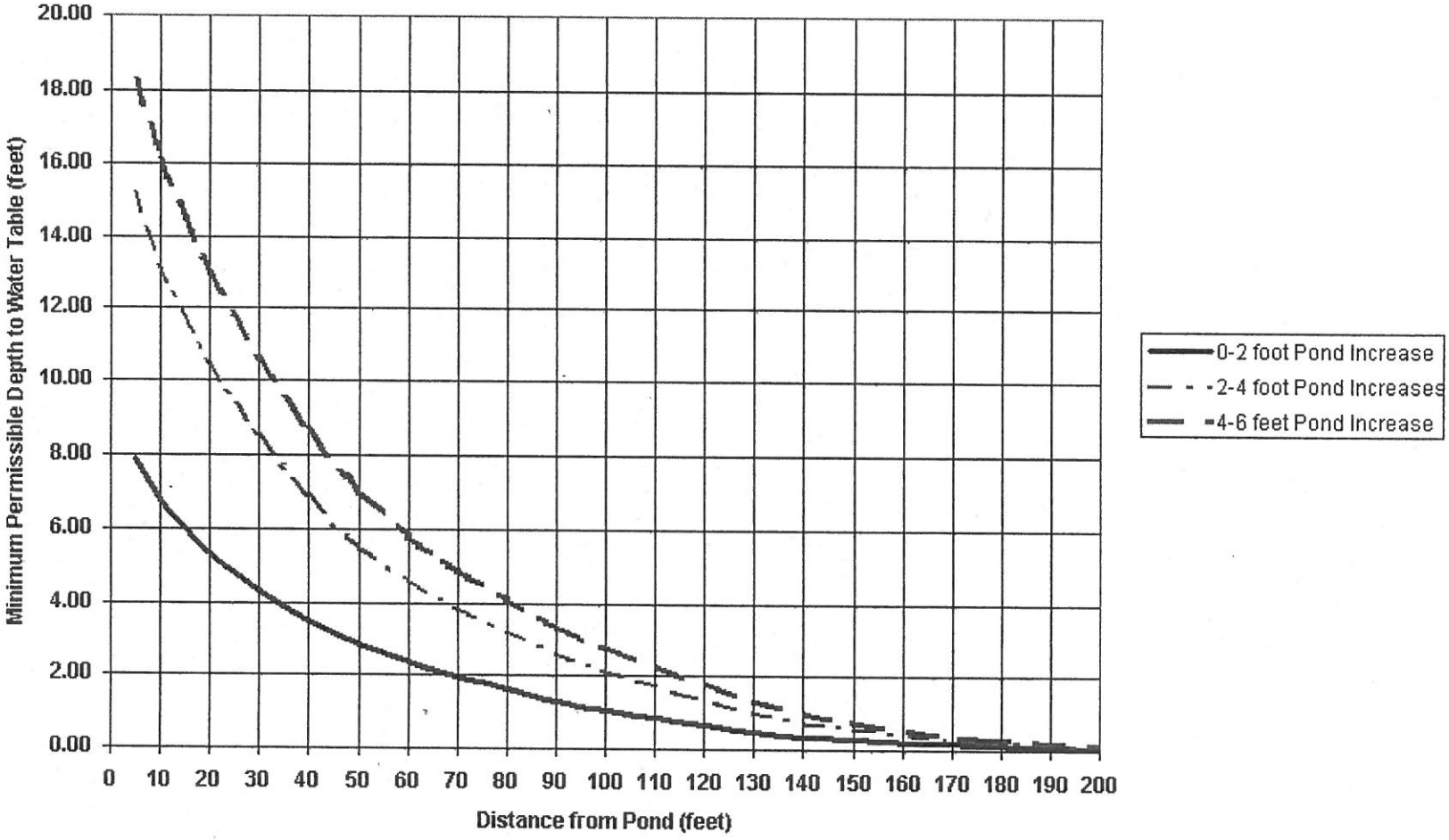
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[1] This assumes that the pond level begins to return to normal within about 30 days and the pond level's increase is not greater than 6 feet.

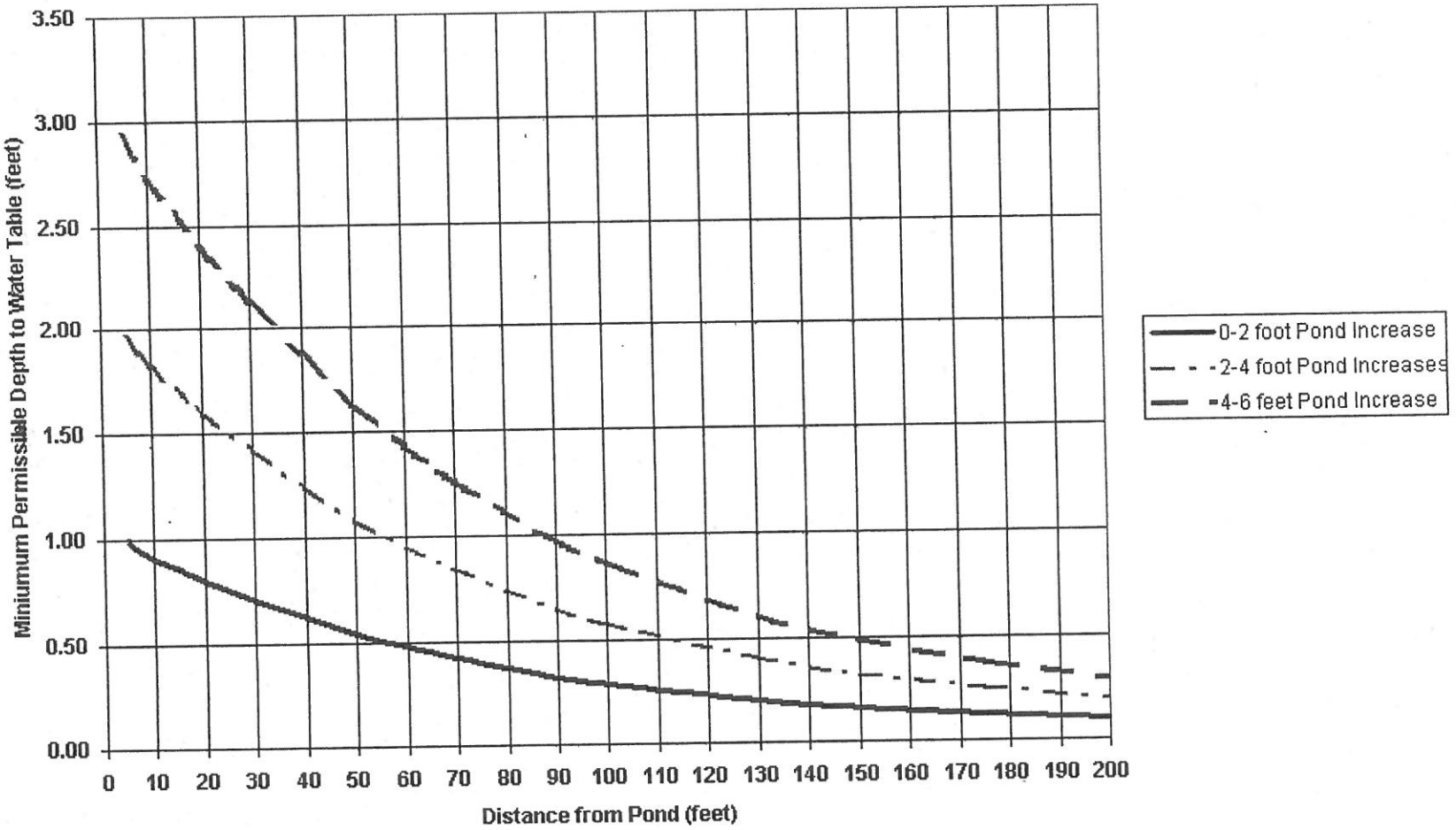
PLOT 1: Minimum Depth to Water Table for No Further Evaluation



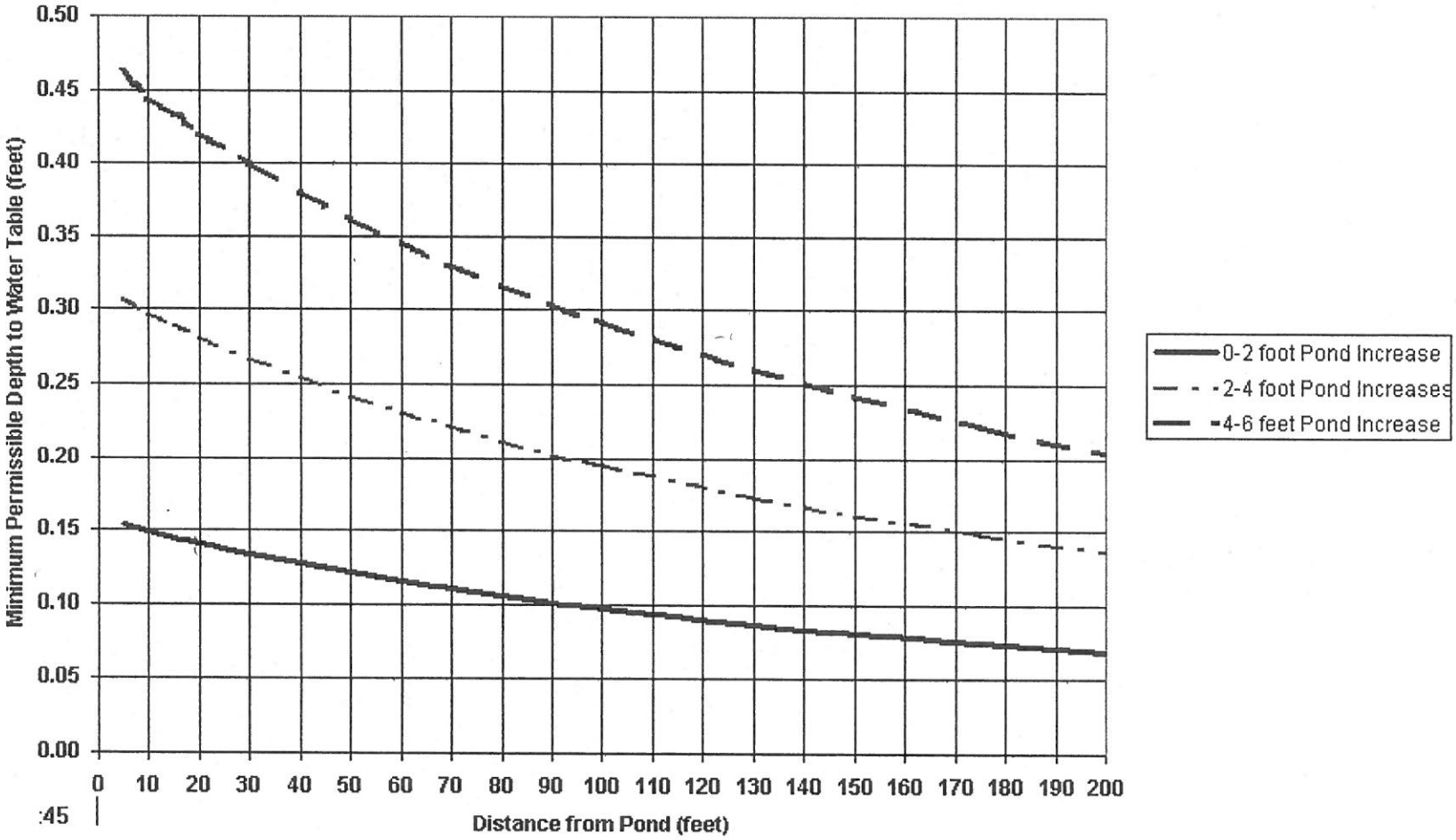
PLOT 2: Minimum Permissible Depth to Water Table - Clay or Perched Conditons
(Perched Conditions = Water Table <5 feet above a continuous clay layer)



PLOT 3: Minimum Permissible Depth to Water Table - Silt - Pond Bottom <3 feet above Ambient Water Table

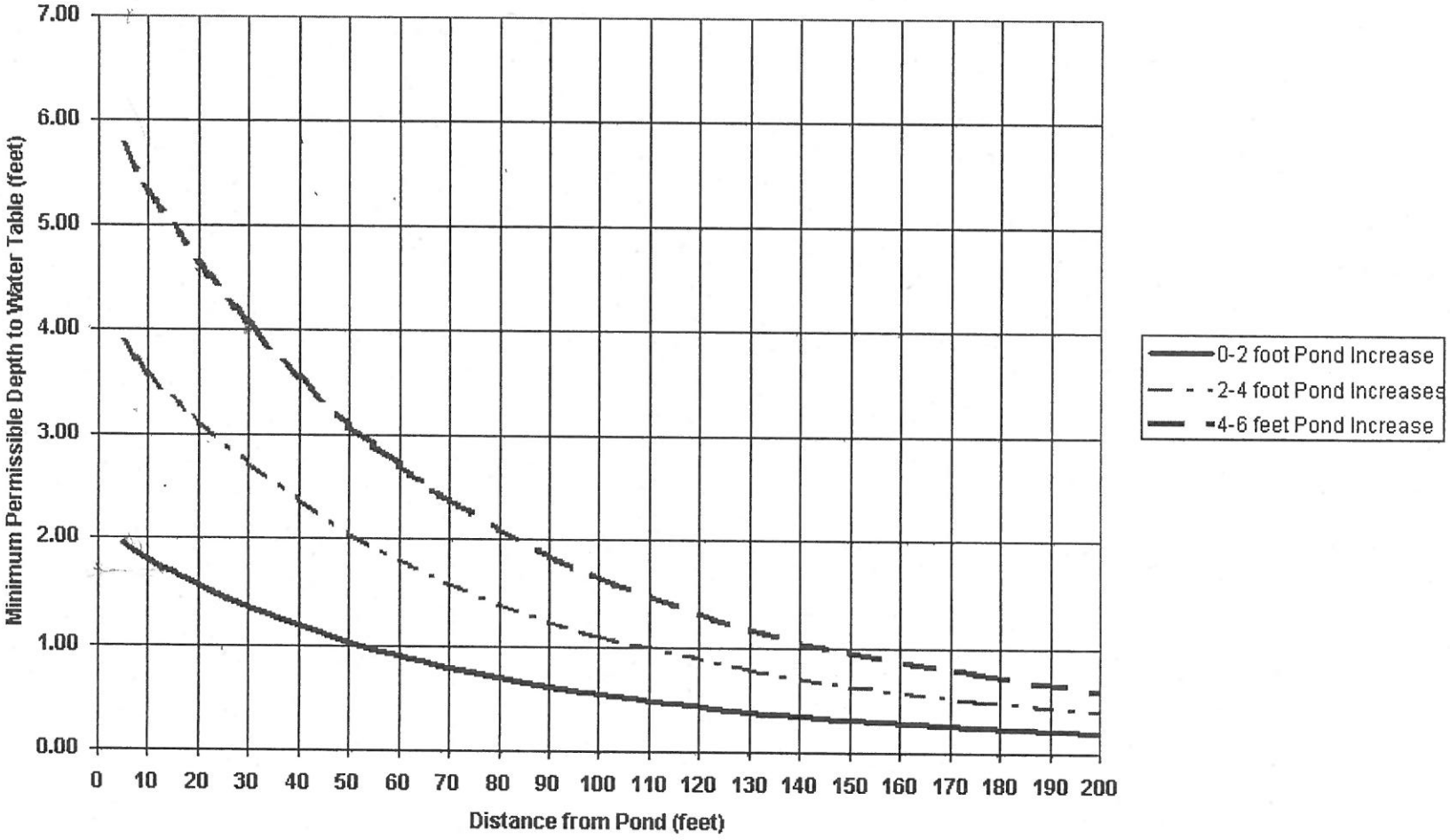


PLOT 4: Minimum Permissible Depth to Water Table - Sand & Gravel - Pond Bottom <3 feet above Ambient Water Table

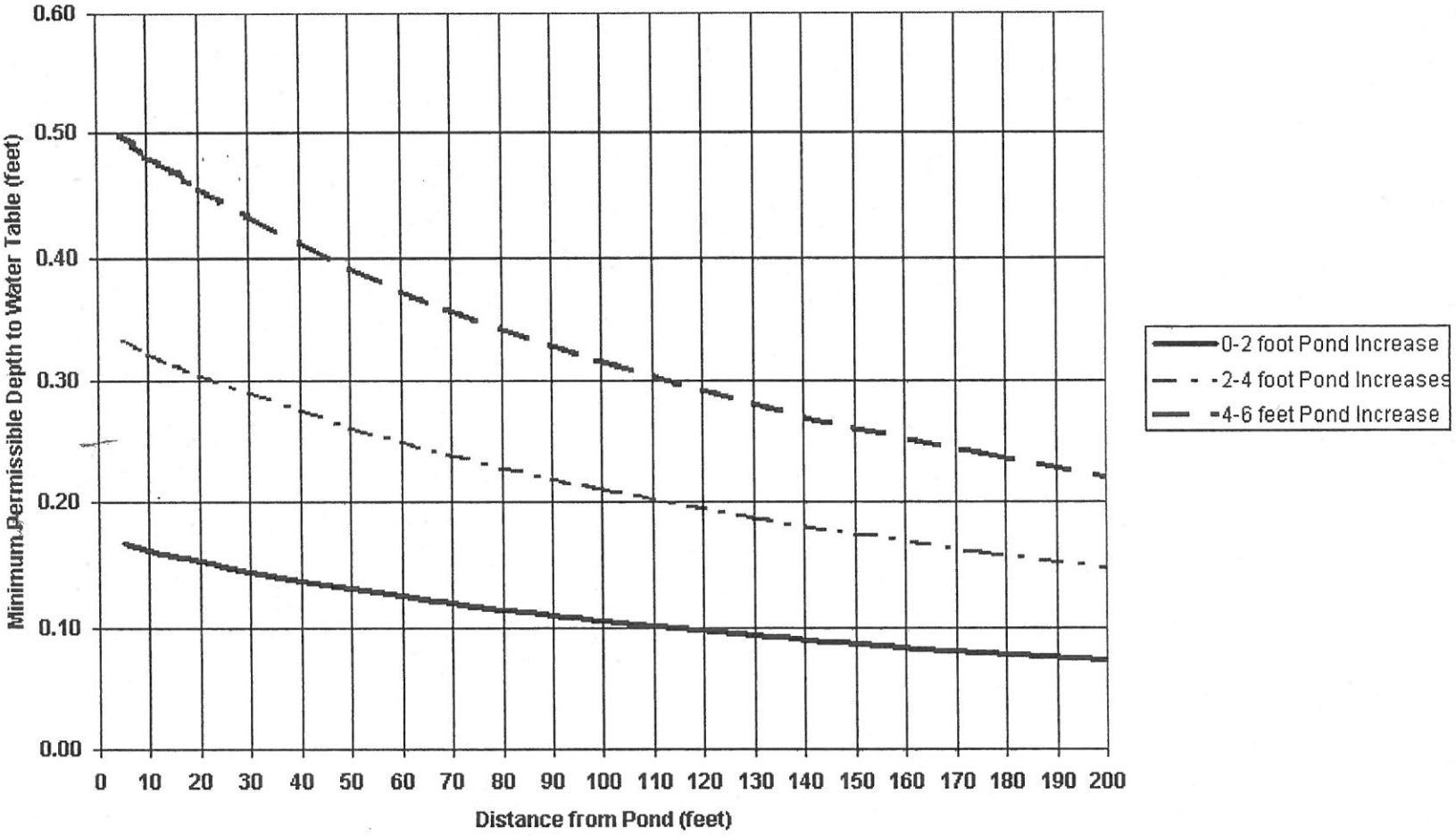


:45

PLOT 5: Minimum Permissible Depth to Water Table - Silt - Pond Bottom >3 feet above Ambient Water Table



PLOT 6: Minimum Permissible Depth to Water Table - Sand & Gravel - Pond Bottom >3 feet above Ambient Water Table



CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 30, 2017	**PROJECT ADDRESS**	6951 168TH AVE NW	
PROJECT. TITLE	COLE ADDITION			
ESCROW #	115739			
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)			
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com			

The proposed subdivision involves an existing residential lot that is approximately 2.34 acres in size. While there is some existing tree cover, it is not a naturalized area. The Natural Resources Inventory (NRI) categorizes this property as Urban with Vegetative Cover. The submittal does include a Tree Preservation Plan and a Landscape Plan, both prepared by Landform and dated May 22, 2017, revised June 1, 2017.

On site, there is a mixture of ash, maple and boxelder (boxelder being the predominant species) Per the Tree Preservation Plan, the subdivision will result in the removal of sixty-three percent (63%) of the significant tree DBH inches, which exceeds the allowable removal threshold of sixty percent (60%). However, with the proposed landscaping of two (2) trees per lot, with the new trees each being 2.5 inches in size, this does satisfy the reforestation requirements.

We offer the following comments regarding the Tree Preservation Plan Landscape Plan:

General Comments

- Note that each lot, including boulevards, shall be improved with four (4) inches of topsoil meeting the City's topsoil specification across all areas not covered with impervious surfacing. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.

Sheet C2.1:

- Proposed cul-de-sac must be designed in compliance with the minimum design standards outlined in City Code Section 117-614.
- Sidewalk needs to be constructed from Kamacite Street to the cul-de-sac bulb and must be shown on the plan set. Note that the City is open to considering credit for the segment outside the boundary of the Plat.

Sheet C3.1:

- Tree save fencing must be shown on this plan sheet.

- Emergency Over Flow (EOF) from Lot 3, Block 2 appears to traverse an area on the neighboring property that is not encumbered with drainage and utility easement. Stormwater runoff cannot be directed to area without drainage and utility easement.
- Sidewalk needs to be constructed from Kamacite Street to the cul-de-sac bulb and must be shown on the plan set. Note that the City is open to considering credit for the segment outside the boundary of the Plat.

Sheet L1.1:

- Emergency Over Flow (EOF) from Lot 3, Block 2 appears to traverse an area on the neighboring property that is not encumbered with drainage and utility easement. Stormwater runoff cannot be directed to area without drainage and utility easement.
- Tree numbers 24 and 53 appear to possibly be located on the adjacent property. Verify that any proposed removals are within the boundary of the Plat or provide written authorization from the adjacent property owner to remove those trees.
- The tree numbers are missing from many of the trees proposed to be removed around the cul-de-sac and Lots 2-3, Block 2. Revise the plan sheet to ensure that all tree tags are shown.
- Sidewalk needs to be constructed from Kamacite Street to the cul-de-sac bulb and must be shown on the plan set. Note that the City is open to considering credit for the segment outside the boundary of the Plat.

Sheet L2.1:

- Plan shows five (5) Acer x freemanii 'Sienna' being planted but the Landscape Schedule only notes four (4). Update the table to correct this discrepancy.
- The Landscape Schedule indicates that all proposed landscaping will have a caliper of 2.5 inches. While that exceeds the minimum size requirements for plantings in residential districts, it is necessary since the base landscaping is being utilized to comply with the reforestation requirements. The Development Agreement will reference the approved plans, which will mean that all trees shown on this plan shall have a caliper of not less than 2.5 inches.
- Add a Tree Planting Detail to this plan sheet or include the City's planting detail, PARK-2.

5.01: Review Sketch Plan for Cole Addition Sketch Plan (Project No. 17-132); Case of Bryon and Lynn Cole

Presentation

Planning Intern Alec Henderson presented the staff report stating the purpose of this file is to review the official Sketch Plan, prepared by Landform and dated May 23, 2017, for the purpose of an eight (8) lot subdivision located northwest of the intersection of 168th Avenue NW and Garnet Street NW. The Sketch Plan submitted includes seven (7) sheets. The Sketch Plan Review process affords the Planning Commission the opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff requested the Commission review the Sketch Plan and direct the Developer to proceed to preparing a Preliminary Plat.

Commission Business

Chairperson Bauer understood the current temporary cul-de-sac was being replaced.

Planning Intern Henderson reported this was the case and noted the new cul-de-sac would have to meet all City requirements.

Commissioner Anderson asked if the trees on the eastern edge would remain in place.

Planning Intern Henderson stated the trees on the eastern edge would remain.

Reid Schulz, Landform Professionals, stated he was a representative for Bryon Cole, the applicant. He thanked staff and the Commission for their time and consideration. He explained he was looking forward to moving the Sketch Plan on to the Preliminary Plat.

Commissioner Anderson questioned what type of house styles would be built.

Mr. Schulz commented the new homes would match the character of the existing neighborhood. He reported the homes would have full basements that were a rambler or two-story.

Consensus was to direct the Developer to proceed to preparing a Preliminary Plat, with the considerations listed in the staff report.

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-07-162

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL COLE ADDITION

WHEREAS, Bryon and Lynn Cole, hereafter referred to as "Developer", properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

Lot 1, Block 1, NOW AND THEN ESTATES, Anoka County, MN

AND

Outlots C and D, BROOKFIELD FIRST ADDITION, Anoka County, MN

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Cole Addition from Developer on May 26, 2017; and

WHEREAS, the Planning Commission reviewed the sketch plan on June 12, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation, landscape plan, and potential wetland impacts pertaining to the preliminary plat on June 19, 2017; and

WHEREAS, on July 6, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants preliminary plat approval of Cole Addition in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with City Staff Review Letter dated June 30, 2017.
    b) The Developer entering into a Development Agreement with the City.
    c) Approval of an easement vacation on the Subject Property.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this _____ day of _____, 2017

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **5. 5.**

Meeting Date: 07/06/2017

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Preliminary Plat and Zoning Amendment for Pearson Place (Project No. 16-31); Case of Development Consulting Services, LLC

Purpose/Background:

The City has received an application for a Zoning Amendment and Preliminary Plat for Pearson Place, a proposed twelve (12) lot single family residential subdivision located on the north side of Bowers Drive near the end of the cul-de-sac where there is a gap between existing homes (the "Subject Property"). The Planning Commission reviewed a concept plan for this project in March of 2016 and the City also hosted two (2) public workshops regarding that concept plan in 2016 as well. The Planning Commission reviewed the official Sketch Plan for Pearson Place on June 1, 2017.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property and all Property Owners on Bowers Drive of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald. The project site is located within the Mississippi River Critical Corridor Area (MRCCA) and so Staff also notified the Minnesota Department of Natural Resources (DNR).

Observations/Alternatives:

The Subject Property is located on the north side of Bowers Drive, near the end of the cul-de-sac, which is slightly over a mile long. The Preliminary Plat would create twelve (12) new single family residential lots on the north side of the road where there is a gap of approximately 1,400 feet between existing homes. The Preliminary Plat also includes three (3) outlots. Outlot A runs along the rear lot lines of the existing homes on the north side of Bowers Drive to serve as a buffer to potential future development of the remaining agricultural land. Outlot C would reserve a corridor for a possible future street connection should the adjacent agricultural land be developed in the future. Outlot B simply addresses the remainder of the property (approximately 90 acres).

The preliminary plat will need to be revised because in it's current layout, Outlot B includes the house and lot at 14821 Bowers Drive and the house and accessory buildings at 8846 Highway 10. Outlots are not developable without being re-platted into buildable lots and thus, these areas should either be shown as exemptions to this plat or platted as lots rather than being lumped into Outlot B.

The portion of the Subject Property proposed for development at this time is guided as Low Density Residential in the Comprehensive Plan, is zoned R-1 Residential (MUSA), and is located in the MRCCA Overlay District. As was noted during the Sketch Plan review, the DNR just recently completed a rulemaking process that created new districts in the MRCCA and, for non-riparian lots, primarily defers to the underlying zoning district for dimensional standards. However, the City has yet to receive the necessary guidance from the DNR to proceed with updating our Zoning Code and Comprehensive Plan and thus, are caught in a transitional time.

As a result, the Applicant has also applied for a Zoning Amendment to rezone the land to a Planned Unit Development, which, if approved, is a legal instrument that would allow deviations from certain standards (setbacks, use of private utilities rather than municipal services, etc.). The proposed lot size, lot width, and density all appear to conform to the R-1 Residential (MUSA) bulk standards, as outlined in the Staff Review Letter.

Furthermore, the DNR has previously commented that they would be generally supportive of this approach as the proposed lots would comply with the new MRCCA rules. The public benefit would be the fifty (50) foot wide outlot (Outlot A) along the rear boundary of the existing homes on the north side of the road to serve as a buffer to future development. This area is heavily wooded and would provide both visual and noise buffering from future uses. This idea came out of the public workshops held last year and is supported by the developer and property owner.

At the public workshops last year, the primary concerns raised by attendees focused on concerns with construction traffic on Bowers Drive and the lot sizes proposed. More recently, Staff understands that concerns have been raised about the loss of vegetation along Bowers Drive. As previously noted, per the new MRCCA rules, one (1) acre lots would be acceptable. They also seem to be compatible with many of the other lots along Bowers Drive, with the exception of four or five lots directly across the street. These lots were platted as part of Bowers Mississippi Acres 3rd Addition and are each approximately 200 feet in width. When measured at the building setback line, the proposed lots range from approximately 103 feet in width up to 127 feet in width. While narrower than those directly across the street, the lots are very similar to the majority of existing lots on Bowers Drive. Additionally, the proposed lots range in size from 1.04 acres to 1.89 acres in size, which is consistent with the existing lots (ranging from about 0.44 acres to 1.84 acres in size).

The submittal does include a preliminary Tree Preservation and Landscape Plan that does identify the significant trees, as defined in City Code, within the limits of construction. The only real impact to this thin strip of vegetation along the right-of-way will be the result of installing a driveway to access each lot. However, based on the submitted plan set, no significant trees would need to be removed in the development of these lots. The Developer has also indicated that each lot will be planted with two (2) front yard trees, per City Code requirements.

As noted previously, Bowers Drive is a long cul-de-sac with no other access point. While many of the residents noted at the workshops that they enjoy this setting, it is also a major factor in their concern about construction traffic and potential road damage due to heavy equipment. At the direction of the City, the Sketch Plan and now the Preliminary Plat does reserve a sixty (60) foot wide corridor (Outlot C) that could serve as a future access if/when the remaining agricultural land develops in the future, even if only reserved for emergency access. The City's Public Works and Public Safety Teams very much prefer improved access abilities to this neighborhood for a variety of reasons.

The proposal includes serving each lot with a private well and septic system, similar to all the existing homes on Bowers Drive. The plan set does identify both a primary and secondary site for a septic system, a requirement that was not in place when this neighborhood was originally platted. The primary and alternate sites are a requirement of Minnesota Rules 7080, which exist to provide baseline protections against contamination due to septic systems.

Alternatives

Alternative 1: Recommend City Council approve the Preliminary Plat and Zoning Amendment for Pearson Place, contingent upon compliance with the Staff Review Letter. The bulk standards (lot size, lot width, setbacks) of the R-1 Residential (MUSA) district and the new MRCCA district (albeit not yet adopted) standards are generally met with this proposal with the exception of the use of private utilities rather than municipal sewer and water. However, the use of private utilities matches the existing development pattern on Bowers Drive and includes both primary and alternate locations for a septic system on each lot. Since this is a transitional time between existing MRCCA rules and new MRCCA rules, Staff supports the use of a PUD to address the differences in standards with the inclusion of the outlot that will serve as a buffer for the existing homes along Bowers Drive against potential development in the future.

Alternative 2: Recommend City Council deny the Zoning Amendment and Preliminary Plat. The proposed subdivision seems to be generally compatible with the Bowers Drive neighborhood. It will provide a buffer for the existing homes against potential future development and reserves a corridor for a possible future street connection, which our Public Safety Staff believes to be critical. Staff does not support this alternative.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. There are no City funds proposed to be utilized for the construction of this project.

Recommendation:

Staff recommends approving the Zoning Amendment and Preliminary Plat contingent upon compliance with the Staff Review Letter.

Action:

Motion to recommend the City Council adopt Ordinance #17-10 and Resolution #17-07-163 approving the Zoning Amendment and Preliminary Plat for Pearson Place, contingent upon compliance with the Staff Review Letter.

Attachments

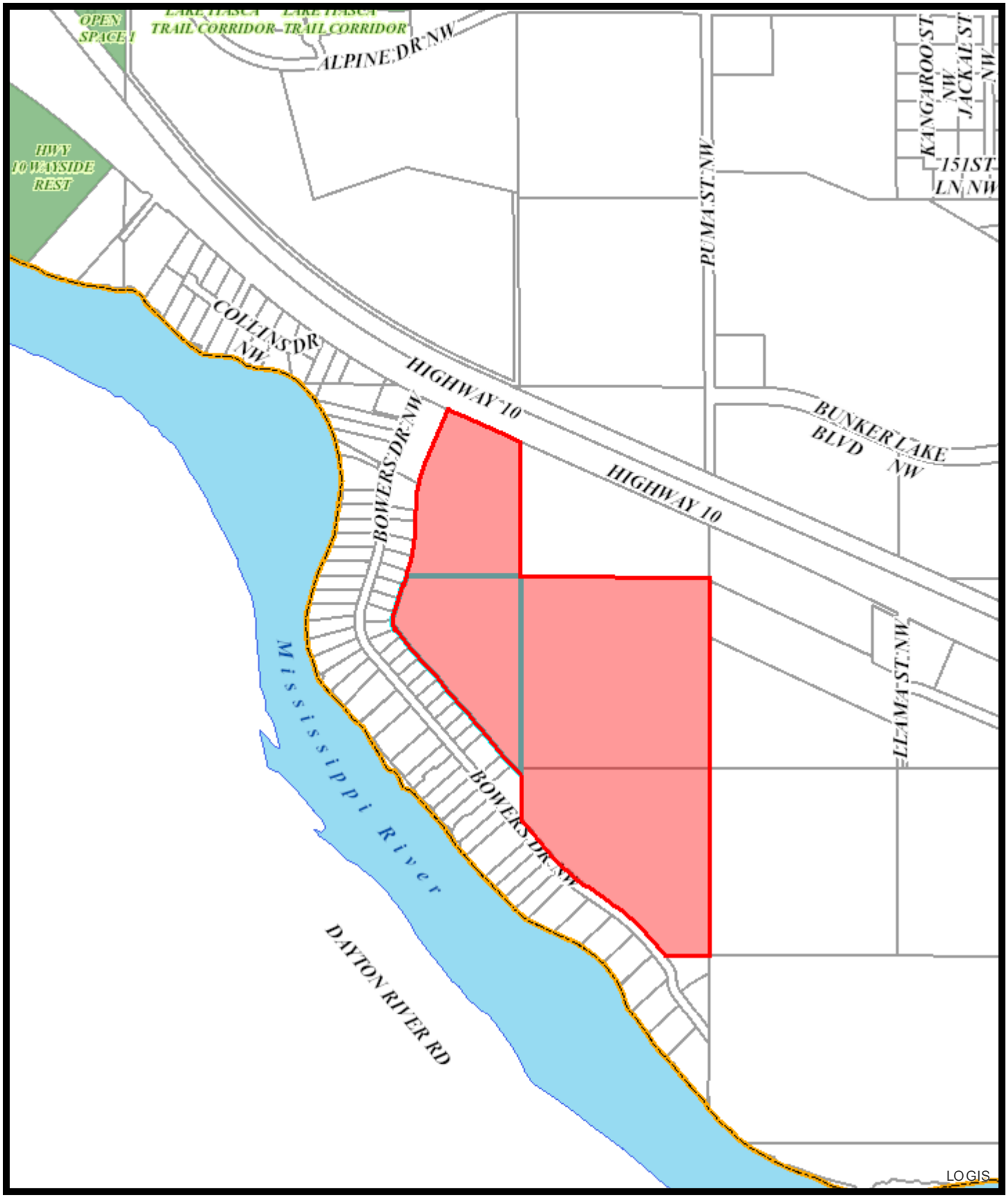
Site Location Map
Planning Commission Meeting Minutes Dated March 3, 2016
Public Comments from March 10, 2016 Workshop
Public Comments from April 7, 2016 Workshop
DRAFT Planning Commission Meeting Minutes Dated June 1, 2017
DRAFT EPB Meeting Minutes Dated June 19, 2017
Preliminary Plat
Grading and Tree Preservation Plan Sheets
Staff Review Letter
Ordinance #17-10: Zoning Amendment
Resolution #17-07-163: Preliminary Plat

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/30/2017 09:38 AM
Form Started By: Chris Anderson		Started On: 06/29/2017 10:56 AM
Final Approval Date: 06/30/2017		

30-32-25-14-0001

Site Location Map



Print Date: June 21, 2017

5.02: Review Concept Plan for Pearsons Bowers Drive Addition; Case of Pearson Properties, LLC

Presentation

Community Development Director Gladhill presented the staff report stating the City has been approached by Mr. John Dobbs of Development Consultant Services representing Pearson Properties, LLC from a land use planning perspective. Pearson Properties, LLC would like the Planning Commission's feedback on the attached concept plan consisting of thirteen (13) rural, single-family lots along an undeveloped portion of Bowers Drive. The site is located in the R-1 Residential (MUSA) District as well as the Mississippi River Corridor Critical Area. The proposed development pattern is inconsistent with these district regulations, but Staff would support a further discussion about appropriate tools to deviate from these standards in order to better blend with the actual built environment of the surrounding area (Bowers Drive) and locking in density transitioning to this neighborhood for future development. It was noted a public workshop has also been scheduled for Thursday, March 10 at 5:30 p.m. at the Ramsey Municipal Center. Staff requested input from the Commission regarding the Concept Plan.

Commission Business

John Dobbs, Pearson Properties, LLC, introduced himself to the Commission. He discussed the proposed development along Bowers Drive and thanked staff for their assistance. He requested comments or questions from the Planning Commission.

Chairperson Levine asked if there were other developed lots against the river.

Community Development Director Gladhill reported this was the case.

Commissioner Andrusko questioned what type of homes would be built.

Mr. Dobbs explained he was hoping to receive feedback from the neighbors on this topic. He anticipated the lots and homes would be market rate.

Commissioner VanScoy asked what size the lots would be.

Community Development Director Gladhill estimated the lots would be 90 to 100 feet wide. He reported the developer may go through the PUD process for this development. He reported the MUSA boundary would have to be investigated further before a recommended course of action could be provided by staff.

Commissioner Nosan wanted to see the lot sizes within the new development be consistent with the existing properties.

Chairperson Levine inquired if the development would have a community septic system or individual septic systems.

Community Development Director Gladhill indicated the septic approach has not been discussed. He anticipated that individual septic systems would be pursued.

Commissioner VanScoy asked if the size of the lots were consistent with the R-1 MUSA zoning district.

Community Development Director Gladhill commented these lots met the minimum size requirements for the R-1 zoning district. However, the critical area overlay was the concern.

Commissioner Brauer believed the new development should mirror the homes across the street.

Commissioner Andrusko appreciated the fact that the developer was proposing similar size lots and he supported the developer moving forward with his concept plan.

Commissioner VanScoy favored the development as well. He asked who would make the final determination that the Pearson Bowers Drive Addition fit into the critical area overlay district.

Community Development Director Gladhill reported the DNR set the minimum standards and noted the City was responsible for administering the critical area overlay district. He believed the proposed development met the rules and intent of the critical area overlay district due to the proposed development pattern.

Commissioner Brauer indicated the lots on the other side of Bowers Drive were similar in size and scale to the proposed lots. For this reason, he supported the new development.

Commissioner Bauer asked if the City sent out notices to adjacent homeowners regarding the proposed development.

Community Development Director Gladhill commented the City sent out notices via U.S. Mail regarding the public hearing that would be held on Thursday, March 10th at 5:30 p.m. to all property owners on Bowers Drive.

Chairperson Levine stated the consensus of the Planning Commission was for this development to move forward.

COMMENTS
March 10, 2016 Workshop

- Safety concerns with 13 homes being built in a short timeframe (machinery/construction traffic). Would ask the City to restrict building permits to mas of 2 per year unless there is an access road from the farm side used.
- Would like to wait to develop these until the Pearson's additional parcels are sold and plans for Riverdale are solidified.

- No commercial property.
- Riverdale does not connect to Bowers.
- Use farm roads for construction. I shouldn't be assessed for road projects so someone else can make money.
- Tree buffer behind all of Bowers.

- Concern about additional ground water use with 13 more houses.
- Prefer single family homes, but larger lots (200' wide).

- Future development – single family residential only south of Highway 10, not multi family or commercial.

- Are you doing a water study on how this will affect the well water level?
- Who is responsible for road damage with all heavy equipment going up and down road?
- Is the electric co. going to update wiring so we don't have blow-outs?
- Are these lots sold or are they going to be a mud hole with heavy equipment sitting there for two years.

- Buffer zone behind new lots.
- New access road through farmland to connect either to Armstrong or Highway 10.
    - Keeps construction vehicles off Bowers.
    - Keeps traffic lower at current Bowers/Highway 10 if another road exiting Bowers.
- Keep new lots equal to river lot size.
    - Reduces number of new lots to 8 or 9.

- Can ground water support 13 additional wells with 2,000,000 gallon a year additional usage?
- Thirteen sceptics and effect on the wells downstream of ground water flow.
- Aquifer depletion?
- Larger lots would be preferred if plan goes forward (200' wide).

- I would like to see the new lots mirror the lots directly across from them in their width.

- No connecting of Riverdale to Bowers Drive.
- Problem with added bike & foot traffic to Bowers with no street lights which Bowers residents oppose.

- Want to keep the quiet and personal feeling – lesser homes is better.
- Would like a buffer on the non-river side so that homes & lots don't go in right behind us.
- Keeping it quieter with less traffic.
- Want to keep commercial businesses out if possible.
- I understand it will be built on & that's OK – would like to maintain integrity.
- Want Riverdale Drive not to intersect with Bowers.

- Buffer on the back side.
- Seven lots.
- Traffic from the construction kept off Bowers.

- I do not like people putting houses in front of ours.

COMMENTS
April 7, 2016 Workshop

- Thank you for your time to let residents provide input into the process. It helps just to look at options and know how decisions were made.

- Regarding the development, road traffic and Dobbs counter argument that they can't bring trucks from the back because it would compact the soil, which would make septic unfeasible:
    - You could still have a road and just have all trucks/construction traffic come in thru the one spot versus coming all the way down Bowers Drive. So not the back of each lot, but in thru one access point and that would get them on the road to access the lots from the front.

5.03: Review Sketch Plan for Pearson Place (Project No. 16-31a); Case of John Dobbs.

Presentation

City Planner Anderson presented the staff report stating the purpose of this case is to review the official Sketch Plan, prepared by Otto Associates and dated May 4, 2017, for a proposed twelve (12) lot residential subdivision near the southern/eastern end of Bowers Drive. The Sketch Plan Review process affords the Planning Commission to opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. It was noted the City hosted two (2) public workshops regarding a concept plan for this project in 2016. Comments from attendees of those workshops was reviewed with the Commission. Staff reviewed the request in further detail and requested feedback from the Commission on the sketch plan for Pearson Place.

Commission Business

Commissioner Anderson stated he supported the concept and believed this was a nice addition. He suggested Outlot C be flattened out to allow for better access in the case of an emergency during construction.

Commissioner Nosan requested further information on the buffer.

City Planner Anderson described the location of the 50-foot buffer that is behind the existing homes along Bowers Drive to provide a buffer for them from potential future development of the adjacent agricultural land.

Commissioner VanScoy believed the buffer was very generous. He questioned how the City would address street damage that may occur during construction.

City Planner Anderson stated this issue would have to be addressed with the applicant. He noted an escrow could be requested from the applicant by the City and the amount could be reduced over time as the lots develop.

Community Development Director Gladhill reported the applicant has been working with the City Engineer on a surety for construction damage.

John Dobbs, Pearson Place developer, discussed his development in further detail and thanked the Commission for their feedback. He discussed the proposed lot depths for both sides of the street. He clarified he would not be controlling the future of Outlot C and then discussed the grading that would occur within the development for the retention ponds. He explained he would work to install 12 driveways without removing significant trees from the proposed lots.

Commission VanScoy asked what the capacity of Bowers Drive was.

Mr. Dobbs stated he has had conversations with the City Engineer regarding this matter and would address the road limits with the future contractors.

Commissioner VanScoy stated his only concern with the project was access for emergency vehicles. He inquired if there was an alternative access point, other than Outlot C.

Mr. Dobbs did not believe there was another option and noted this was a quiet neighborhood with a dead-end street.

Commissioner Surma questioned if the units would have underground septic or mound systems.

Mr. Dobbs anticipated each of the lots would have an underground septic system.

Chairperson Bauer asked for final thoughts from the Commission. There were no additional comments.

The Commission offered their support to the Sketch Plan.

5.04: Consider Natural Resources Elements of Pearson Place Preliminary Plat

City Planner Anderson presented the staff report. He reported that the purpose of this case is to review various elements of a Preliminary Plat, prepared by Otto Associated and dated May 24, 2017, for a proposed 12 lot residential subdivision near the southern/eastern end of Bowers Drive. He stated that a key decision occurs at Preliminary Plat, in which the layout can be approved, subject to approving final construction plans and Final Plat documents. He noted that the majority of the project area is cropland and thus, there should be minimal impact to trees. He noted that there is a row of trees along Bowers Drive (within the right-of-way) and also in the southeastern corner of the project site (Lot 11, Block 2) but nothing beyond that. He noted that the applicant has verbally stated that the only impacts to existing trees would be from providing access to each lot via a driveway. He provided additional information on the Mississippi River Corridor Critical Areas (MRCCA) and the existing rules, compared to the new State rules that have yet to be adopted by the City. He noted that the developer has proposed a PUD in order to bridge the gap between what is in place currently and what will be in effect after the rules are adopted. He highlighted a strip of heavily wooded area that would be preserved to create a buffer from the existing homes on Bowers Drive. He stated that while the area is within the MUSA, the nearest connection is not close and therefore this development would have lots served by private septic and water service. He stated that the proposed lot sizes would fit the character of the existing homes along Bowers Drive. He noted the exception of the homes directly across the street that have 200-foot lot widths compared to the 100-foot widths proposed in this development. He stated that he proposal appears to avoid removal of any significant trees and noted that the additional trees proposed would exceed the requirements. He stated that at the direction of staff, the developer would provide Outlot C, which could serve as a future road connection should an adjacent parcel develop.

Board Member Valentine stated that he does not have any concerns.

Councilmember LeTourneau stated that he has had a few conversations with people from his neighborhood and their concerns were outlined in the memorandum. He stated that the residents would like to see that buffer preserved and it seems the developer is in favor of that as well. He stated that this appears to be low impact development. He noted that the buffer area is very low quality and is mainly brush.

Board Member Hiatt asked why this area has remained undeveloped for this long.

Councilmember LeTourneau stated that the land has been farmed and is currently farmed.

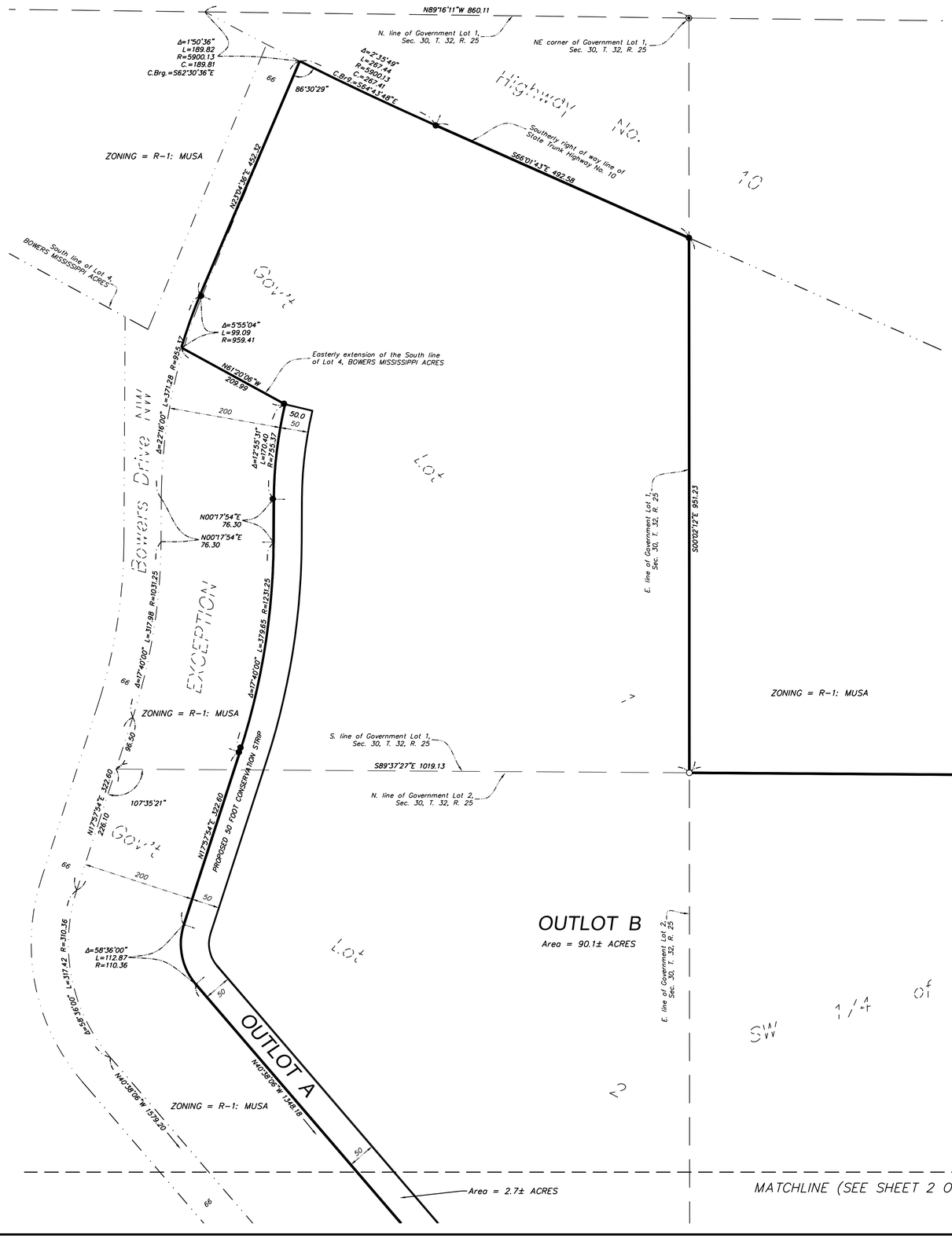
City Planner Anderson confirmed that there is a very thin line of vegetation that acts as a buffer.

Board Member Hiatt stated that perhaps the additional landscaping and development could improve the quality of the existing lots.

Councilmember LeTourneau stated that the 50-foot buffer is a nice addition to the project. He stated that the neighborhood is talking about creating a discussion with the City to acquire the woods to protect that from development in perpetuity.

City Planner Anderson stated that he is not requesting formal action because the information was submitted to close to the meeting date and therefore the Board did not have time to thoroughly review the information as it was just presented tonight.

Preliminary Plat of PEARSON PLACE



PROPERTY DESCRIPTION:

The Southwest Quarter of the Northwest Quarter of Section 29, Township 32 North, Range 25 West, Anoka County, Minnesota.

AND

That part of Government Lot 1, Section 30, Township 32 North, Range 25 West, lying Easterly of the following described line:

Beginning at a point on the North line of said Government Lot 1, 863.8 feet West of the Northeast corner thereof, said point being at the intersection of said North line and the Southerly right of way line of State Trunk Highway Number 10, the same as now located and established; thence Southeasterly along the said Southerly right of way line, same being on a 00 degrees 58 minutes 15 seconds curve, for 185.5 feet; thence run Southwesterly at an angle of 87 degrees 13 minutes with the tangent of said curve at said point, for 460.9 feet; thence deflect to the left on a 955.37 feet radius curve, delta angle 22 degrees 16 minutes, for 371.1 feet; thence on tangent to said curve for 76.3 feet; thence deflect to the right on a 1031.25 feet radius curve, delta angle 17 degrees 40 minutes, for 318.0 feet; thence on tangent to said curve for 96.5 feet to a point on the South line of Government Lot 1, said point being 1022.3 feet West of the Southeast corner thereof, and there terminating; said line being the Easterly boundary of BOWERS MISSISSIPPI ACRES, a plat on file and of record in the office of the Register of Deeds in and for Anoka County; excepting therefrom all of that portion of the above-described tract which lies Westerly of a line run parallel to and distant 200 feet Easterly of the above-described line and which lies Southerly of the Easterly extension of the South boundary line of Lot 4 of said plat, BOWERS MISSISSIPPI ACRES; and also excepting the right of way of the Northern Pacific and Great Northern Railway Companies and the right of way of State Trunk Highway Number 10.

AND

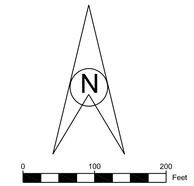
That part of Government Lot 2, Section 30, Township 32 North, Range 25 West, lying Easterly of the following described line:

Beginning at a point on the North line of said Government Lot 2, 1022.3 feet West of the Northeast corner thereof; thence at an angle of 107 degrees 29 minutes as measured from East to South for a distance of 226.1 feet; thence deflect to the left on a 310.36 feet radius curve, delta angle 58 degrees 36 minutes for 317.4 feet; thence on tangent to said curve for 1579.2 feet to a point on the East line of said Government Lot 2, said point being 362.5 feet South of the East one-quarter corner of Section 30 and there terminating; said line being the Easterly boundary of BOWERS MISSISSIPPI ACRES, a plat on file and of record in the office of the Register of Deeds in and for Anoka County, excepting therefrom all of that portion of the above-described tract which lies Westerly of a line run parallel to and distant 200 feet Easterly of the above-described line.

AND

That part of Government lot 1, Section 29, Township 32 North, Range 25 West, lying Northerly and Easterly of the following described line:

Beginning at a point on the West line of said Government Lot 1, 362.5 feet South of the Northwest corner thereof; thence at an angle of 139 degrees 7 minutes measured from North to East for a distance of 339.0 feet; thence deflect to the left on a 1232.6 feet radius curve, delta angle 15 degrees 21 minutes, for 330.2 feet; thence on tangent to said curve for 200.0 feet; thence deflect to the right on a 1483.48 feet radius curve, delta angle 18 degrees 26 minutes, for 477.3 feet; thence on tangent to said curve for 057.1 feet to a point on the South line of said Government Lot 1, said point being 311.9 feet West of the Southeast corner thereof, and there terminating.



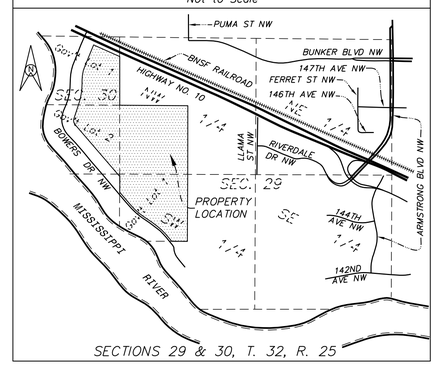
TOTAL AREA = 105.33 ACRES

SUBDIVIDER: JOHN DOBBS
ADDRESS: 604 BIELENBERG DRIVE
WOODBURY, MN 55125

OWNER: PEARSON PROPERTIES
ADDRESS: 14821 BOWERS DRIVE NW
RAMSEY, MN 55303

Vicinity Map

Not to Scale



SECTIONS 29 & 30, T. 32, R. 25

denotes iron monument found
● denotes 1/2 inch by 14 inch iron pipe set and marked by License #40062

Project No. 17-0145

SHEET 1 OF 2 SHEETS

www.ottoassociates.com
9 West Division Street
Buffalo, MN 55313
(763)682-4727
Fax: (763)682-3522

OTTO ASSOCIATES
Engineers & Land Surveyors, Inc.

Requested By: John Dobbs

Checked By: P.E.O.

Scale: 1"=100'

Drawn By: T.J.B.

Date: 5-24-17

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Paul E. Otto
License #40062 Date: 5-31-17

Preliminary Plat on part of the W. 1/2 of Section 29 and part of Government Lots 1 and 2, Section 30, Township 32, Range 25, Anoka County, Minnesota.

Revised:

Preliminary Plat of PEARSON PLACE

MATCHLINE (SEE SHEET 1 OF 2 SHEETS)

Area = 2.7± ACRES

PROPOSED 50 FOOT CONSERVATION STRIP

N40°59'06"W 1348.18

N40°59'06"W 1579.20

EXCEPTION

LOT

GOVT

ZONING = R-1: MUSA

OUTLOT A

OUTLOT B

AREA = 90.1± ACRES

E. line of Government Lot 2, Sec. 30, T. 32, R. 25

S. line of Government Lot 2, Sec. 30, T. 32, R. 25

SE corner of Government Lot 2, Sec. 30, T. 32, R. 25

N. line of Government Lot 1, Sec. 29, T. 32, R. 25

S0°08'36"W 1337.53

ZONING = R-2: MEDIUM-DENSITY RESIDENTIAL

Edge of Woods

N00°14'54"E 162.50

N00°14'54"E 305.57

OUTLOT C

Conc. Pad

Benchmark:
SE Corner of Concrete Pad
Elevation=861.26
(N.G.V.D. 1929)

S40°39'06"E 339.00

Drainage & Utility Easement

S17°33'W 1317.76

E. line of Government Lot 1, Sec. 29, T. 32, R. 25

ZONING = R-1: MUSA

BOWERS MISSISSIPPI ACRES 3RD ADDITION

MISSISSIPPI RIVER

W. line of Government Lot 1, Sec. 29, T. 32, R. 25

S. line of Government Lot 1, Sec. 29, T. 32, R. 25

N37°33'06"W 57.10

S89°47'02"E 309.08 meas. (309.11 deed)

Edge of Woods

Woods

TOTAL AREA = 105.33 ACRES
EXISTING ZONING = R-1: MUSA
PROPOSED ZONING = P.U.D.
MIN. LOT AREA = 1 ACRE
12 UNITS
NET DENSITY OF DEVELOPED AREA = 1.3 UNITS/ACRE

0 100 200 Feet

LEGEND

- denotes Existing Contour
- denotes Existing Spot Elevation
- denotes Soil Boring
- denotes Test Hole
- denotes Building Setback Line
  - Front = 40'
  - Side = 10'
  - Side (Corner Lot) = 40'
  - Rear = 30'
- H denotes Proposed 60' x 60' House Pad
- P denotes Proposed 50' x 90' Primary Septic Area
- A denotes Proposed 50' x 90' Alternate Septic Area

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AS SHOWN ON THE PLAT.

Area Table	
Lot #	Area (S.F.)
LOT 1 BLOCK 1	82,418.3
LOT 1 BLOCK 2	50,921.9
LOT 2 BLOCK 2	48,712.2
LOT 3 BLOCK 2	46,362.3
LOT 4 BLOCK 2	48,407.0
LOT 5 BLOCK 2	47,796.4
LOT 6 BLOCK 2	45,513.4
LOT 7 BLOCK 2	45,194.2
LOT 8 BLOCK 2	51,039.6
LOT 9 BLOCK 2	49,632.2
LOT 10 BLOCK 2	50,472.7
LOT 11 BLOCK 2	67,834.3

denotes iron monument found
denotes 1/2 inch by 14 inch iron pipe set and marked by License #40062

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9 West Division Street
Buffalo, MN 55313
(763)682-4727
Fax: (763)682-3522

Project No. 17-0145

SHEET 2 OF 2 SHEETS

Requested By: John Dobbs

Date: 5-24-17

Scale: 1"=100'

Drawn By: T.J.B.

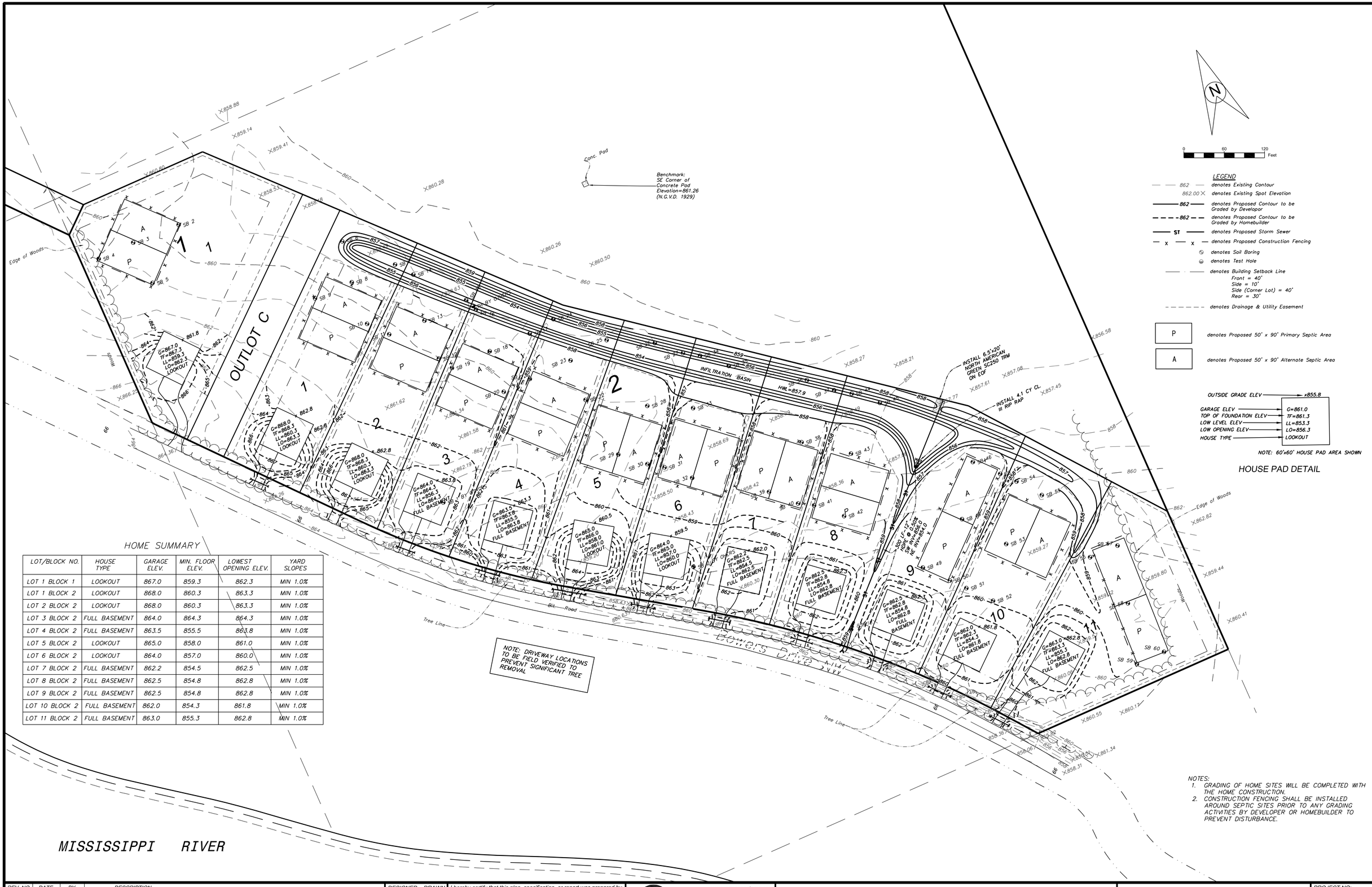
Checked By: P.E.O.

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Paul E. Otto
License #40062 Date: 6-8-17

Preliminary Plat on part of the W. 1/2 of Section 29 and part of Government Lots 1 and 2, Section 30, Township 32, Range 25, Anoka County, Minnesota.

Revised: 6-8-17 SEPTIC LOCATIONS, EASEMENTS



HOME SUMMARY

LOT/BLOCK NO.	HOUSE TYPE	GARAGE ELEV.	MIN. FLOOR ELEV.	LOWEST OPENING ELEV.	YARD SLOPES
LOT 1 BLOCK 1	LOOKOUT	867.0	859.3	862.3	MIN 1.0%
LOT 1 BLOCK 2	LOOKOUT	868.0	860.3	863.3	MIN 1.0%
LOT 2 BLOCK 2	LOOKOUT	868.0	860.3	863.3	MIN 1.0%
LOT 3 BLOCK 2	FULL BASEMENT	864.0	864.3	864.3	MIN 1.0%
LOT 4 BLOCK 2	FULL BASEMENT	863.5	855.5	863.8	MIN 1.0%
LOT 5 BLOCK 2	LOOKOUT	865.0	858.0	861.0	MIN 1.0%
LOT 6 BLOCK 2	LOOKOUT	864.0	857.0	860.0	MIN 1.0%
LOT 7 BLOCK 2	FULL BASEMENT	862.2	854.5	862.5	MIN 1.0%
LOT 8 BLOCK 2	FULL BASEMENT	862.5	854.8	862.8	MIN 1.0%
LOT 9 BLOCK 2	FULL BASEMENT	862.5	854.8	862.8	MIN 1.0%
LOT 10 BLOCK 2	FULL BASEMENT	862.0	854.3	861.8	MIN 1.0%
LOT 11 BLOCK 2	FULL BASEMENT	863.0	855.3	862.8	MIN 1.0%

NOTES:
1. GRADING OF HOME SITES WILL BE COMPLETED WITH THE HOME CONSTRUCTION.
2. CONSTRUCTION FENCING SHALL BE INSTALLED AROUND SEPTIC SITES PRIOR TO ANY GRADING ACTIVITIES BY DEVELOPER OR HOMEBUILDER TO PREVENT DISTURBANCE.

REV. NO.	DATE	BY	DESCRIPTION

DESIGNED CSO DRAWN CSO
CHECKED

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Cara M. Schwahn Otto
License # 40433 Date: 6/8/17

OTTO ASSOCIATES
Engineers & Land Surveyors, Inc.
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9 West Division Street
Buffalo, MN 55313
(763)682-4727
Fax: (763)682-3522

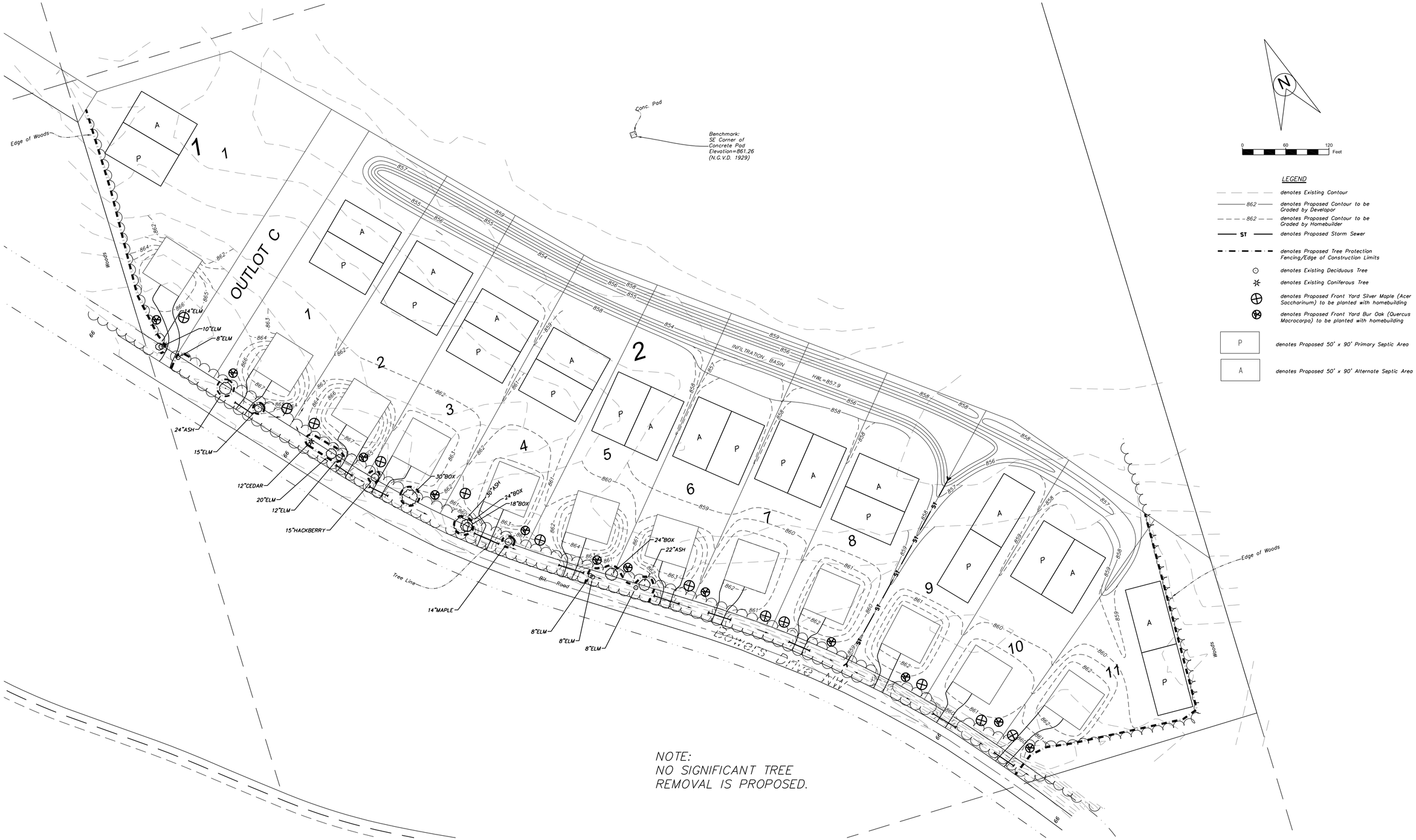
PEARSON PLACE
DEVELOPMENT CONSULTING SERVICE, LLC
RAMSEY, MN

PRELIMINARY GRADING PLAN

PROJECT NO: 17-0145

SHEET NO. 1 OF 1 SHEETS

DATE: 6/8/17



NOTE:
NO SIGNIFICANT TREE
REMOVAL IS PROPOSED.

REV. NO.	DATE	BY	DESCRIPTION

DESIGNED CSO DRAWN CSO

CHECKED

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Cara M. Schwahn Otto
License # 40433 Date: 6/16/17

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(763)682-4727
Fax: (763)682-3522

PEARSON PLACE

DEVELOPMENT CONSULTING SERVICES, LLC
RAMSEY, MN

PRELIMINARY TREE PRESERVATION & LANDSCAPE PLAN

SHEET NO. 1 OF 1 SHEETS

PROJECT NO: 17-0145

DATE: 6/16/17

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	6/30/17	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	PEARSON PLACE – PRELIMINARY PLAT AND ZONING AMENDMENT		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding your Preliminary Plat submittal, which consists of four total (4) sheets, all prepared by Otto Associates. The Preliminary Plat consists of two (2) sheets dated May 24, 2017; the Grading Plan consists of one (1) sheet dated June 8, 2017; and Tree Preservation and Landscape Plan consists of one (1) sheet dated June 16, 2017. *Note that all future plan submittals must have a consistent date on each sheet to eliminate confusion when referencing a plan set.*

The following revisions to the plan set are required:

Preliminary Plat Sheet 1:

- Need to identify all existing buildings within the plat boundaries, including the home(s) and accessory buildings at 14821 Bowers Drive and 8846 Highway 10, and out to 100 feet beyond the boundaries of the plat per City Code Section 117-588.
- Existing home at 14821 Bowers Drive should be excluded from the plat as it is already a separate parcel (it was not included in the Sketch Plan).
- The parcel with PID #30-32-25-11-0025 is an existing, separate parcel and includes buildings (appears to have a home and multiple detached accessory buildings). Since there are existing buildings on this parcel, it cannot be platted in its entirety as an outlot. There are two (2) options to consider, either leave this as an exception to the plat (but still include that part of Outlot A as proposed) or plat the area with the buildings as a lot and the remainder can be platted as an outlot.
- Add square footage of project area.
- Provide clarification as to who will own Outlots A and C.

Preliminary Plat Sheet 2:

- Add square footage and acreage of Outlot A and Outlot C.

Preliminary Grading Sheet:

- A setback of at least sixteen and a half feet (16.5') from the normal water level elevation of the stormwater pond is required and must be encumbered with a drainage and utility easement. This must be shown on the grading plan and on Sheet 2 of the Preliminary Plat.
- Add symbol for the culvert to the legend.
- Minimum culvert size permitted is fifteen (15) inches in diameter.
- Tree save fencing shall be shown on this sheet (and included in the legend).

Preliminary Tree Preservation and Landscape Plan:

- Add symbol for the culvert to the legend.
- Minimum culvert size permitted is fifteen (15) inches in diameter.
- Add planting table that indicates quantities, size, and root stock of proposed trees. Note that deciduous trees shall have a caliper of no less than one (1) inch.
- Add table to plan sheet that includes species, tag #, diameter, condition, status (removed/preserved) and a total tally of significant tree DBH inches, total tally of inches removed, and total tally of inches preserved.

General Information

The project site is located in the R-1 Residential (MUSA) zoning district, as well as the Mississippi River Critical Corridor Area (MRCCA) Overlay District. The MN DNR just recently completed a rulemaking process that amended various standards in the MRRCA. However, they have yet to provide the necessary guidance to municipalities as to how to proceed with updating local Zoning Codes. Until that guidance is received, municipalities are 'stuck' with outdated MRCCA standards. Staff has had discussions with the MN DNR and they have indicated that a Planned Unit Development (PUD) would be an acceptable zoning tool to utilize to address deviations from the current MRCCA standards as they appear to actually comply with the new MRRCA standards.

The project proposes to subdivide the land into twelve (12) residential lots and three (3) outlots. However, existing homes at 14821 Bowers Drive NW and 8846 Highway 10 NW will need to be platted as individual lots rather than included in Outlot B as outlots shall not contain any structures nor are they considered to be buildable lots until such time that that land is re-platted.

Comprehensive Plan

The development site is guided as Low Density Residential in the Comprehensive Plan. The Comprehensive Plan defines Low Density Residential as areas that are within the MUSA and would average three (3) units per acre. The development site is within the MUSA and the proposed average density will be 1.3 units per acre [Zoning Code allows for up to 3 units per acre].

The Low Density Residential designation requires that urban services be available for development. However, the entire Bower's Drive neighborhood, while also guided as Low Density Residential, is served by private septic systems and individual wells. The Sketch Plan and now the Preliminary Plat proposes that the twelve (12) new lots also be served by private services. The proposal also indicates there will be a request for a Zoning Amendment to process this development as a Planned Unit Development. That designation, if approved by City Council, would allow for certain deviations from the underlying Zoning District standards, including the use of private utilities, with a defined public benefit.

The submittal again includes a fifty (50) foot wide outlot behind the existing lots on the north side of Bowers Drive that would serve as a buffer from future development of the agricultural land. This was a result of comments received from the neighborhood during multiple workshops last year and is being proposed as that public benefit. However, it is not clear is who will ultimately own Outlot A. *Please provide clarification as to the ultimate owner of this outlot.*

Mississippi River Critical Corridor Area Overlay District

The development site is located within the Mississippi River Critical Corridor Area (MRCCA) Overlay District. This statutory designation applies to the entire stretch of the Mississippi River through the City of Ramsey. The MN DNR has recently completed a rulemaking process in which revisions to the existing standards have been completed and approved by an Administrative Law Judge. Regarding lot size and other bulk standards, the updated MRCCA rules for non-riparian lots no longer contain more restrictive standards. In fact, they simply defer to the underlying zoning district standards per the local zoning code.

While the rulemaking process is complete, the MN DNR has not yet provided municipalities with the required guidance on how to update our local zoning code. Until guidance is received, the City cannot move forward with updating our zoning code. Furthermore, it is our desire, if feasible, to address those updates as part of the City's broader Comprehensive Plan Update process and implementation, which will not be completed until sometime in 2018.

Zoning Designation

The project is being generally reviewed under the standards of the existing MRCCA Overlay District and the R-1 Residential District (this district implements the Low Density Residential (LDR) designation of the Comprehensive Plan). The intent of the R-1 Residential District is to accommodate single-family dwellings at a density up to three (3) dwelling units per acre. Through a PUD, deviation from certain standards is possible, including the use of private utilities rather than municipal services. This is consistent and compatible with the existing Bowers Drive neighborhood.

R-1 Residential (MUSA) Bulk Standards

Miscellaneous Standards	Existing MRRCA Standards	New MRRCA Standards	MUSA	Proposed (via PUD)
Lot size	2.5 acres	Underlying Zoning District	10,800 square feet	43,560 square feet (1 acre)
Density (net)	Not Addressed	Not Addressed	Up to 3.0 units per acre	1.3 units per acre
Lot width	200 feet	Underlying Zoning District	80 feet (measured at front yard setback)	80 feet*
Front yard setback	40 feet	Underlying Zoning District	30 feet	40 feet

Miscellaneous Standards	Existing MRRCA Standards	New MRRCA Standards	MUSA	Proposed (via PUD)
Side yard setback (uninhabitable)	10 feet	Underlying Zoning District	6 feet	10 feet
Side yard setback (habitable)	10 feet	Underlying Zoning District	10 feet	10 feet
Side yard setback for corner lots**	Not Addressed	Underlying Zoning District	30 feet	40 feet
Rear yard setback	35 feet	Underlying Zoning District	30 feet	30 feet
Maximum lot coverage	30%	Underlying Zoning District	35%	Not shown
Maximum building height (measured from mean ground level to mean gable)	35 feet	Underlying Zoning District	35 feet	Not shown

* Lot 1 Block 1 shows 57 feet at the front lot line, but exceeds the standard of 80 feet at the building setback line.
** Will apply to Lot 1 Block 1 and Lot 1 Block 2 as the intent of Outlot C is for a future road.

As has been noted already, the development site is located within the 2020 MUSA boundary and thus, is required to be serviced with municipal sewer and water. However, the requested Zoning Amendment to designate the site as a PUD is a legal zoning tool that allows for the deviation to utilize private utilities (if approved by City Council). Please note that as configured, the future home owners will have limited use of the rear yards due to the locations of the primary and alternate septic systems. It would be helpful if that message could be conveyed to the buyers of these parcels.

Wetlands and Floodplains

The project site does not appear to contain any floodplain areas or wetlands.

Grading and Drainage

The project will be subject to the Lower Rum River Watershed Management Organization standards for managing stormwater, including both quantity and quality. Please see additional comments within the Engineering Review Memo regarding the grading and drainage plans.

Streets and Access

The new lots will be accessed via Bowers Drive. The Sketch Plan does include a sixty (60) foot wide outlot that can provide future access to the land north of the development site. This will eventually create a second point of access to Bowers Drive, which will assist with public safety response in the future. Will the current property owner retain ownership of Outlot C? *Please provide clarification of who ultimately will own Outlot C*.

Residents along Bowers Drive raised concerns about construction traffic and possible damage to the existing street at a public workshop in 2016. This is a topic that will require continued discussions and exploration of how to mitigate these concerns. Ultimately, this matter will be addressed within the Development Agreement.

Tree Preservation and Landscaping

A Tree Preservation and Landscape Plan has been submitted. All significant trees, defined as oaks and evergreens with a Diameter at Breast Height (DBH) of four (4) inches and all other deciduous trees with a DBH of eight (8) inches or greater, have been identified. That plan should include a table that identifies each significant tree, the species, DBH, condition, status (preserved or removed), and reason for removal (e.g. stormwater pond, note that certain removals do not count toward the allowable removal threshold, which is why we ask for this information).

Each lot is required to have two (2) front yard trees planted. Being within the MRCCA, Staff would strongly encourage the use of native trees to satisfy this requirement. Note that existing trees in the front yard(s), if included in the Tree Inventory and Preservation Plan and are identified in the Ramsey Tree Book as being either Acceptable or Preferred, can be used to satisfy the landscape requirements.

Development Fees and Agreement

Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded. An executed Development Agreement will also be required prior to releasing the plat for recording.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	06-30-17	**PROJECT ADDRESS**	Preliminary Plat for Pearson Place
PROJECT. TITLE	Pearson Place		
ESCROW #			
DEPARTMENT:	Fire Dept.		
TECHNICAL REVIEWER:	Name: Carey Schiferli Phone: 763-433-9832 Email: cschiferli@ci.ramsey.mn.us		

General:

The Fire Department feels that reserving OUTLOT C for future expansion is an important part of this plan. Bowers Dr. is the longest cul-de-sac in the city and this creates many challenges for the Fire Department. This area is also not served with City water and therefore, there are no fire hydrants in this are area. This requires tankering water in and out and with the long cul-de=sac, that becomes difficult. OUTLOT C would serve as another inlet/outlet for this neighborhood in the future if/when additional development occurs.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 30, 2017	**PROJECT ADDRESS**	SOUTH END OF BOWERS DRIVE
PROJECT. TITLE	PEARSON PLACE		
ESCROW #	115701		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Preliminary Plat submittal for Pearson Place. The submittal consists of 4 sheets prepared by Otto Associates dated May 24, 2017, received June 9, 2017. The submittal also included Soil Observation Logs for the proposed drain field areas and stormwater summary and calculations.

We offer the following comments on these sheets:

Preliminary Plat Sheet 1:

1. No comments.

Preliminary Plat Sheet 2:

1. The soil boring labels must be darker.
2. The legend is not complete.
3. There are soil borings labeled "By others". Logs for these borings must be provided.

Preliminary Grading Plan:

1. Silt Fence is required down slope of all disturbed areas.
2. Construction limit fence must be installed along the east side of the plat.
3. A note must be added to the Final Grading Plan "All disturbed areas must be seeded and mulched within 7 days after surface disturbance ceases."
4. The invert elevation for the storm sewer pipe does not match the length and slope listed.
5. The storm sewer pipe size must be enlarged to carry the 100 year storm from the street to the ponding area.
6. Several deep (min. 10 ft.) are needed in the infiltration area to determine groundwater elevation.
7. The overflow elevation of the infiltration basin must be shown.
8. Additional topo must be obtained east of the emergency overflow to show there is an overland flow route. If the area does not have an overland outlet then the infiltration basin must be sized for back to back 100 year storms.

9. Revise the table to show 2% minimum grades on all lots.
10. Provide a minimum of 3 deep borings in the area of the house pads.
11. Minimum basement elevation must be determined using the guidance prepared by Barr Engineering. A copy will be provided with this review letter.
12. Show potential well locations on this plan.
13. Provide roadway ditch profile and cross sections for the east side of Bowers Drive.
14. All runoff from the houses and driveways must be directed to the infiltration basin.
15. Additional sheets will be required: Detail sheet, SWPPP sheets (must conform to the Construction Stormwater Permit requirements including listing the designers training information and erosion control material type and quantity to be used on the project.

Stormwater Summary:

1. The infiltration basin receives runoff from all storms. It must be designed to empty within 48 hours after the 100 year storm. Our calculations indicate the basin does not drain in 48 hours. Revision is required.
2. The proposed drainage map must be revised to show the drainage area boundaries in a different line style from the project boundaries.
3. Drainage area P2 should be revised to include the front and driveway of all houses.
4. The summary table states there is a reduction in flow to the south east.
5. This project is adjacent to a plat that was approved in 1949, prior to any stormwater regulations. Runoff from the project must be attenuated prior to reaching the existing street. This project will need to meet the Lower Rum River Watershed Management Organization requirements for volume control, water quality and rate control. The volume reduction requirement is infiltration of the first 1 inch of runoff from new impervious surfaces. The infiltration basin must be enlarged to account for existing impervious areas that drain to the new basin. Required rate control is limiting developed runoff rates to the existing rates for the 2, 10 and 100 year storms. Water quality standards are met by providing wet detention equal to the 2.5 inch storm and removing 60% total phosphorus and 90% total suspended solids from the discharge.

Appendix 4A

Low Floor Elevation Guidance

Overview of Lowest Floor Issue

There seems to be two reasons for establishing a minimum lowest floor elevation in the vicinity of a pond – to prevent flooding of the structure by surface water and to prevent seepage or damage from uplift pressures that could result from a rise in the water table elevation. The first reason (direct flooding) can easily be established with knowledge of the maximum flood elevation of a pond (or the 100-year elevation, if this is used) and ground surface topography. The second reason (a rise in the water table due to increased pond elevations) is not so straight forward. This second area is the subject of this memo.

When a formerly dry pond becomes wet (or when a wet pond's water elevation increases) due to a storm event, downward seepage of the ponded water begins. The rate of seepage through the bottom of the pond is dependent upon:

1) The elevation of the water surface above the pond bottom
2) The soil type at the bottom of the pond (i.e. the pond bottom's thickness and permeability)
3) The type of soil underneath the pond (e.g., clay, silt, sand, gravel)
4) The degree of saturation of the soils beneath the pond
5) The depth to the water table

In general, higher seepage through the bottom of the pond will occur when the water surface elevation is high, the pond's bottom sediments are thin and/or sandy, the soils underneath the pond are permeable (such as sand or gravel), the soils underneath the pond have a high moisture content (i.e, they are at field capacity or higher), and the water table is well below the bottom of the pond (i.e. the soils are freely draining).

Higher seepage rates through the bottom of the pond will cause the water table elevation to rise by creating a "mounding condition" below the pond. How high and how widespread the water table mound becomes are contributing factors to whether or not basements will be affected. *However, the single most important factor that will determine if seepage from a pond will cause wet basement problems is the depth to the water table, below the basement.*

The magnitude and extent of the groundwater mounding conditions is also contingent upon the aquifer's transmissivity (aquifer permeability multiplied by aquifer thickness), the specific yield of the aquifer materials, and the duration of the high water levels in the pond. In general, thicker aquifers with higher permeability will experience less mounding than thinner aquifers of lower permeability. Perched aquifers (i.e. groundwater zones less than about 10 feet that overlie extensive clay layers) typically experience the greatest amount of mounding.

Overview of Variance Evaluation Method

All of the combinations of settings, pond configurations, aquifer parameters, and distances from ponds cannot be anticipated before hand in coming up with a method to quickly evaluate whether or not a variance to the minimum floor elevation ordinance should be considered. However, by making some generalities, the most commonly encountered situations can be evaluated. This is the approach taken here.

A groundwater flow model of a "typical" pond and aquifer setting was developed. Aquifer parameters and pond elevations were varied and the resulting water table mounding conditions were simulated. The following conditions were evaluated:

1. Pond elevation increases of 2 feet, 4 feet, and 6 feet above normal or dry conditions
2. Depth to the water table (before flooding) of 3 feet (to represent conditions of 3 feet or less) and 10 feet (to represent conditions where the depth to the water table is greater than 3 feet). The purpose of simulating these two conditions is that with shallow water tables, the rate of infiltration is substantially reduced as the groundwater mound rises into the pond. For deeper aquifer conditions, the pond bottom is always above the water table and the depth to the water table has no bearing on the seepage rate.
3. Three aquifer conditions: clay or perched aquifers (transmissivities of 7 ft^2/day and specific yield values of 0.1); silt aquifers (transmissivity of 70 ft^2/day and specific yield values of 0.2) and sand and gravel aquifers (transmissivities of 2000 ft^2/day and specific yield values of 0.2).
4. Pond bottom sediment thickness of 1 feet and bottom sediment hydraulic conductivity of 1 ft/day.
5. Instantaneous occurrence of a flood condition in the pond, which lasts for 25 days, followed by instantaneous reduction to normal conditions. The purpose of using this condition is that

the effects of aquifer storage (specific yield) are taken into account. A duration of 25 days was selected as being a reasonable time period of flood conditions.

6. Increases in the water table elevation were recorded at several distances between 5 feet and 200 feet from the pond. The maximum rise during the modeled period was selected for plotting.

The U.S. Geological Survey's groundwater modeling code, MODFLOW, was used for this analysis.

How to Determine if a Variance is Warranted

In order to determine if a proposed lowest floor elevation is acceptable, the following need to be known:

1. Depth to the water table and an estimation of the water table's seasonally high elevation.
2. Type of aquifer materials – e.g., clay, silt, sand, gravel
3. Information as to whether or not the water table is perched or is part of a deeper, thicker aquifer system.
4. An estimate of the flood elevation of the pond.
5. The distance of the proposed floor to the pond.

Depth to the water table and the type of aquifer material needs to be determined through the installation of soil borings. The other information should be estimated from other sources.

Once this information is obtained, the minimum depth to the water table from the bottom of the proposed floor slab can be determined from one of six plots, attached to this memorandum. Which of the six plots to use depends on the depth of the water table with respect to the pond's bottom and the type of aquifer material (e.g., clay, silt, sand, gravel). The following steps should be used:

1. Determine the closest distance of the proposed floor to the pond (if the pond size increases during flooding, the distance should be from the flooded perimeter of the pond to the proposed floor).
2. Using Plot 1, determine the minimum permissible depth to the water table for the specified distance from the pond. If the actual depth to the water table (see discussion below for determining this) is greater than the value on Plot 1, no further evaluation is necessary – the floor is sufficiently high with respect to the water table that the water table will not reach the

bottom of the slab, regardless of the soil type or transmissivity. If the depth to the water table is less than the value from Plot 1, further evaluation is necessary.

3. If the soil type of the aquifer, below the water table, is mostly clay OR if the aquifer is perched (a continuous clay layer is less than 5 feet below the water table), Plot 2 must be used. The appropriate pond level increase (2, 4, or 6 feet) for flood conditions must be used in Plot 2 to find the minimum permissible depth to the water table. If the depth to the water table from Plot 2 is less than the actual depth to the water table, the proposed floor elevation is too low and must be raised to equal the value from Plot 2.
4. If the soil type of the aquifer is mostly silt AND the pond bottom is 3 feet or less above the water table, Plot 3 should be used.
5. If the soil type of the aquifer is mostly sand or gravel AND the pond bottom is 3 feet or less above the water table, Plot 4 should be used.
6. If the soil type of the aquifer is mostly silt AND the pond bottom is 3 feet or more above the water table, Plot 5 should be used.
7. If the soil type of the aquifer is mostly sand or gravel AND the pond bottom is 3 feet or more above the water table, Plot 5 should be used.

The values from the plots are guidelines, based on typical conditions. If the plots indicate the proposed floor elevation is too low, additional analyses and data collection could be pursued by the applicant. These additional analyses could include additional soil borings, long-term monitoring of piezometers, or more sophisticated modeling.

Determining Depth to the Water Table

If a variance to a lowest floor elevation ordinance is to be considered, the depth to the water table at the location in question must be known. Without this knowledge, there cannot be a technical basis for approving a variance. Furthermore, the applicant should demonstrate that the measured water-table elevation is both representative of conditions over the entire floor area and is representative of values typical for seasonally high conditions (e.g. spring conditions). A suggested requirement for collecting this information is the following:

1) A minimum of two soil borings shall be installed at or near the perimeter of the lowest floor. At least one of these borings shall be where the floor is closest to the nearest pond.

2) Soil borings shall extend to a depth of at least 7 feet below the water table. The borings shall be left open for a time sufficient to determine the stabilized water level in the borehole. The water level shall be measured with reference to a known bench mark that can relate the water table elevation to the proposed floor elevation. Soils at or immediately below the water table shall be sampled and texturally classified using an approved classification method.

Water levels measured during dry summer months or during the winter may be lower than water levels during the spring. The applicant should be required to make an effort to determine the likely amount of seasonal fluctuation in the water table in the area. Water level records from wells completed in the area could be used. If information is unavailable, the applicant should be required to add a value to the measured water table elevation. One suggestion would be to assume 25% of the total annual precipitation (29 inches), divided by the average effective porosity for non-cohesive soils (0.3), which is:

(29 inches/4) x (1 foot/12 inches)/0.3 = 2 feet

If the seasonally adjusted maximum water-table elevation is eight (8) feet or below the bottom of the slab of the lowest floor, it is unlikely that temporary flood conditions in the pond will cause the water table to rise to the level of the floor.[1]

Determining Soil Type at the Water Table

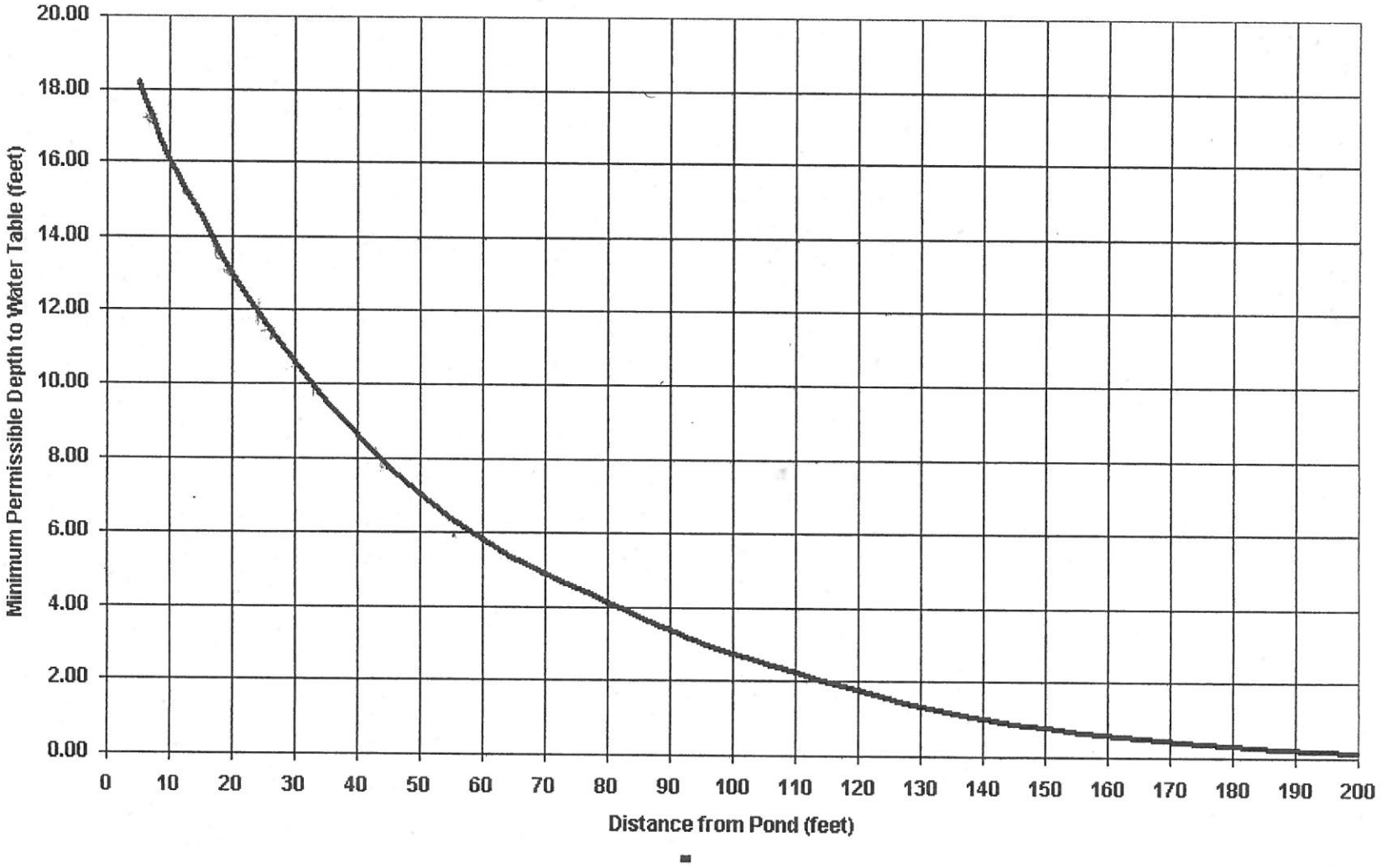
The textural classification from the soil borings will be necessary for determining the expected rise in the water table caused by an increase in pond elevation. At a minimum, the soil should be classified as one of the following:

1) Sandy or gravely soils – consisting of predominantly sand or gravel, with minor amounts of silt and clay
2) Silty soils – consisting predominantly of silt
3) Clayey soils – consisting predominantly of clay

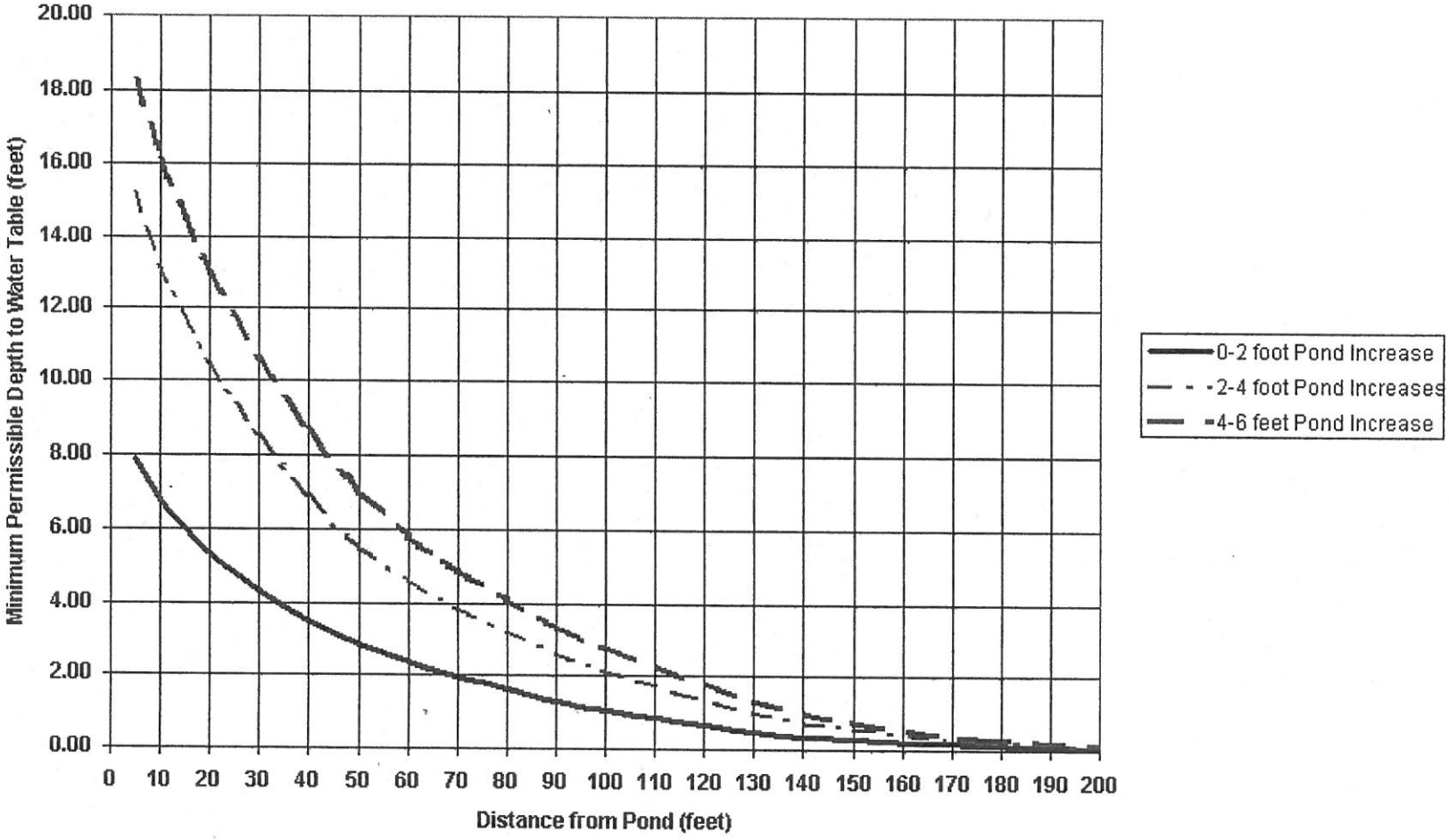
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[1] This assumes that the pond level begins to return to normal within about 30 days and the pond level's increase is not greater than 6 feet.

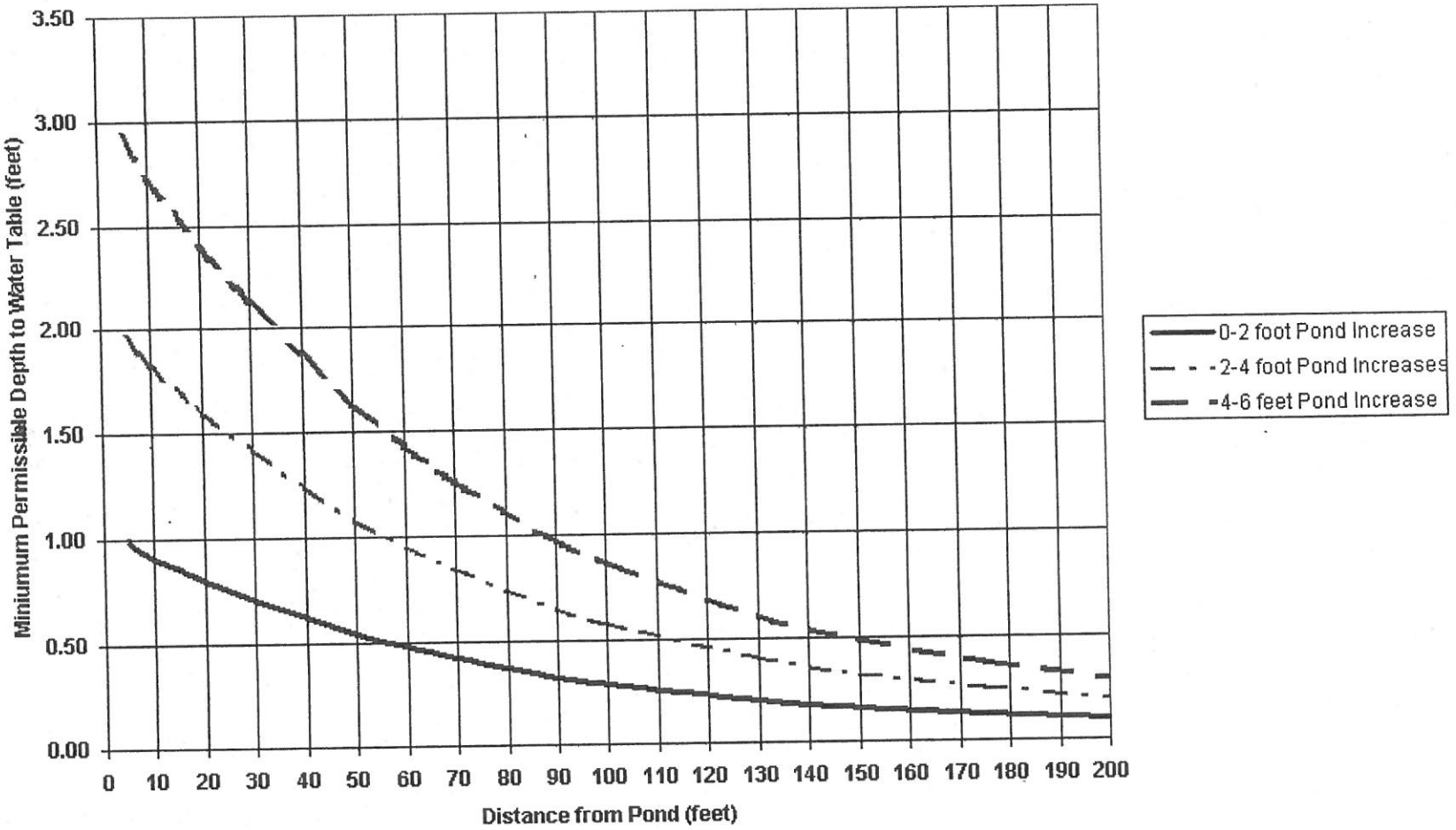
PLOT 1: Minimum Depth to Water Table for No Further Evaluation



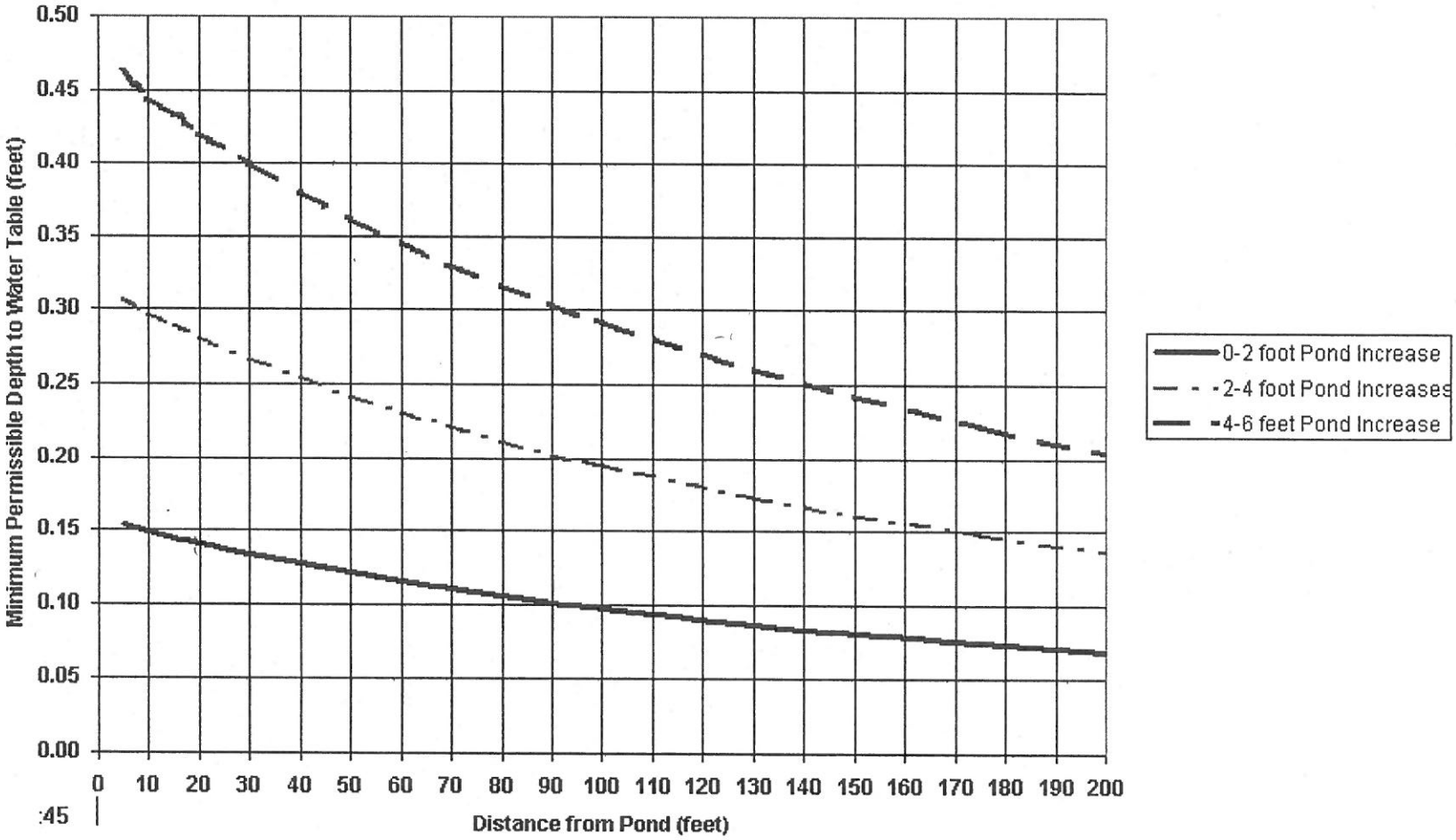
PLOT 2: Minimum Permissible Depth to Water Table - Clay or Perched Conditons
(Perched Conditions = Water Table <5 feet above a continuous clay layer)



PLOT 3: Minimum Permissible Depth to Water Table - Silt - Pond Bottom <3 feet above Ambient Water Table

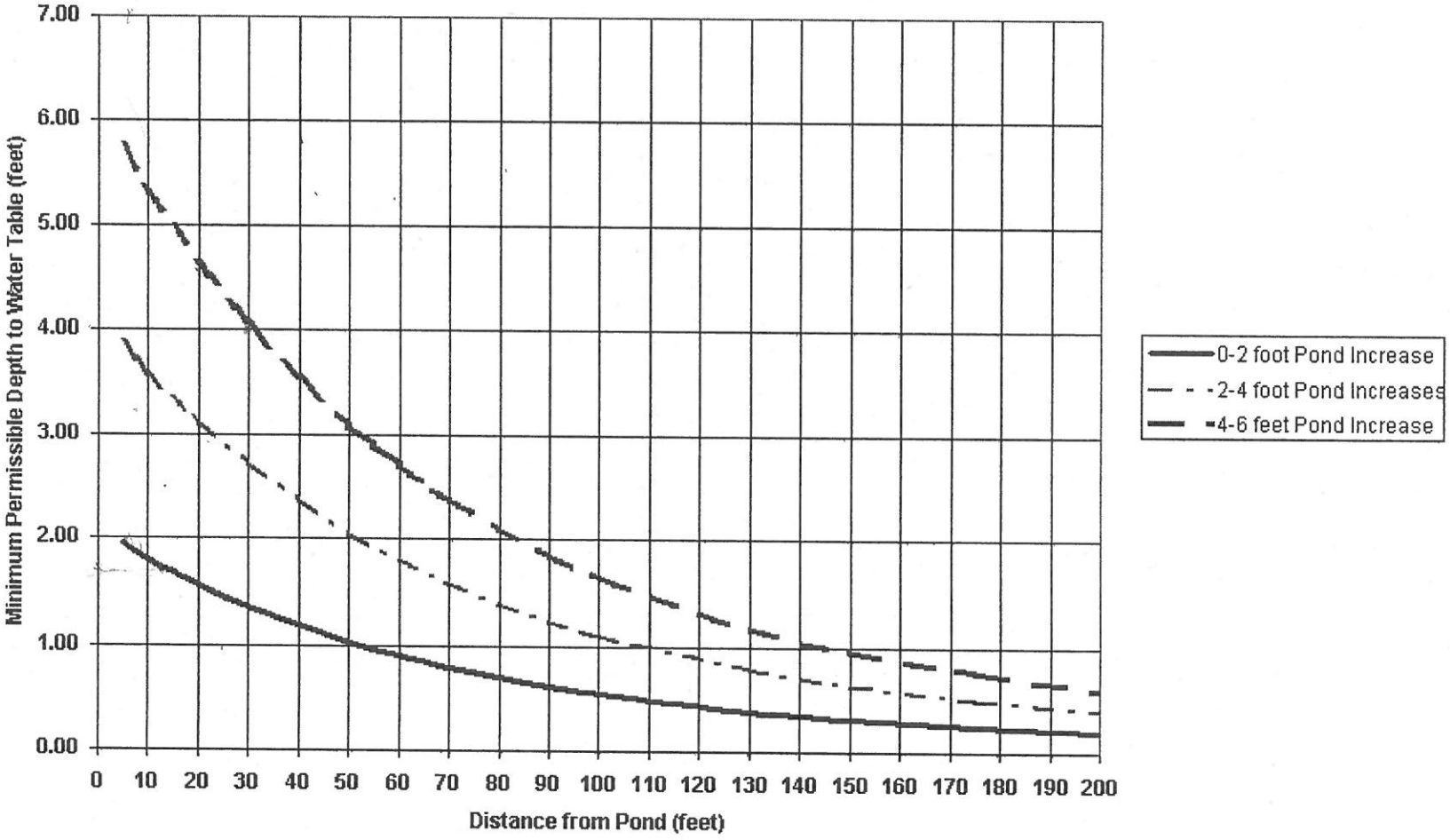


PLOT 4: Minimum Permissible Depth to Water Table - Sand & Gravel - Pond Bottom <3 feet above Ambient Water Table

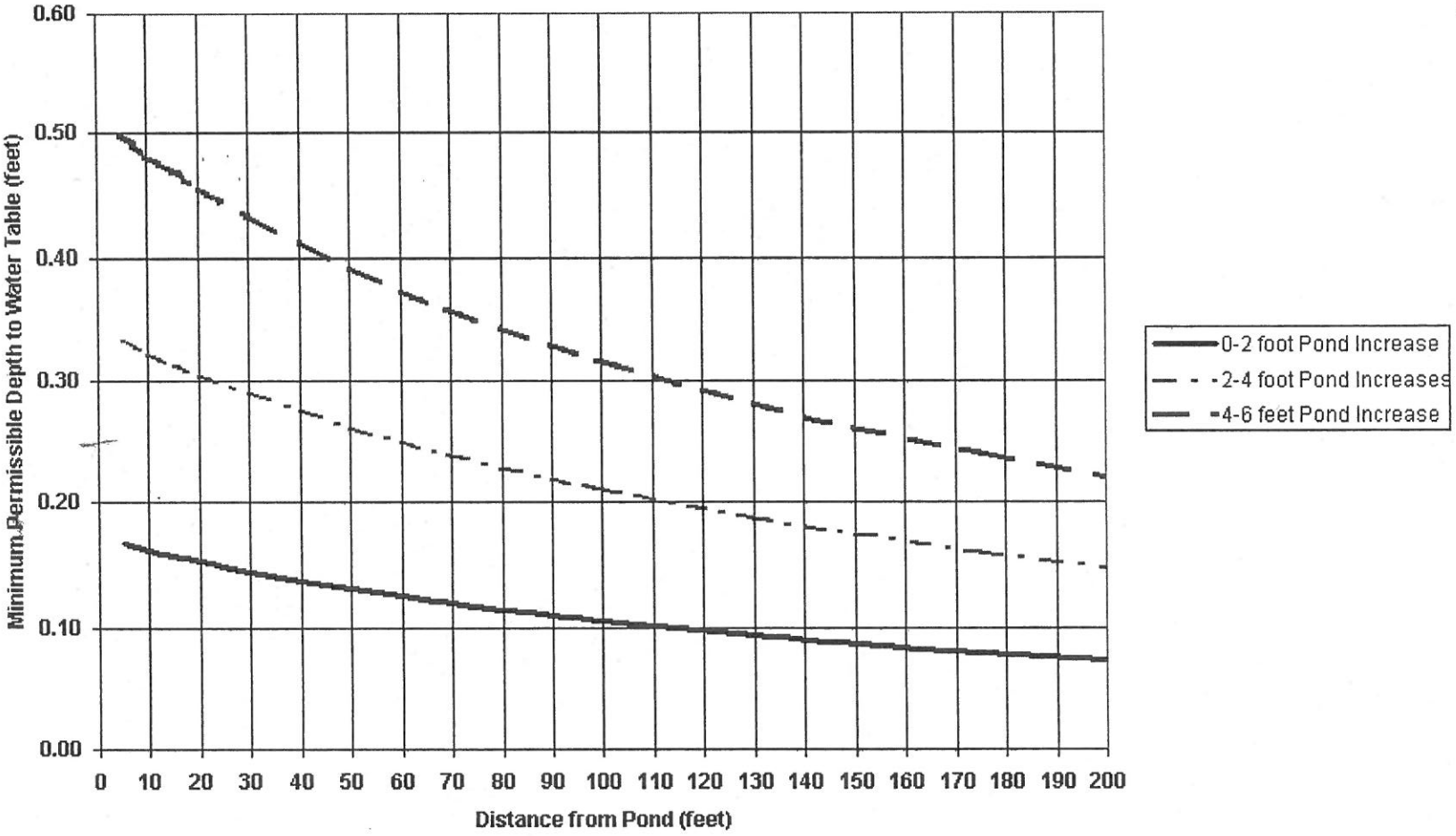


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PLOT 5: Minimum Permissible Depth to Water Table - Silt - Pond Bottom >3 feet above Ambient Water Table



PLOT 6: Minimum Permissible Depth to Water Table - Sand & Gravel - Pond Bottom >3 feet above Ambient Water Table



ORDINANCE #17-10

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 WHICH IS KNOWN AS THE ZONING AND SUBDIVISIONS CHAPTER OF THE CITY CODE OF RAMSEY, MINNESOTA.

AN ORDINANCE AMENDING SECTION 117-90 "MAP" OF CHAPTER 117 OF THE CITY CODE OF RAMSEY, MINNESOTA.

SECTION 1. AMENDMENT

The following legally described properties or portions thereof, are hereby rezoned from R-1 Residential (MUSA) to PUD (Planned Unit Development):

That part of the Northwest Quarter of the Southwest Quarter lying northeasterly of the northeasterly line of Bowers Drive NW, Anoka County, Minnesota, subject to easement of record.

-and-

The Southwest Quarter of the Northwest Quarter , Anoka County, Minnesota, subject to easement of record.

-and-

Government Lot 2, Section 30, Township 32, Range 25, except that part of said Government Lot lying westerly of a line parallel with and 200 feet easterly of east line of Bowers Mississippi Acres, Anoka County, Minnesota, subject to easement of record.

-and-

That part of Government Lot 1 lying southerly of Trunk Highway 10 and 169 and lying easterly of a line parallel with and 200 feet easterly of (as measured at right angles) easterly right of way line of Bowers Drive; Anoka County, Minnesota, subject to easement of record

Or upon recording of the plat known as Pearson Place:

Lot 1, Block 1 and Lots 1-11, Block 2 (inclusive)

(the “Subject Property”)

The following table outlines what deviations are permitted through this rezoning:

Miscellaneous Standards	Existing MRRCA Standards	New MRRCA Standards	MUSA	Proposed (via PUD)
Lot size	2.5 acres	Underlying Zoning District	10,800 square feet	43,560 square feet or greater
Density (net)	Not Addressed	Not Addressed	Up to 3.0 units per acre	1.3 units per acre
Lot width	200 feet	Underlying Zoning District	80 feet (measured at front yard setback)	80 feet*
Front yard setback	40 feet	Underlying Zoning District	30 feet	40 feet
Side yard setback (uninhabitable)	10 feet	Underlying Zoning District	6 feet	10 feet
Side yard setback (habitable)	10 feet	Underlying Zoning District	10 feet	10 feet
Side yard setback for corner lots**	Not Addressed	Underlying Zoning District	30 feet	40 feet
Rear yard setback	35 feet	Underlying Zoning District	30 feet	30 feet
Maximum lot coverage	30%	Underlying Zoning District	35%	Not shown
Maximum building height (measured from mean ground level to mean gable)	35 feet	Underlying Zoning District	35 feet	Not shown (will defer to underlying district standard of 35 feet)
City Water and Sewer	Not Addressed	Not Addressed	Required	Use of private wells and septic systems

* Lot 1 Block 1 shows 57 feet at the front lot line, but exceeds the standard of 80 feet at the building setback line.
** Will apply to Lot 1 Block 1 and Lot 1 Block 2 as the intent of Outlot C is for a future road.

SECTION 2. MAP

The City is hereby instructed to cause this amendment to be shown on the "City of Ramsey Zoning Map", which map was adopted pursuant to Section 117-90 of the Ramsey City Code.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ day of_____, 2017.

_____
Mayor

ATTEST:

_____
City Administrator

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-07-163

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF PEARSON PLACE

WHEREAS, Development Consulting Services, LLC, hereafter referred to as "Developer", properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

That part of the Northwest Quarter of the Southwest Quarter lying northeasterly of the northeasterly line of Bowers Drive NW, Anoka County, Minnesota, subject to easement of record.

-and-

The Southwest Quarter of the Northwest Quarter , Anoka County, Minnesota, subject to easement of record.

-and-

Government Lot 2, Section 30, Township 32, Range 25, except that part of said Government Lot lying westerly of a line parallel with and 200 feet easterly of east line of Bowers Mississippi Acres, Anoka County, Minnesota, subject to easement of record.

-and-

That part of Government Lot 1 lying southerly of Trunk Highway 10 and 169 and lying easterly of a line parallel with and 200 feet easterly of (as measured at right angles) easterly right of way line of Bowers Drive; Anoka County, Minnesota, subject to easement of record

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Pearson Place from the Developer on May 4, 2017; and

WHEREAS, the Planning Commission reviewed the sketch plan on June 1, 2017; and

WHEREAS, the City of Ramsey received an application for the preliminary plat of Pearson Place on June 1, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered the tree preservation and landscape plan pertaining to the preliminary plat on June 19, 2017.

WHEREAS, on July 6, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat and tabled action until April; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants preliminary plat approval of Pearson Place in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with the Staff Review Letter dated June 30, 2017.
    b) Adoption of Ordinance #17-10, which would rezone the property from R-1 Residential (MUSA) to Planned Unit Development (PUD).
    c) The Developer entering into a Development Agreement with the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 25th day of July, 2017

_____
Mayor

ATTEST:

_____
City Clerk

Regular Planning Commission **6. 1.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

Review Sketch Plan for Bunker Lake Industrial Park; Case of PSD, LLC

Purpose/Background:

The purpose of this case is to review a concept plan in design stages for Bunker Lake Industrial Park by PSD, LLC. This Sketch Plan is for the first two (2) buildings (9.05 acres) of a 45 acre future industrial park along Bunker Lake Boulevard.

The purpose of Sketch Plan Review is to provide initial feedback to the Developer before preparing more detailed construction and plat documents.

The first building proposed for construction is proposed for Adrenaline Sports Center. The Planning Commission had previously reviewed that concept for another location in Ramsey. Adrenaline has chosen not to move forward at that location, and is now working with PSD, LLC at the Bunker Lake Industrial Park. Adrenaline Sports Center desires to occupy the facility in January or February, which is an aggressive schedule for the status of this greenfield development. Staff will attempt to accomplish a timely review wherever possible. This may require advanced approvals and special meetings along with certain risks of plan amendments to the Developer.

Notification:

Staff attempted to notify all Property Owners within 700 feet of the Sketch Plan Review via Standard US Mail.

Observations/Alternatives:

Generally speaking, the proposed development meets the intent of the Comprehensive Plan and Zoning District, once approved amendments to both are completed. The Planning Commission may recall that the City Council previously approved a Comprehensive Plan Amendment to Business Park for this area, which is now entering the Metropolitan Council review process.

Staff has completed a preliminary review of the Sketch Plan. It is the responsibility of the Developer to ensure compliance with all Zoning Code standards related to the E-1 Employment District (assumed zoning district). Staff notes the following components to verify on the plan set.

1. Required Parking Lot Setbacks
2. Required Landscaping
3. Variance Required for Lot 2 Lot Width

Tree Preservation

The proposed development will result in the loss of a number of significant trees as defined by City Code. The Tree Preservation Plan will be reviewed by the City's Environmental Policy Board (EPB) in July. The current assumption for required replacement, to be confirmed on future plan sets, is that a majority of the required plantings will be satisfied through the requirements of the underlying zoning district and boulevard plantings. The Developer does have the option to pay into the Community Forestry Fund is not feasible.

The Developer has requested an early start on tree removal. A Tree Preservation Plan and Tree Preservation Agreement must be approved by the City Council on either July 11 or July 25 in order to accommodate this early

start. A Grading and Stormwater Plan has not yet been completed or reviewed by the City. The Developer must acknowledge that the City is not liable for any perceived additional costs of grading due to soil conditions or stormwater requirements. The Developer would be proceeding at its own risk.

Grading and Stormwater Management

While a Grading Plan is not required as part of Sketch Plan Review, the Developer is requesting an early start on preliminary mass grading of the site to accommodate desired project schedules. A Preliminary Grading Plan and Grading Agreement must be approved by the City Council on either July 11 or July 25 in order to accommodate this early start. The Grading Plan must also be approved by the Lower Rum River Watershed Management Organization (LRRWMO) before construction can commence. A Grading and Stormwater Plan has not yet been completed or reviewed by the City. This is expected to be submitted to the City on July 6. The Developer must acknowledge that the City is not liable for any perceived additional costs of grading due to soil conditions or stormwater requirements. The Developer would be proceeding at its own risk.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

No action being requested.

Action:

No action being requested.

Attachments

Site Location Map

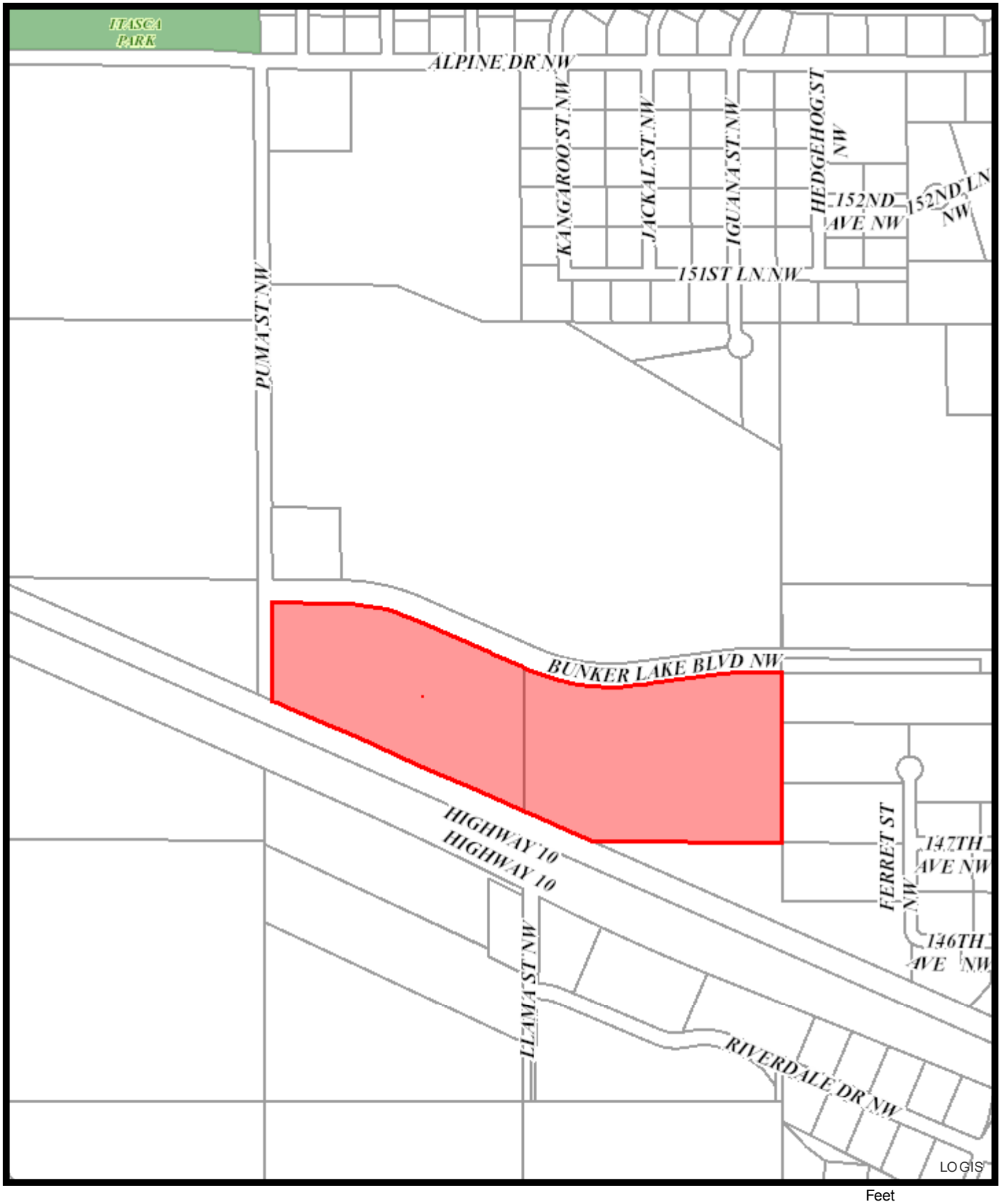
Plan Set

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 10:43 AM
Form Started By: Tim Gladhill		Started On: 06/30/2017 10:24 AM
Final Approval Date: 06/30/2017		

Site Location Map

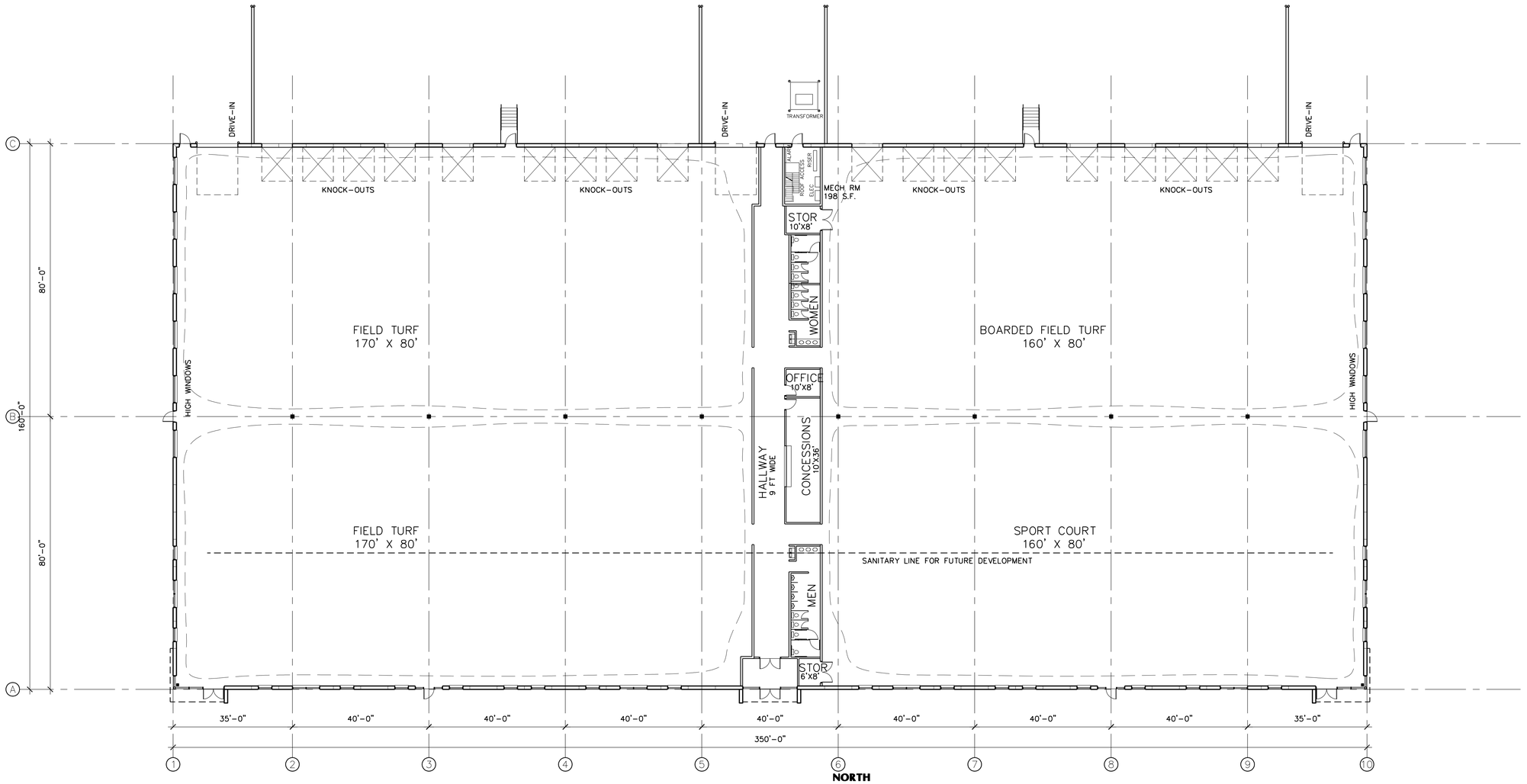
Bunker Lake Industrial Park



Feet

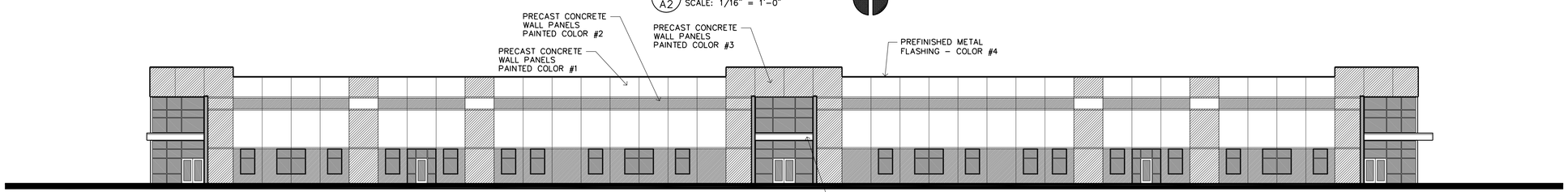
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Print Date: May 31, 2017

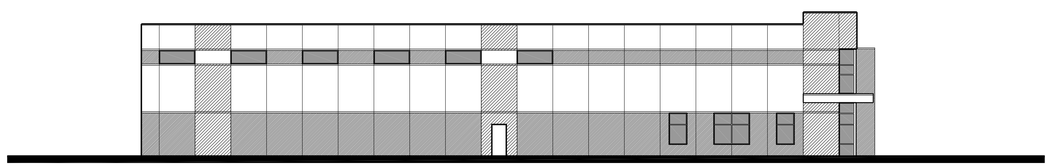


1 A2 FLOOR PLAN
SCALE: 1/16" = 1'-0"

NORTH



2 A2 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



3 A2 WEST ELEVATION
SCALE: 1/16" = 1'-0"

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #1\BUNKER LAKE #1-A2

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY
NOT FOR CONSTRUCTION

SIGNATURE
LEONARD LAMPERT
PRINTED NAME
13669
LICENSE NO.
DATE

BUNKER LAKE INDUSTRIAL PARK
BUILDING #1
Ramsey, Minnesota

Copyright 2017
Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

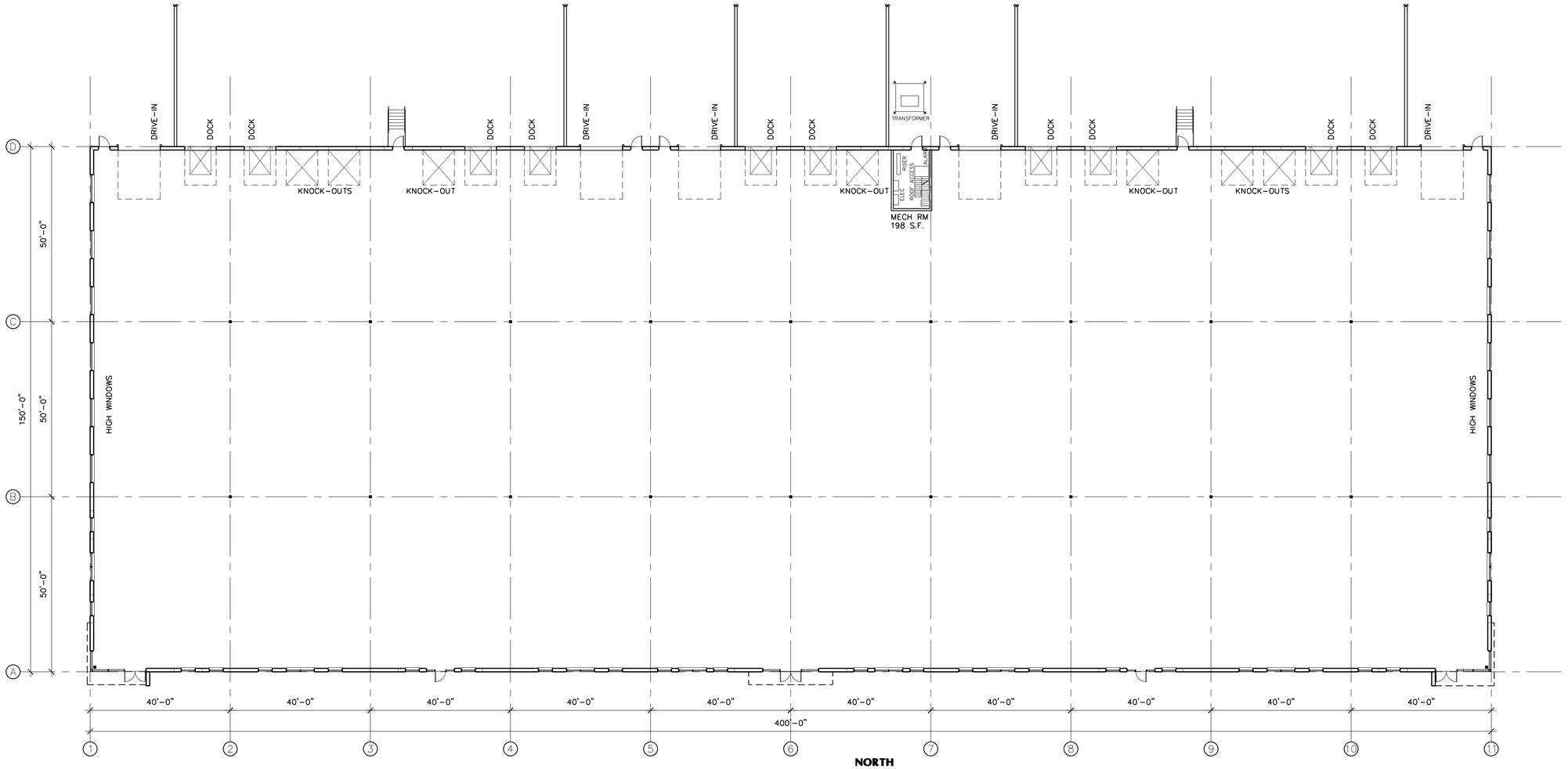
5/18/17	PRELIMINARY

FLOOR PLAN

Sheet Number

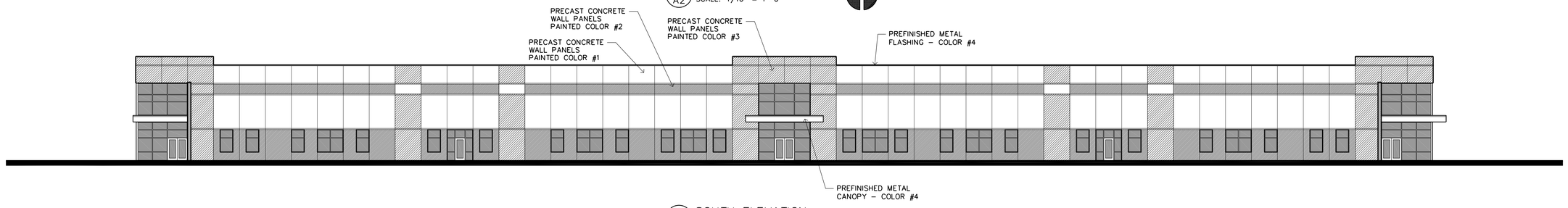
A2

Project No. 170427-5

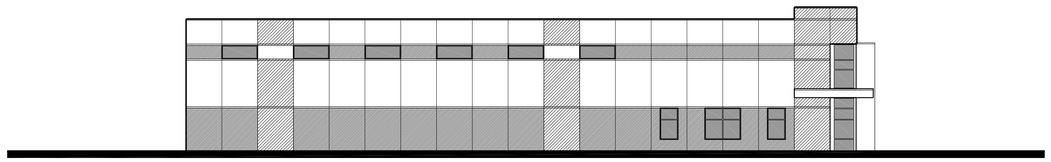


1 A2 FLOOR PLAN
SCALE: 1/16" = 1'-0"

NORTH



2 A2 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



3 A2 WEST ELEVATION
SCALE: 1/16" = 1'-0"

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #1\BUNKER LAKE #1-A2

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lampert@lampert-arch.com

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SIGNATURE
LEONARD LAMPERT
PRINTED NAME
13669
LICENSE NO.
DATE

BUNKER LAKE INDUSTRIAL PARK
Ramsey, Minnesota

Copyright 2017
Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

4/28/17	PRELIMINARY

FLOOR PLAN

Sheet Number

A2

Project No. 170427-5

BUNKER LAKE INDUSTRIAL PARK
SKETCH PLAN

PUMA ST NW

BUNKER LAKE BLVD

PARCEL LINE

OUTLOT C
25.66 AC

OUTLOT B
5.69 AC

ANOKA ELECTRIC EASEMENT

60'

60'

PROPOSED
CITY ROW

HIGHWAY 10 NW

OUTLOT A
3.18 AC

LOT 1
4.41 AC

60,000 S.F.

LOT 2
4.64 AC

56,000 S.F.

ANOKA ELECTRIC EASEMENT

N

HORZ. SCALE 0 100 200 FEET

PSD, LLC

H:\PSDLLC_PR\R16113129\CAD\C3D\preliminary\108432 ROW lots 1&2.dwg 6/1/2017 9:24 AM

Regular Planning Commission **6. 2.**

Meeting Date: 07/06/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider Sketch Plan Review for Greenway Terrace; Case of Aeon (Project No. 16-84)

Purpose/Background:

The purpose of this case is to review a sketch site plan and plat for a 1 lot subdivision that would be developed as a 54 unit apartment building.

A Sketch Plan affords the Planning Commission the opportunity to review a project before it enters the official Preliminary Plat stage. The Preliminary Plat (future step) is the most important step in the review process and gives the project 'entitlement' to the project.

Notification:

Staff attempted to notify all Property Owners within 700 feet of the Subject Property of the Sketch Plan Review.

Observations/Alternatives:

Generally speaking, the proposed 54 units apartment development appears to comply with most of the COR-4C zoning; however, Staff has identified a few areas which are in conflict with zoning requirements. Those conflicts are outlined with specificity in the planning technical review memo dated June 26th and include the following: the location and materiality of the trash enclosure, the depth of eighteen (18) of the proposed sixty (60) parking stalls, and the large massing of similar material on the primary entryway.

Funding Source:

All costs associated with processing the Application are the responsibility of the Developer.

Recommendation:

No action requested at this time.

Action:

No action required. Provide feedback on the overall project prior to Preliminary Plat review.

Attachments

Site Location Map

Application Document

Site Plan

Land Use Review

Landscape & Streetscape Review Letter

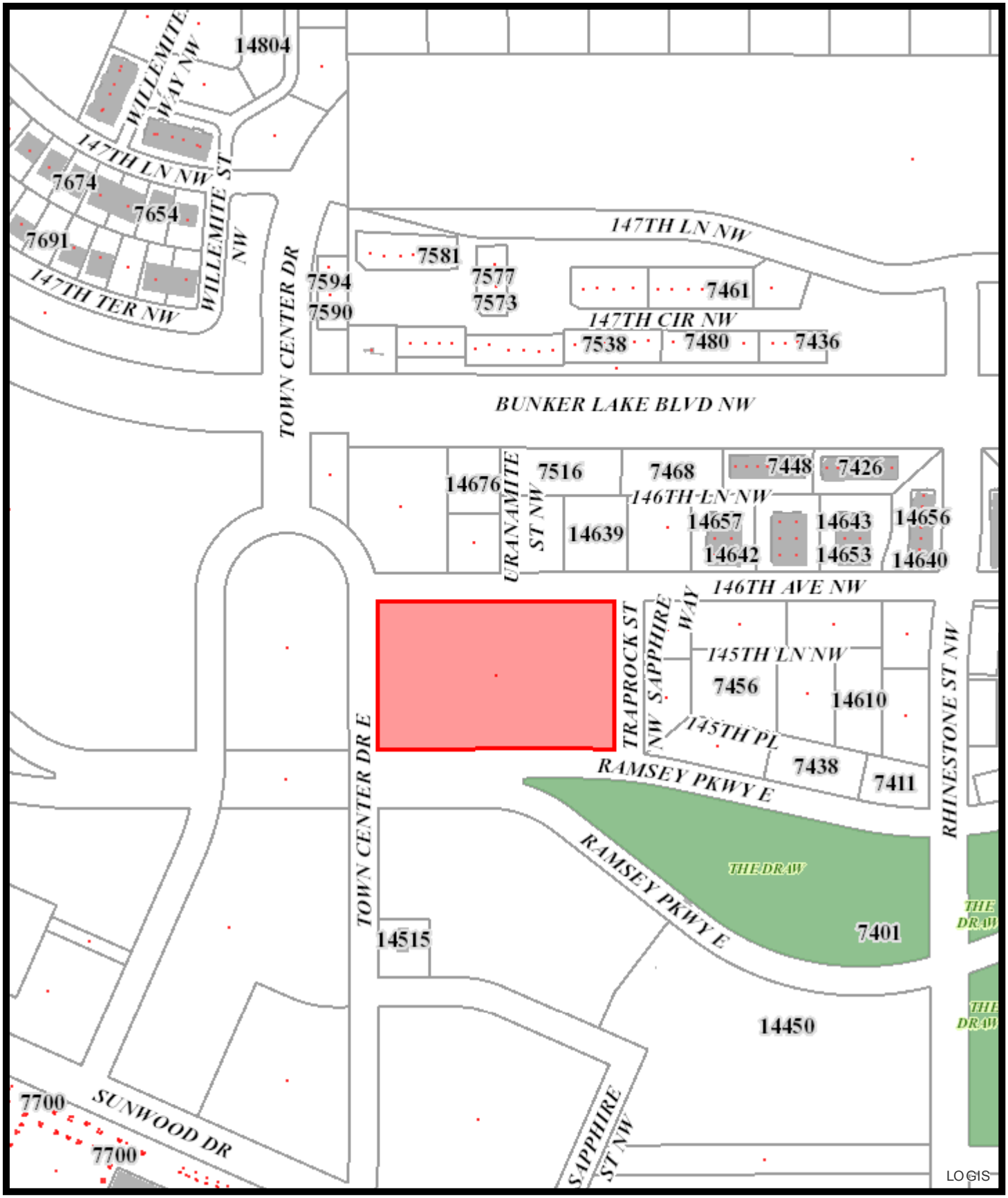
Form Review

Inbox	Reviewed By	Date

Tim Gladhill	Tim Gladhill	06/30/2017 09:47 AM
Form Started By: Eric Maass		Started On: 06/26/2017 11:20 AM
Final Approval Date: 06/30/2017		

Site Location Map

Greenway Terrace



Feet

0 65 130 260 390 520

Print Date: June 13, 2017

City of RAMSEY

RECEIVED
JUN 01 2017
BY:
BY:

Land Use Application

☒ Plat – Sketch Plan	☐ Plat – Preliminary Plat	☒ Plat – Final Plat
☐ Administrative Plat	☒ Site Plan Review	☐ Easement/ROW Vacation
☐ Conditional Use Permit	☐ Interim Use Permit	☐ Comprehensive Plan Amendment
☐ Zoning Amendment	☐ Home Occupation Permit	☐ Variance
☐ Dwelling Moving Permit	☐ Environmental Permit	☐ Registered Land Survey
☐ Non-Traditional Animal License	☐ Beekeeping License	☐ Private Kennel License

Applicant Contact Information

Please note: All official communication will be routed through this contact.

Name:	Leslie Roering		
Street Address:	901 N 3rd Street, Suite 150		
City, State, ZIP:	Minneapolis, MN 55401		
Home Phone:	N/A	Work Phone:	612-746-4853
Email:	lroering@aeonmn.org	Fax Number:	612-341-4208
Name of Business (if applicable):	Aeon		
Business Address (if applicable)	901 N 3rd Street, Suite 150		
Business City, State, ZIP	Minneapolis, MN 55401		
Business Phone:	612-341-3148	Business Fax:	612-341-4208

Subject Property Information

(Location of Application)

Address	Corner of Center Street NW and 146th Ave NW
PIN	28-32-25-13-0033
Legal Description	OUTLOT A RAMSEY TOWN CENTER 7TH ADD
Zoning District	COR 4C

Contact the Planning Division at 763-433-9824 or planning@cityoframsey.com to request a Zoning Verification

Property Owner Information

(If different than Applicant)

The City of Ramsey is currently the owner of the property. Upon closing of the purchase agreement:

Name:	Ramsey Station Apartments Limited Partnership		
Street Address:	901 North 3rd Street, Suite 150		
City, State, ZIP:	Minneapolis, MN		
Home Phone:	N/A	Work Phone:	612-746-4853
Email:	lroering@aeonmn.org	Fax Number:	612-341-4208

Please provide a detailed description of your request and attached a copy of a scaled site plan

The development proposal calls for the subdivision of OUTLOT A RAMSEY TOWN CENTER 7TH ADD. The parcel will be broken into two properties - the eastern portion totaling 88,000 square feet, and the western portion totaling 59,000 square feet. The development of the eastern portion of the parcel will consist of the new construction of a 3-story, 54 unit apartment building with 61 surface parking spaces. The parcel is zoned COR 4c, allowing for a minimum of 15 dwelling units per acre. Parking will be at a ratio of 1.1 to 1 upon completion. The proposed development will be called Greenway Terrace.

A "Land Use Sign" will be placed on the Subject Property to allow Ramsey Residents the opportunity to obtain information about your request.

Applicant Signature		Co-Applicant Signature	
Printed Name	Eric Schnell	Printed Name	
Title	COO of Aeon, a General Partner of Ramsey Station Apartments Limited Partnership	Title	
Date	6/1/17	Date	

I understand that the application fee is non-refundable. All costs associated with the processing of this application are the responsibility of the applicant whether this application is approved or denied. Any excess of escrow account deposits over expenditures will be refunded at the time of account closure. I also understand that as the applicant, it is my responsibility to obtain all other permits or licenses required by any applicable regulatory agencies for this Land Use Application.

Property Owner Signature		Property Owner Signature	
Printed Name	Patrick Brama	Printed Name	
Title	Economic Development Manager/Assistant City Administrator	Title	
Date	6/1/2017	Date	

I hereby certify that I am the fee title owner/contract for deed vendee of record for the above-mentioned property. Failure to prove ownership may void any agreements entered into the City and I will be held liable for any and all costs incurred by the City.

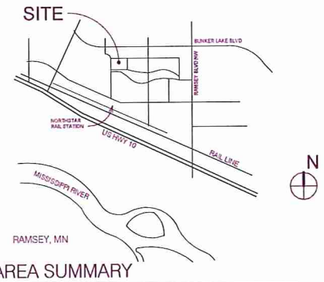
GREENWAY TERRACE

June 1, 2017

Land Use Application



VICINITY MAP NOT TO SCALE



GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. SUBCONTRACTORS SHALL VISIT THE JOB SITE AND SHALL REVIEW THE CONTRACT DOCUMENTS TO FAMILIARIZE THEMSELVES WITH THE REQUIREMENTS AND INTENT OF THE SCOPE OF THE WORK PRIOR COMMENCEMENT OF WORK. DISCREPANCIES SHALL BE REPORTED TO GENERAL CONTRACTOR FOR CLARIFICATION.

AREA SUMMARY

Area Schedule (Gross Building)

25884 SF	LEVEL 1
25277 SF	LEVEL 2
25277 SF	LEVEL 3
77119 SF	

UNIT COUNT

UNIT TYPE	LEVEL 1	LEVEL 2	LEVEL 3	UNIT TYPE TOTAL
1 BEDROOM	0	2	3	5
1 BEDROOM TYPE 'A'	0	1	0	1
2 BEDROOM	8	6	6	20
2 BEDROOM TYPE 'A'	1	0	0	1
3 BEDROOM	5	8	7	20
3 BEDROOM TYPE 'A'	0	0	1	1
4 BEDROOM	2	2	2	6
Grand total	16	19	19	54

PARKING STALLS

TOTALS	SURFACE PARKING
Compact Parking Stall	18
HC Single Parking Stall	3
Standard Parking Stall	39
Grand total	60

CONTACTS

DEVELOPER/CLIENT
NAME: AEON
CONTACT: LESLIE ROERING
ADDRESS: 901 N 3RD STREET, SUITE 150 MINNEAPOLIS, MN 55401
PHONE No.: 612-746-4853
FAX No.:
E-MAIL: lroering@aeonmn.org

CONTRACTOR
NAME: FRANA
CONTACT: B.J. MARRIOTTI
ADDRESS: 633 SECOND AVENUE S HOPKINS, MN 55343
PHONE No.: 952-935-8600
FAX No.: 952-935-8644
E-MAIL: bj@frana.com

ARCHITECT
NAME: URBANWORKS ARCHITECTUE LLC
CONTACT: MARY BARNETT
DAVID HAALAND
ADDRESS: 901 N 3RD STREET SUITE 145
PHONE No.: 612-455-3100
FAX No.: 612-455-3199
E-MAIL: mbarnett@urban-works.com

CIVIL ENGINEER
NAME: BKBM ENGINEERS
CONTACT: KEITH MATTE
ADDRESS: 5930 BROOKLYN BLVD. MINNEAPOLIS, MN 55429
PHONE No.: 763-843-0446
FAX No.: 763-843-0421
E-MAIL: kmatte@bkbm.com

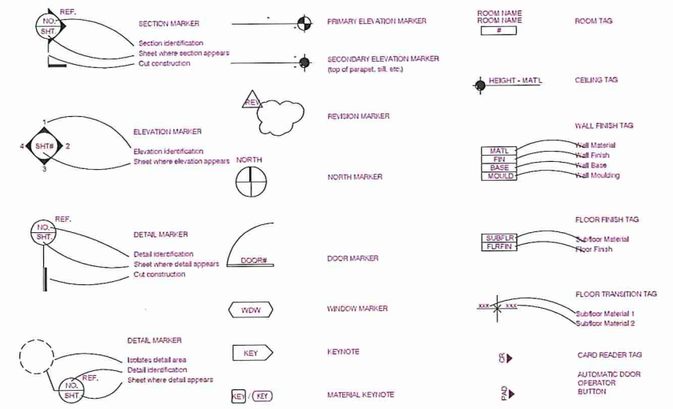
LANDSCAPE ARCHITECT
NAME: DAMON FARBER ASSOCIATES
CONTACT: JESSE SYMYNKYWICZ
ADDRESS: 401 NORTH 3RD AVE. SUITE 410 MINNEAPOLIS, MN 55401
PHONE No.: 612-332-7522
FAX No.: 612-332-6936
E-MAIL: jsymynkywicz@damonfarber.com

STRUCTURAL ENGINEER
NAME: BKBM ENGINEERS
CONTACT: JOHN TIMM, P.E.
ADDRESS: 5930 BROOKLYN BLVD MINNEAPOLIS, MN 55429
PHONE No.: 763-843-0474
FAX No.: 763-843-0421
E-MAIL: jtimm@bkbm.com

MEP ENGINEERS
NAME: STEEN ENGINEERING
CONTACT: KURT SMITH
ADDRESS: 5430 DOUGLAS DRIVE N MINNEAPOLIS, MN 55429
PHONE No.: 763-235-4789
FAX No.: 763-585-6757
E-MAIL: kurtsm@steeneng.com

INTERIOR DESIGNER
NAME: URBANWORKS ARCHITECTURE LLC
CONTACT: SARAH DAVIS
ADDRESS: 901 N 3RD STREET SUITE 145
PHONE No.: 612-455-3100
FAX No.: 612-455-3199
E-MAIL: sdavis@urban-works.com

SYMBOLS



aeon
Better Changes Everything
GREENWAY TERRACE
14TH AVE NW & TAMPA TRAIL NW
RAMSEY, MN 55303

URBANWORKS

© URBANWORKS ARCHITECTURE LLC 2017
901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT

PRELIMINARY

NOT FOR CONSTRUCTION

REVISIONS

KEY PLAN

DATE	6.1.2017
PROJECT #	16-0011
PHASE	DD
DRAWN BY	MEB
CHECKED BY	DPEH

TITLE SHEET

G001

6/1/2017 1:45:16 PM C:\Users\mary.barnett\Desktop\Revit Project Files\16-0011 A17\16-0011 A17 mary.barnett.rvt

SHEET INDEX

ARCHITECTURAL / CIVIL / LANDSCAPE SHEET INDEX

CONSTRUCTION DOCUMENTS - x.xx.20xx	DESIGN DEVELOPMENT - 6.5.2017	LAND USE - 6.1.2017	SCHEMATIC DESIGN - 4.17.2017		
		•	•	G001	TITLE SHEET
		•	•	G002	SHEET INDEX
		•	•	G003	BUILDING SYSTEMS
		•		SURVEY	SURVEY
		•		PLAT F	FINAL PLAT
		•		PLAT P	PRELIMINARY PLAT
		•		C200	UTILITY PLAN
		•		C300	PAVING AND GEOMETRIC PLAN
		•		C400	CIVIL DETAIL SHEET
		•		C401	CIVIL DETAIL SHEET
		•		C500	SWPPP
		•	•	LA100	ARCHITECTURAL SITE PLAN
		•		L030	LANDSCAPE PLANT SCHEDULE
		•		L060	LANDSCAPE PLANTING PLAN
		•		L500	LANDSCAPE DETAILS
		•	•	A101	LEVEL 1 PLAN - OVERALL
		•	•	A102	LEVEL 2 PLAN - OVERALL
		•	•	A103	LEVEL 3 PLAN - OVERALL
		•		A301	BUILDING ELEVATIONS
		•		A302	BUILDING ELEVATIONS
		•		A303	BUILDING ELEVATIONS
		•		A304	BUILDING ELEVATIONS
		•		E011	ELECTRICAL SITE PLAN
		•		E020	SITE PHOTOMETRIC PLAN

STRUCTURAL SHEET INDEX

CONSTRUCTION DOCUMENTS - x.xx.20xx	DESIGN DEVELOPMENT - 6.5.2017	LAND USE - 6.1.2017	SCHEMATIC DESIGN - 4.17.2017

MECHANICAL/PLUMBING/ELECTRICAL SHEET INDEX

CONSTRUCTION DOCUMENTS - x.xx.20xx	DESIGN DEVELOPMENT - 6.5.2017	LAND USE - 6.1.2017	SCHEMATIC DESIGN - 4.17.2017

aeon
Better Choices. Everything.

GREENWAY TERRACE

14TH AVE NW & STANROOK STREET NW
FARIBO, MN 55033

URBANWORKS

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500 NORTH THIRD STREET, SUITE 140, MINNEAPOLIS, MN 55401

CONSULTANT

PRELIMINARY

NOT FOR CONSTRUCTION

REVISIONS

DATE	6.1.2017
PROJECT #	16-0011
PHASE	DD
DRAWN BY	MEB
CHECKED BY	DPEH

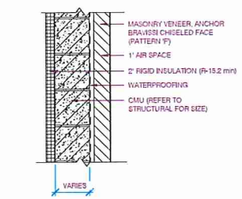
SHEET INDEX

G002

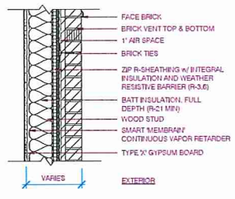
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BUILDING SYSTEMS

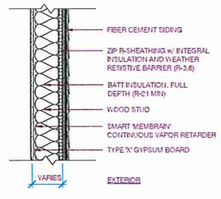
EXTERIOR WALL SYSTEMS



CMU-1 MASONRY VENEER OVER CMU
CMU WALL SYSTEM

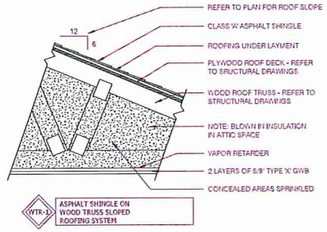


WD-1 FACE BRICK OVER WOOD STUD
CAVITY WALL SYSTEM



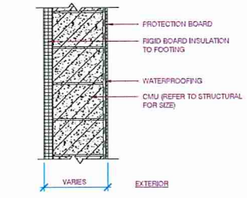
WD-3A FIBER CEMENT SIDING
OVER WOOD STUD
WALL SYSTEM

ROOF SYSTEMS



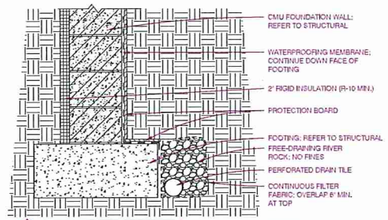
WTR-1 ASPHALT SHINGLE ON
WOOD TRUSS SLOPED
ROOFING SYSTEM

FOUNDATION WALL SYSTEMS

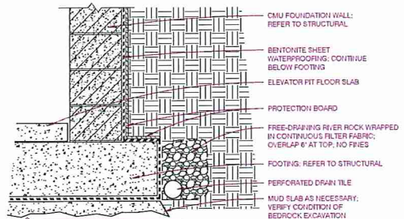


CMUF-1 INSULATED CMU
FOUNDATION WALL SYSTEM

FOUNDATION DRAINAGE SYSTEM @ ELEVATOR

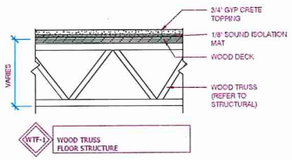


FDS-1 FOUNDATION WATERPROOFING SYSTEM
TYPICAL @ FOUNDATION WALLS

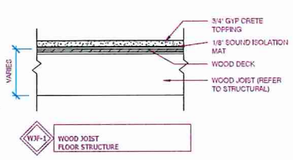


FDS-2 FOUNDATION WATERPROOFING SYSTEM
TYPICAL @ ELEVATOR PIT

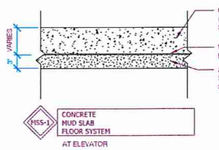
FLOOR SYSTEMS



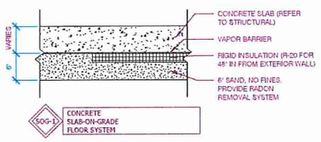
WTF-1 WOOD TRUSS
FLOOR STRUCTURE



WNF-1 WOOD JOIST
FLOOR STRUCTURE



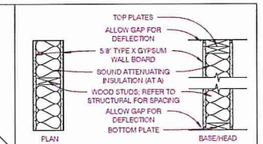
MSS-1 CONCRETE
MUD SLAB
FLOOR SYSTEM
AT ELEVATOR



SOG-1 CONCRETE
SLAB-ON-GRADE
FLOOR SYSTEM

INTERIOR PARTITION TYPES

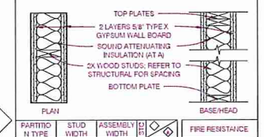
P



PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC		FIRE RESISTANCE
P-1	3 1/2"	4 3/4"	34	46	UL#: U305
P-2	5 1/2"	6 3/4"	34	46	NA
P-3	7 1/4"	8 1/2"			

REMARKS:

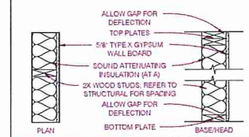
R



PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC		FIRE RESISTANCE
R-1	3 1/2"	6"	49	56	UL#: U305*
R-2	5 1/2"	8"	49	56	UL#: U301

REMARKS: *SECOND LAYER GWB FOR ACOUSTICS @ UL#: 305

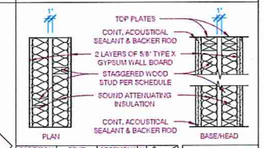
S



PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC		FIRE RESISTANCE
S-1	3 1/2"	4 1/8"	--	--	NA
S-2	5 1/2"	6 1/8"	--	--	NA

REMARKS:

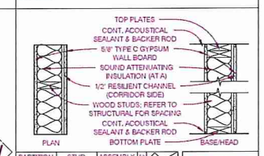
V



PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC		FIRE RESISTANCE
V-1	3 1/2"	10 1/2"	50-59	--	WP 3820
					WP 3820

REMARKS:

W



PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC		FIRE RESISTANCE
W-1*	3 1/2"	5 1/4"	50-54	--	UL#: U305*
W-2	5 1/2"	7 1/4"	50-54	--	NA

REMARKS: *UL® #: 305 W. CHANNEL

INTERIOR PARTITION KEY

TYPE	DESCRIPTION	TYPE	DESCRIPTION
A	ACOUSTICALLY RATED PARTITION - PROVIDE ACOUSTIC BATT INSULATION	1	1 HOUR FIRE RATED PARTITION - SEE PARTITION TYPE FOR UNDERWRITERS LABORATORIES DESIGN NUMBER
B	NON RATED, EXTEND 6" ABOVE SUSPENDED CEILING, BRACE TO STRUCTURE ABOVE	2	2 HOUR FIRE RATED PARTITION - SEE PARTITION TYPE FOR UNDERWRITERS LABORATORIES DESIGN NUMBER
C	NON RATED, EXTEND TO BOTTOM OF SUSPENDED CEILING ABOVE	3	3 HOUR FIRE RATED PARTITION - SEE PARTITION TYPE FOR UNDERWRITERS LABORATORIES DESIGN NUMBER
T	THERMALLY RATED PARTITION - PROVIDE NON FACED R-VX THERMAL BATT INSULATION	4	4 HOUR FIRE RATED PARTITION - SEE PARTITION TYPE FOR UNDERWRITERS LABORATORIES DESIGN NUMBER
		X'-X"	SEE FLOOR PLAN FOR PARTITION HEIGHT

URBANWORKS

aeon
Solar Energy Everywhere
GREENWAY TERRACE
14TH AVE NW & TIMBROOK STREET NW
RAMSEY, MN 55303

CONSULTANT

PRELIMINARY

NOT FOR CONSTRUCTION

REVISIONS

DATE 6.1.2017
PROJECT # 16-0011
PHASE DD
DRAWN BY MSR
CHECKED BY DFEH

BUILDING SYSTEMS

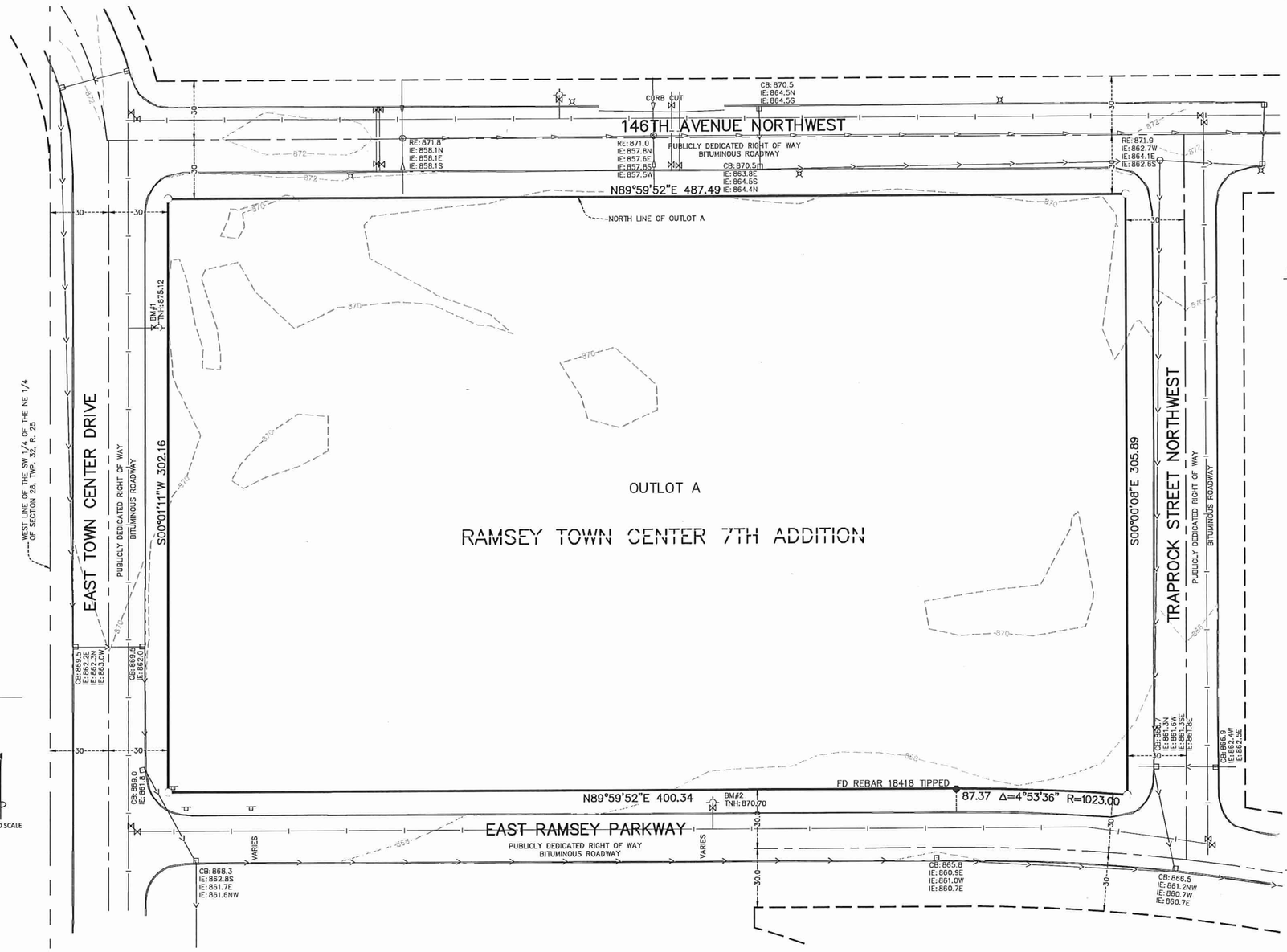
G003

© URBANWORKS ARCHITECTURE LLC, 2017
900 NORTH THIRD STREET, SUITE 140, MINNEAPOLIS, MN 55401

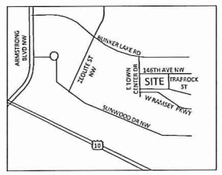
6/1/2017 1:29:05 PM C:\Users\msr.barnett\Desktop\Revit Project Files\16-0011 AATW-0011 A17 msr.barnett.rvt

LEGEND

- SET MONUMENT
- FOUND MONUMENT
- SIGN
- HYDRANT
- GATE VALVE
- CATCH BASIN
- CATCH BASIN MANHOLE
- MANHOLE
- SANITARY SEWER MANHOLE
- 1009 EXISTING CONTOUR
- SANITARY SEWER
- STORM SEWER
- WATER MAIN



VICINITY MAP



NOT TO SCALE

N

SCALE IN FEET
0 30' 60'

SURVEY NOTES

1. The bearing system is based on the North line of Outlot A, RAMSEY TOWN CENTER 7TH ADDITION, which is assumed to bear North 89 degrees 59 minutes 52 seconds East.
2. Field work was completed on 2/23/2017.

SURVEYED PROPERTY

Description from title commitment (contains additional real estate):

Outlot A, Ramsey Town Center 7th Addition, Anoka County Minnesota.

Referencing Title Commitment No. 51391, dated 4/26/2106, that Commercial Partners Title, LLC as agent for Old Republic National Title Insurance Company has provided us. There are no exception items in Schedule B, Part II of the commitment which are survey related.

"TABLE A" NOTES

1. Monuments have been placed at all corners of the boundary of the property, unless already marked or referenced by existing monuments or witnesses in close proximity to the corner, as shown on the survey.
2. The subject property address is 7562 146th Avenue NW, and its property identification number is 28-32-25-13-0033.
3. The subject property lies within Flood Plain Zone X (areas determined to be outside the 0.2% annual chance flood plain) per Federal Insurance Rate Map No. 27003C0280E dated 12/16/2015.
4. The gross area of the surveyed property is 3.384 Acres or 147,425 Square Feet.
5. The vertical datum is based on NGVD29 datum.
   Benchmark #1
   Top nut of hydrant located near the northwest corner of the property as shown. Elevation: 875.12
   Benchmark #2
   Top nut of hydrant located on south side of property as shown. Elevation: 870.70
6. A zoning report or letter has not been provided to the surveyor .
7. a) There are no buildings located on the property.
8. Substantial features observed in the process of conducting the fieldwork are shown on the survey.
9. There are no parking areas and striping on the property.
11. Underground utilities are shown per:
    Gopher State One Call, Ticket No. 170450913, dated 2/21/2017.
    A Gopher State One Call (GSOC) request was placed on 2/14/2017 for utility locates on this site. Source information from plans and markings has been combined with observed evidence of utilities to to develop a view of underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. In addition, some utility locate requests from surveyors may be ignored or result in an incomplete response. The surveyor has compiled the markings made on the ground, the maps provided, and the observed evidence to show utilities hereon. Where additional or more detailed information is required, the client is advised that excavation and/or a private utility locate request may be necessary. Pursuant to MS 216.D contact Gopher State One Call at 651-454-0002 prior to any excavation.
13. The names, address and property identification numbers of adjoining owners according to current public records are shown on the survey.
16. There is no evidence of current earth moving work, building construction or building additions.
17. There are no proposed changes in street right of way lines, per City of Ramsey website on 3/3/2017. There is no observed evidence of recent street or sidewalk construction or repairs.
18. No wetland delineation markers were observed in the process of conducting the fieldwork.
19. Plottable offsite easements disclosed in documents provided to the surveyor are shown on the survey.

CERTIFICATION

To Aeon Portfolio II LLC, a Minnesota nonprofit corporation, its successors and/or assigns, and Commercial Partners Title LLC as agent for Old Republic National Title Insurance Company :

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11, 12, 13, 16, 17, 18, 19, and 20 of Table A thereof. The fieldwork was completed on February 23, 2017.

Date of Plat or Map: March 3, 2017
James R. Hill, Inc.

Marcus F. Hampton, Land Surveyor, MN License No. 47481

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244
www.jrhinc.com mhampton@jrhinc.com

RAMSEY APARTMENTS

7562 146TH AVENUE NW, RAMSEY, MN

ALTA/NSPS LAND TITLE SURVEY

FOR

AEON

901 NORTH 3RD STREET, SUITE 150, MINNEAPOLIS, MN

DRAWN BY JCB
DATE 3/3/2107
REVISIONS
CAD FILE 23370M.DWG
PROJECT NO. 23370-00
FILE NO. 1-17-015
SHEET 1 OF 1

F:\Civil 3D Projects\23370\23370m.dwg - 3/06/2017 09:56AM

GREENWAY TERRACE

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 28, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That Aeon Portfolio II LLC, a Minnesota nonprofit corporation, owner of the following described property:

Outlot A, Ramsey Town Center 7th Addition, Anoka County Minnesota.

Has caused the same to be surveyed and platted as GREENWAY TERRACE and does hereby dedicate to the public for public use the drainage and utility easements as created on this plat.

In witness whereof said Aeon Portfolio II LLC, a Minnesota nonprofit corporation, has caused these presents to be signed by its proper officer this ___ day of _____, 20___.

Aeon Portfolio II LLC

By: _____ its _____

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20_____, by _____, the _____ of _____ Aeon Portfolio II LLC, a Minnesota nonprofit corporation, on behalf of the corporation.

_____ _____
_____ County, _____ Printed Name
My commission expires _____

I Marcus F. Hampton do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____

_____
Marcus F. Hampton, Licensed Land Surveyor, Minnesota License No. 47481

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 20____, by Marcus F. Hampton.

_____ _____
_____ County, _____ Printed Name
My commission expires January 31, _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of GREENWAY TERRACE was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _day of _____, 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

By: _____ _____
Mayor Clerk

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20___.

_____
Larry D. Hoium, Anoka County Surveyor

COUNTY AUDITOR/TREASURUER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20 ____ on the land hereinbefore described have been paid. Also pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___.

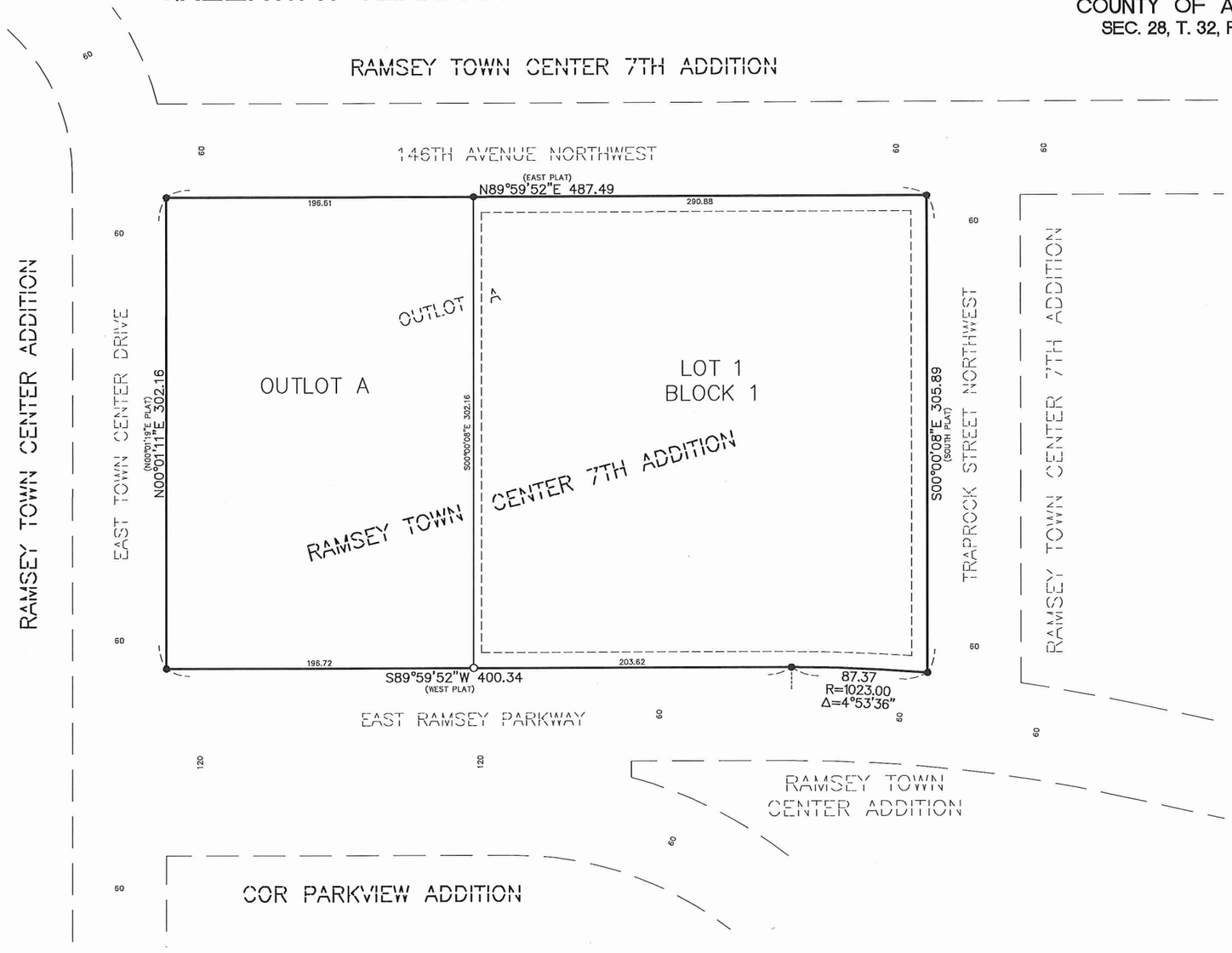
_____
Property Tax Administrator

By: _____ Deputy

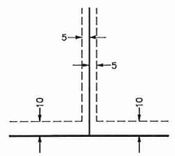
COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of GREENWAY TERRACE was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20____, at _____ o'clock ___. M. and was duly filed in Book _____, Page _____, as Document Number _____.

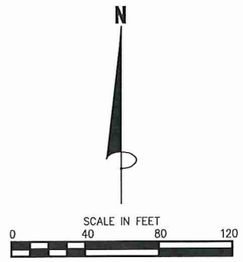
_____
County Recorder



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



DRAINAGE AND UTILITY EASEMENTS BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING RIGHT OF WAY LINES, AS SHOWN ON THE PLAT.



BEARINGS ARE BASED ON THE NORTH LINE OF OUTLOT A, RAMSEY TOWN CENTER 7TH ADDITION WHICH IS ASSUMED TO HAVE A BEARING OF N 89°59'52" E

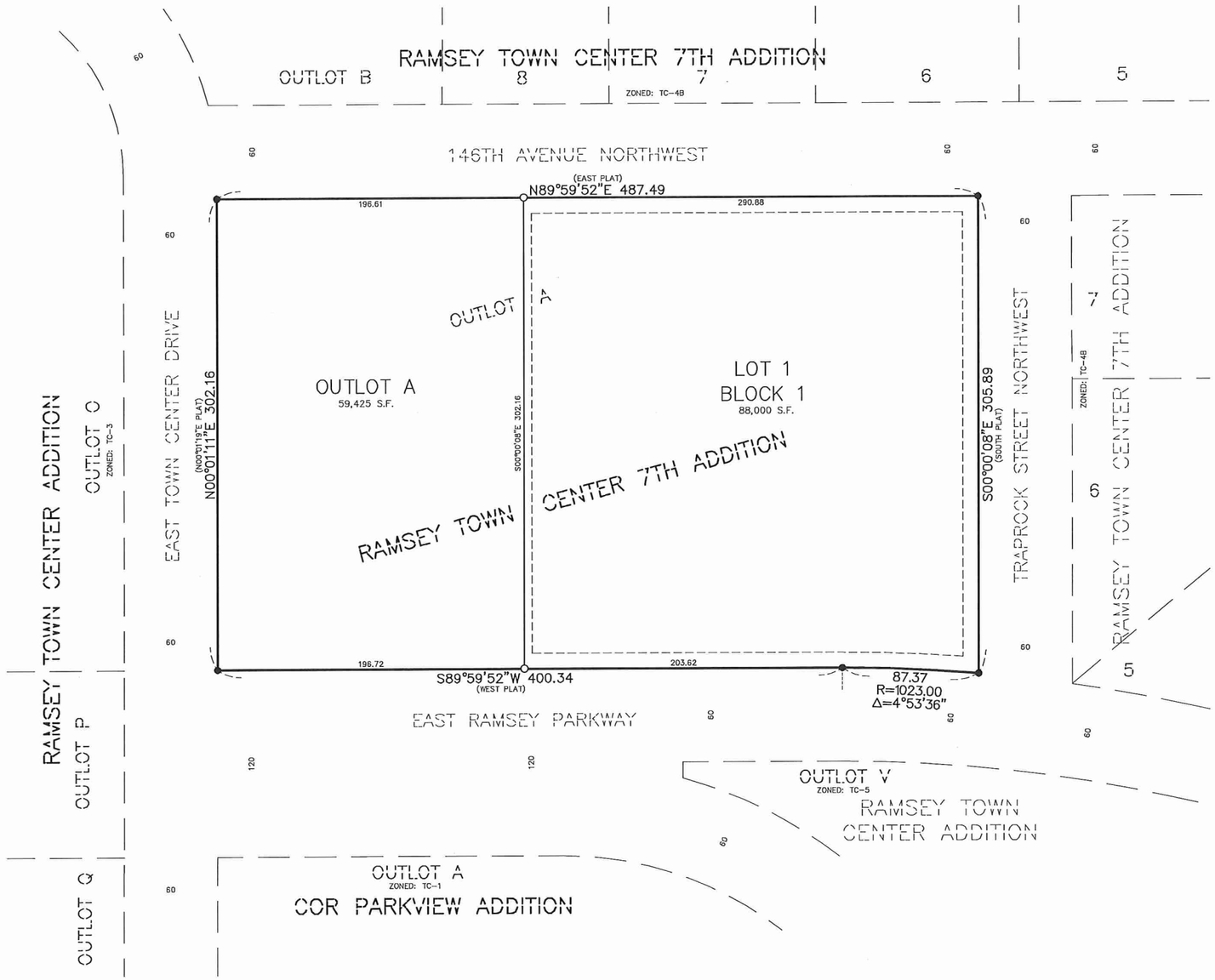
● DENOTES FOUND 1/2 INCH IRON MONUMENTWITH CAP MARKED R.L.S. NO. 47481, UNLESS OTHERWISE NOTED

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

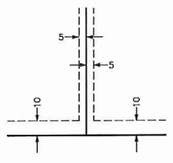
PLAT DENOTES PLAT OF RAMSEY TOWN CENTER 7TH ADDITION

NOTE: NO MONUMENT SYMBOL SHOWN AT ANY STATUTE REQUIRED LOCATION INDICATES A PLAT MONUMENT THAT WILL BE SET WITHIN ONE YEAR FROM THE RECORDING DATE OF THIS PLAT. SAID MONUMENTS SHALL BE 1/2 INCH x 14 INCH IRON PIPES MARKED BY R.L.S. NO. 47481.

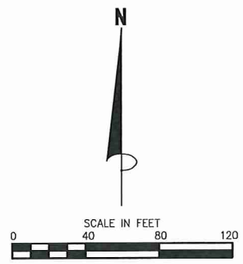
JAMES R. HILL, INC.



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



DRAINAGE AND UTILITY EASEMENTS BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING RIGHT OF WAY LINES, AS SHOWN ON THE PLAT.



PROPERTY DESCRIPTION

Outlot A, Ramsey Town Center 7th Addition, Anoka County Minnesota.

BEARINGS ARE BASED ON THE NORTH LINE OF OUTLOT A, RAMSEY TOWN CENTER 7TH ADDITION WHICH IS ASSUMED TO HAVE A BEARING OF N 89°59'52" E

● DENOTES FOUND 1/2 INCH IRON MONUMENTWITH CAP MARKED R.L.S. NO. 47481, UNLESS OTHERWISE NOTED

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

PLAT DENOTES PLAT OF RAMSEY TOWN CENTER 7TH ADDITION

NOTE: NO MONUMENT SYMBOL SHOWN AT ANY STATUTE REQUIRED LOCATION INDICATES A PLAT MONUMENT THAT WILL BE SET WITHIN ONE YEAR FROM THE RECORDING DATE OF THIS PLAT. SAID MONUMENTS SHALL BE 1/2 INCH x 14 INCH IRON PIPES MARKED BY R.L.S. NO. 47481.

ZONING

EXISTING ZONING	THE COR 4C

SITE DATA

LOT	2.02 ACRES
OUTLOT	1.36 ACRES
TOTAL	3.38 ACRES

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

GREENWAY TERRACE

RAMSEY, MINNESOTA

PRELIMINARY PLAT

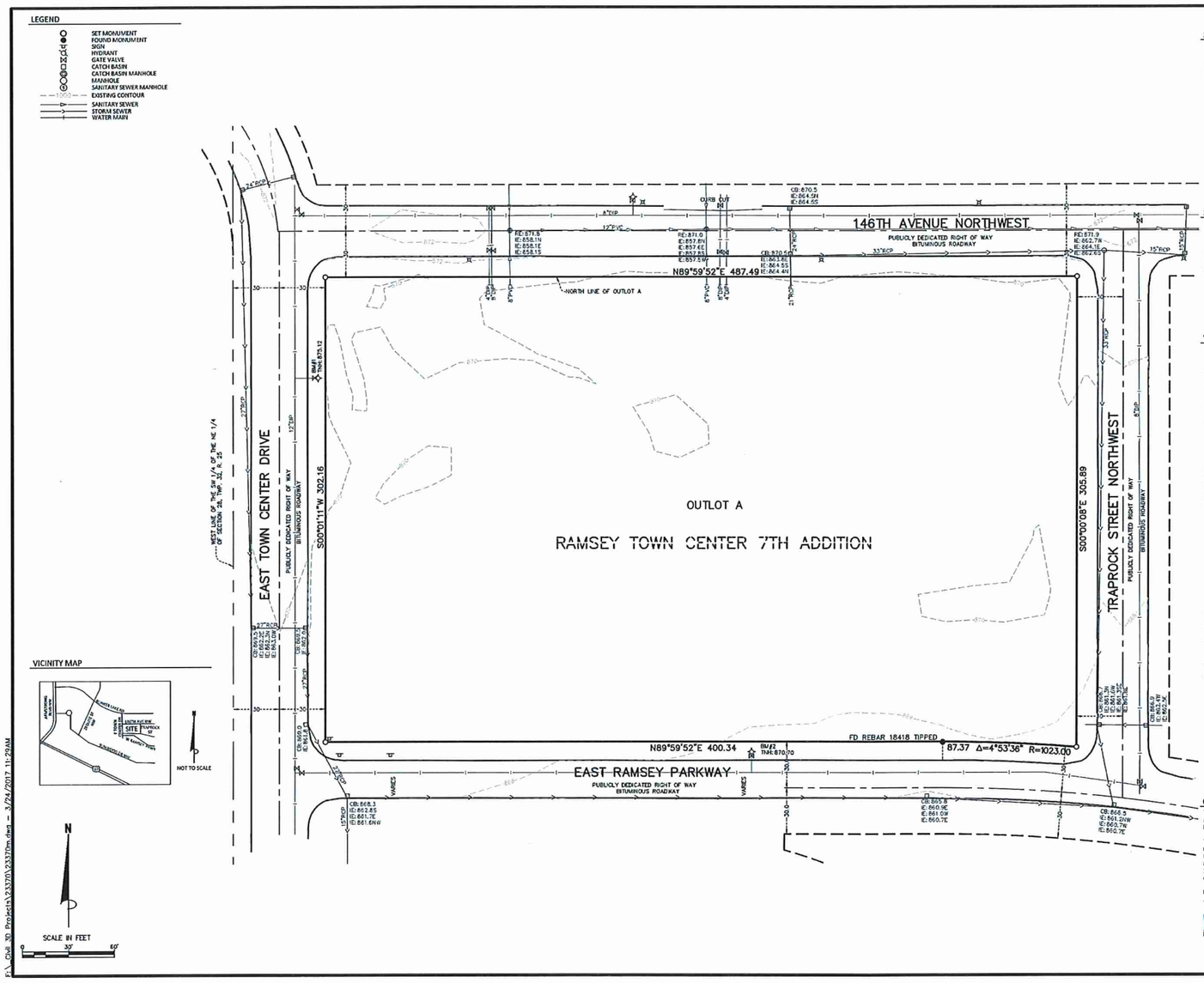
FOR

Aeon Portfolio II LLC

901 NORTH 3RD STREET, SUITE 150, MINNEAPOLIS, MN

DRAWN BY PLM
DATE 5/5/17
REVISIONS
CAD FILE 23370pp.dwg
PROJECT NO. 23370
FILE NO. FOLDER
SHEET 1 OF 1

23370pp.dwg — 5/09/2017 03:54PM



SURVEY NOTES

1. The bearing system is based on the North line of Outlot A, RAMSEY TOWN CENTER 7TH ADDITION, which is assumed to bear North 89 degrees 59 minutes 52 seconds East.
2. Field work was completed on 2/23/2017.
3. Utility information has been compiled as the result of a Gopher State One Call (GSOC) request for utility marks and/or maps. The pipe sizes shown hereon are per plans provided by the City of Ramsey. The plans provided are not Record or As-Built plans. Per the City, the plans provided are As-Bid plans; no As-Built plans were ever prepared. The facility operators as provided on the GSOC ticket are as follows:

Comcast	612-522-8141
City of Ramsey	763-433-9861
CenturyLink	855-742-6062
Connexus Energy	763-323-4215
Center Point Energy	800-788-9140
Zayo Bandwidth	763-230-3870

SURVEYED PROPERTY

Description from title commitment (contains additional real estate):

Outlot A, Ramsey Town Center 7th Addition, Anoka County Minnesota.

Referencing Title Commitment No. 51391, dated 4/26/2106, that Commercial Partners Title, LLC as agent for Old Republic National Title Insurance Company has provided us. There are no exception items in Schedule B, Part II of the commitment which are survey related.

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   Top nut of hydrant located near the northwest corner of the property as shown. Elevation: 875.12
   Benchmark #2
   Top nut of hydrant located on south side of property as shown. Elevation: 870.70
6. A zoning report or letter has not been provided to the surveyor.
7. a) There are no buildings located on the property.
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CERTIFICATION

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Date of Plat or Map: March 3, 2017
James R. Hill, Inc.

Markus F. Hampton, Land Surveyor, MN License No. 47481

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 N. Fairview Rd. 42, Suite 100, Roseville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244
mhampton@jhinc.com
www.jhinc.com

RAMSEY APARTMENTS

7562 146TH AVENUE NW, RAMSEY, MN

ALTA/NSPS LAND TITLE SURVEY

FOR

AEON

601 NORTH THIRD STREET, SUITE 150, MINNEAPOLIS, MN

DRAWN BY: JCB
DATE: 3/3/2017
REVISIONS: 3/24/17 Add\ Utility Info.
CAD FILE: 23370M.DWG
PROJECT NO.: 23370-00
FILE NO.: 1-17-015
SHEET 1 OF 1

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REVISIONS

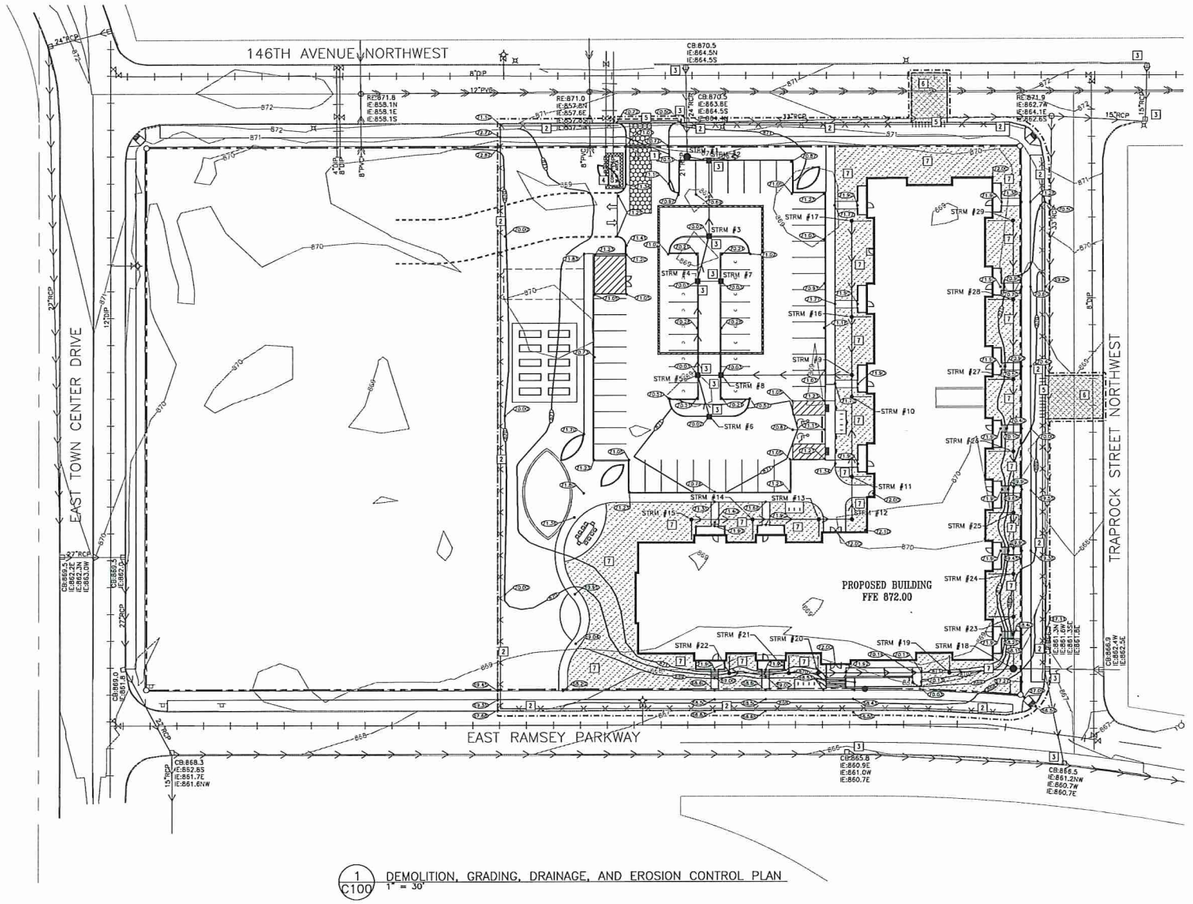
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EXISTING SURVEY

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1 C100 DEMOLITION, GRADING, DRAINAGE, AND EROSION CONTROL PLAN
1" = 30'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- PERIMETER EROSION CONTROL – SILT FENCE
- PERIMETER EROSION CONTROL – BIO ROLL
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- PROPOSED CONTOUR
- DRAIN TILE
- STORM SEWER
- RETAINING WALL
- CATCH BASIN
- MANHOLE
- EROSION CONTROL BLANKET (TEMPORARY)
- BITUMINOUS REMOVAL
- ROCK CONSTRUCTION ENTRANCE
- DRAINAGE FLOW ARROW
- SPOT ELEVATION
- SOIL BORING SB-1
- CONCRETE WASHOUT AREA

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CB	Catch Basin
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
MAX	Maximum
MH	Manhole
MIN	Minimum
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
W.O.	Washout

NOTE:
STORM SEWER INLETS NOT SHOWN ON PLAN MAY RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INSTALL INLET SEDIMENT PROTECTION PER DETAIL 4/C400 ON ALL STORM INLETS THAT MAY RECEIVE RUNOFF.

APPROXIMATE DISTURBED AREA IS 2.39 ACRES

N

30' 15' 0 30' 60'
SCALE 1" = 30'

KEYED NOTES

KEYED NOTES ARE DENOTED BY [#] ON PLAN.

1. INSTALL ROCK CONSTRUCTION ENTRANCE. REFER TO DETAIL 1/C400.
2. INSTALL PERIMETER EROSION CONTROL. REFER TO DETAILS 2/C400 AND 3/C400.
3. INSTALL INLET SEDIMENT PROTECTION. REFER TO DETAIL 4/C400.
4. APPROXIMATE LOCATION OF TEMPORARY CONTAINED CONCRETE WASH OUT BIN. REFER TO THE MINNESOTA'S NPDES/SDS GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR MORE DETAILS. SELF CONTAINED CONCRETE WASHOUTS ON CONCRETE DELIVERY TRUCKS IS AN ACCEPTABLE ALTERNATIVE TO ON-SITE CONTAINMENT.
5. REMOVE CURB AND GUTTER IN ITS ENTIRETY TO THE EXTENT SHOWN. SAWCUT AND REMOVE AT NEAREST JOINT.
6. SAWCUT AND REMOVE BITUMINOUS PAVEMENT IN ITS ENTIRETY TO THE EXTENTS SHOWN.
7. INSTALL MN/DOT 3885 CATEGORY 2 TEMPORARY STRAW FIBER EROSION CONTROL BLANKET.

EROSION CONTROL NOTES:

1. ALL EROSION CONTROL FACILITIES SHALL BE INSTALLED PRIOR TO ANY SITE GRADING OPERATIONS. THE CITY ENGINEERING DEPARTMENT AND THE LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION MUST BE NOTIFIED UPON COMPLETION OF THE INSTALLATION OF THE REQUIRED EROSION CONTROL FACILITIES AND PRIOR TO ANY GRADING OPERATION BEING COMMENCED. THE CONTRACTOR IS RESPONSIBLE TO SCHEDULE A PRE-CONSTRUCTION GRADING MEETING ON-SITE WITH THE CITY AND LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION. IF DAMAGED OR REMOVED DURING CONSTRUCTION, ALL EROSION CONTROL FACILITIES SHALL BE RESTORED AND IN PLACE AT THE END OF EACH DAY.
2. ANY EROSION CONTROL FACILITIES DEEMED NECESSARY BY THE CITY OF RAMSEY AND THE LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION AND; BEFORE, DURING OR AFTER THE GRADING ACTIVITIES, SHALL BE INSTALLED AT THEIR REQUEST.
3. NO DEVIATIONS SHALL BE MADE FROM THE ELEVATIONS SHOWN ON THE APPROVED GRADING PLAN, WITHOUT PRIOR APPROVAL FROM THE CITY.
4. FOR SITES GREATER THAN 1.0 ACRE, AS REQUIRED BY THE MPCA PERMIT REQUIREMENTS, THE PERMIT APPLICANT MUST KEEP AN EROSION CONTROL INSPECTION LOG. INSPECTION MUST BE MADE ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS AFTER EVERY RAIN EVENT. THE INSPECTION RECORD MUST BE MADE AVAILABLE TO THE CITY LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION WITHIN 24 HOURS OF REQUEST.
5. FLOWS FROM DIVERSION CHANNELS OR PIPES (TEMPORARY OR PERMANENT) SHALL BE ROUTED TO SEDIMENTATION BASINS OR APPROPRIATE ENERGY DISSIPATERS TO PREVENT TRANSPORT OF SEDIMENT TO OUTFLOW TO LATERAL CONVEYORS AND TO PREVENT EROSION AND SEDIMENTATION WHEN RUNOFF FLOWS INTO THESE CONVEYORS.
6. SITE ACCESS ROADS SHALL BE GRADED OR OTHERWISE PROTECTED WITH SILT FENCES, DIVERSION CHANNELS, OR DIKES AND PIPES TO PREVENT SEDIMENT FROM EXITING THE SITE VIA THE ACCESS ROADS. SITE-ACCESS ROADS/DRIVEWAYS SHALL BE SURFACED WITH CRUSHED ROCK WHERE THEY ADJOIN EXISTING PAVED ROADWAYS.
7. SOILS TRACKED FROM THE SITE BY MOTOR VEHICLES OR EQUIPMENT SHALL BE CLEANED DAILY FROM PAVED ROADWAY SURFACES, OR MORE FREQUENTLY IF REQUESTED BY CITY OR LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION , THROUGHOUT THE DURATION OF CONSTRUCTION.
8. DUST CONTROL MEASURES SHALL BE PERFORMED PERIODICALLY WHEN CONDITIONS REQUIRE AND/OR AS DIRECTED BY THE CITY LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION.
9. ALL EROSION CONTROL MEASURES SHALL BE USED AND MAINTAINED FOR THE DURATION OF SITE CONSTRUCTION. IF CONSTRUCTION OPERATIONS OR NATURAL EVENTS DAMAGE OR INTERFERE WITH THESE EROSION CONTROL MEASURES, THEY SHALL BE RESTORED TO SERVE THEIR INTENDED FUNCTION AT THE END OF EACH DAY OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
10. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED AS SOON AS POSSIBLE. ANY AREAS WHICH HAVE BEEN FINISHED GRADED OR AREAS THAT HAVE BEEN DISTURBED AND FOR WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY SHALL BE SEEDED AND MULCHED AS SET FORTH IN THE FOLLOWING PARAGRAPHS WITHIN 14 DAYS:
    A. ALL SEEDED AREAS SHALL BE EITHER MULCHED AND DISC-ANCHORED OR COVERED BY FIBROUS BLANKETS TO PROTECT SEEDS AND LIMIT EROSION. TEMPORARY STRAW MULCH SHALL BE DISC-ANCHORED AND APPLIED AT A UNIFORM RATE OF NOT LESS THAN TWO TONS PER ACRE AND NOT LESS THAN 80% COVERAGE.
    B. IF THE GRADED AREA IS ANTICIPATED TO BE RE-DISTURBED/DEVELOPED WITHIN SIX MONTHS, PROVIDE A TEMPORARY VEGETATIVE COVER CONSISTING OF MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT) SEED MIXTURE 21-111 (OATS), OR 21-112 (WINTER WHEAT), AT A RATE OF 100 POUNDS PER ACRE.
    C. IF GRADED AREA WILL NOT BE DEVELOPED FOR A PERIOD GREATER THAN SIX MONTHS, PROVIDE A SEMI-PERMANENT VEGETATIVE COVER OF SEED MIXTURE MNDOT 22-112 AT A RATE OF 40 POUNDS PER ACRE.
    D. GRADING BONDS OR THE EQUIVALENT SECURITIES SHALL BE RETAINED UNTIL TURF HAS GERMINATED AND SURVIVED A 60-DAY GROWING PERIOD.
    E. ALL AREAS THAT WILL NOT BE MOWED OR MAINTAINED AS PART OF THE ULTIMATE DESIGN WILL BE PERMANENTLY RESTORED USING SEED MIXTURE MNDOT 25-141 AT A RATE OF 59 POUNDS PER ACRE.
    F. UNLESS SPECIFIED ELSEWHERE WITHIN THE CONSTRUCTION DOCUMENTS (I.E. ARCHITECTURAL SITE PLAN OR LANDSCAPE PLAN), PERMANENT TURF RESTORATION SHALL CONSIST OF MN/DOT SEED MIXTURE 25-131 (COMMERCIAL TURF GRASS) AT A RATE OF 220 POUNDS PER ACRE.
    G. WHENEVER OTHER EROSION AND SEDIMENT CONTROL PRACTICES ARE INADEQUATE, TEMPORARY ON-SITE SEDIMENT BASINS THAT CONFORM TO THE CRITERIA FOR ON-SITE DETENTION BASINS SHALL BE PROVIDED.
    H. MULCH, HYDROMULCH, AND TACKIFIERS MAY NOT BE USED FOR STABILIZATION IN SWALES OR DRAINAGE DITCHES.
    K. RUNOFF SHALL BE PREVENTED FROM ENTERING ALL STORM SEWER CATCH BASINS PROVIDING THEY ARE NOT NEEDED DURING CONSTRUCTION. WHERE STORM SEWER CATCH BASINS ARE NECESSARY FOR SITE DRAINAGE DURING CONSTRUCTION, A SILT FENCE OR SEDIMENT PROTECTION DEVICES AS DETAILED SHALL BE INSTALLED AND MAINTAINED AROUND ALL CATCH BASINS UNTIL THE TRIBUTARY AREA TO THE CATCH BASIN IS RESTORED.
11. GRADING ACTIVITIES PROPOSED TO BEGIN AFTER OCTOBER 15 WILL REQUIRE AN APPROVED PHASING SCHEDULE. THE AREA OF LAND THAT THE CITY WILL ALLOW TO BE DISTURBED AT THIS TIME OF YEAR WILL BE SEVERELY LIMITED. THE CITY WILL ALSO REQUIRE ADDITIONAL EROSION CONTROL DEVISES, I.E., TEMPORARY SEDIMENT BASINS, DORMANT SEEDING AND HIGH RATES OF APPLICATION OF BOTH SEED AND MULCH.
12. TO MINIMIZE EROSION, ALL 3:1 SLOPES SHALL BE COVERED WITH A MN/DOT 3885 CATEGORY 2 STRAW EROSION CONTROL BLANKETS OR STAKED SOD.
13. ACCUMULATION OF ALL SEDIMENT OCCURRING IN STORM SEWERS AND DITCHES SHALL BE REMOVED PRIOR TO, DURING AND AFTER COMPLETION OF GRADING ACTIVITIES.
14. EROSION CONTROL ITEMS AND DEVICES SHALL BE REMOVED ONLY AFTER THE AREA HAS RECEIVED FINAL STABILIZATION OR AS DIRECTED BY THE CITY AND WATERSHED.

GRADING NOTES:

1. THE CONTRACTOR SHALL VISIT THE SITE, REVIEW ALL CONSTRUCTION DOCUMENTS AND FIELD VERIFY THE EXISTING CONDITIONS PRIOR TO BIDDING. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR WORK THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT OR CONSTRUCTION DOCUMENT REVIEW.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT OR OWNER DOES NOT GUARANTEE THAT ALL THE UTILITIES ARE MAPPED, OR IF MAPPED, ARE SHOWN CORRECTLY. CONTACT GOPHER ONE AT 651-454-0002 FOR FIELD LOCATING EXISTING UTILITIES. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.
3. PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED FOR REMOVAL.
4. NOTIFY CITY BUILDING INSPECTOR BEFORE TRENCHING AND EXCAVATION WORK COMMENCES. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS PRIOR TO START OF CONSTRUCTION.
5. ALL SPOT ELEVATIONS SHOWN AS 67.45, FOR EXAMPLE, ARE TO BE UNDERSTOOD TO MEAN 867.45.
6. ALL SPOT ELEVATIONS ALONG THE CURB-LINE INDICATE THE ELEVATION OF THE GUTTER, UNLESS NOTED OTHERWISE.
7. NO LANDSCAPED SLOPES ARE TO EXCEED 3:1 (3 FEET HORIZONTAL TO 1 FOOT VERTICAL) UNLESS NOTED OTHERWISE.
8. ACCESSIBLE PARKING AREAS SHALL NOT HAVE SLOPES IN ANY DIRECTION THAT EXCEED 2%.
9. PROVIDE POSITIVE DRAINAGE FROM BUILDINGS AT ALL TIMES.
10. UPON COMPLETION OF THE GRADING AND UTILITY WORK, THE CONTRACTOR SHALL CERTIFY THAT ALL GRADING AND UTILITY WORK WAS PERFORMED IN ACCORDANCE WITH THE APPROVED GRADING AND UTILITY PERMITS. AN AS-BUILT GRADING AND UTILITY PLAN SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND DISTRIBUTION.
11. PRIOR TO ISSUANCE OF BUILDING PERMITS, ALL NECESSARY EROSION CONTROL DEVICES MUST BE IN PLACE AND FUNCTIONING. THE CITY OF RAMSEY AND LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION WILL INSPECT THE SITE TO DETERMINE ITS SUITABILITY FOR BUILDING ACTIVITIES. IF THE PUBLIC UTILITIES HAVE NOT BEEN INSTALLED AT THIS POINT, IT MAY BE NECESSARY TO WITHHOLD BUILDING PERMITS FOR VARIOUS LOTS TO ALLOW THE CONTRACTOR ADEQUATE SPACE TO PERFORM THIS WORK.
12. ALL DEBRIS CREATED IN THE PROCESS OF CLEARING AND GRADING THE SITE SHALL BE REMOVED FROM THE SITE. THIS INCLUDES TREES AND SHRUBS. UNDER NO CIRCUMSTANCES SHALL THIS TYPE OF MATERIAL BE BURIED OR BURNED ON THE SITE.
13. THE INTENT IS TO STRIP AND SALVAGED TOPSOIL FOR POTENTIAL RE-SPREADING ON THE SITE, IF APPROVED BY THE LANDSCAPE ARCHITECT AND/OR SPECIFICATIONS. SIX INCHES OF TOPSOIL – AFTER COMPACTION – SHALL BE RE-SPREAD PRIOR TO SEEDING AND MULCHING. EXCESS TOPSOIL MAY BE REMOVED FROM THE SITE PROVIDING THERE IS ADEQUATE TOPSOIL REMAINING TO PROPERLY FINISH THE SITE AS NOTED ABOVE. THE TOPSOIL STRIPPING, STOCKPILING AND RE-SPREADING SHALL BE DONE IN ACCORDANCE TO, AND NOTED ON, THE APPROVED GRADING PLAN AND SPECIFICATIONS. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE DRAWINGS AND SPECIFICATIONS FOR ANY SPECIAL TOPSOIL OR PLANTING REQUIREMENTS.
14. ALL GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT SEDIMENT FROM RUNNING OFF ONTO ADJACENT PROPERTIES. ANY DAMAGE TO ADJACENT PROPERTIES MUST BE CORRECTED AND RESTORED AS SOON AS PERMISSION IS GRANTED FROM THE ADJACENT PROPERTY OWNER(S).
15. IF CONSTRUCTION OF THE SITE WORK PROCEEDS THROUGH THE WINTER MONTHS, ANY DISTURBED AREAS OUTSIDE THE BUILDING FOOTPRINTS ARE TO BE MINIMALLY STABILIZED PRIOR TO MARCH 1, AS FOLLOWS. AREAS PLANNED TO RECEIVE PAVEMENTS ARE TO HAVE CLASS 5 BASE INSTALLED; ALL OTHER DISTURBED AREAS ARE TO BE SEEDED, STRAW MULCH PLACED, AND DISC-ANCHORED.
16. WINTER MULCHING:
    16.A. SNOW MULCHING SHALL BE DEFINED AS MULCH MATERIAL SPREAD OVER THE TOP OF SNOW SO THAT THE MULCH MELTS THROUGH THE SNOW AND STICKS TO THE EXPOSED SOILS.
    16.B. FROZEN GROUND MULCHING SHALL BE DEFINED AS MULCH MATERIAL SPREAD OVER FROZEN GROUND. MULCH MATERIALS THAT DO NOT REQUIRE DISC-ANCHORING INTO THE SOIL MAY BE PLACED WITHOUT MODIFICATION. MULCH MATERIALS THAT REQUIRE DISC-ANCHORING MAYBE ANCHORED WITH HYDRAULIC SOIL STABILIZERS OR MAY BE FROZEN TO THE SOIL BY APPLYING WATER, AT A RATE OF 2000 GALLONS PER ACRE, OVER THE MULCH AS A SUBSTITUTION FOR DISC-ANCHORING.
17. THE CONTRACTOR SHALL LIMIT THE DISTURBED AREA AS MUCH AS POSSIBLE.

DEMOLITION AND REMOVAL NOTES:

1. PRIOR TO START OF DEMOLITION, ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE CITY OFF RAMSEY AND ANOKA COUNTY. ALL SILT FENCES SHALL BE INSTALLED AND INSPECTED PRIOR TO ANY CONSTRUCTION ACTIVITY. SILT FENCES SHALL BE INSTALLED ALONG THE CONTOUR.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT OR OWNER DOES NOT GUARANTEE THAT ALL THE UTILITIES ARE MAPPED, OR IF MAPPED, ARE SHOWN CORRECTLY. CONTACT GOPHER STATE ONE CALL AT 651-454-0002 FOR FIELD LOCATING EXISTING UTILITIES. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.
3. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR IS TO CLEARLY IDENTIFY IN THE FIELD THE WETLAND PERIMETERS THAT ARE NOT TO BE IMPACTED SO THAT NO ENCROACHMENT OCCURS. AFTER THE PERIMETERS ARE CLEARLY MARKED IN THE FIELD, THE CONTRACTOR SHALL CONTACT LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION TO CONFIRM AND APPROVE NO ENCROACHMENT LIMITS.
4. THERE MAY BE MISCELLANEOUS ITEMS TO BE REMOVED THAT ARE NOT IDENTIFIED ON THESE PLANS. THE CONTRACTOR SHALL VISIT THE SITE AND REVIEW THE DOCUMENTS TO OBTAIN A CLEAR UNDERSTANDING OF THE INTENDED SCOPE OF WORK.
5. PRIOR TO START OF CONSTRUCTION, DISCONNECT ALL GAS AND ELECTRIC SERVICES. COORDINATE DISCONNECTION OF EACH UTILITY WITH THE UTILITY OWNER. REMOVE ALL GAS AND ELECTRIC LINES UNDER PROPOSED BUILDING FOOTPRINT.
6. ANY UTILITIES NOT INDICATED FOR REMOVAL OR ABANDONMENT, ARE TO BE PROTECTED AT ALL TIMES.
7. ALL EXISTING CURB AND GUTTER IS TO BE REMOVED WITHIN THE SCOPE OF THE PROJECT FROM THE SAW CUT LINES TO THE NEAREST JOINT.
8. THE BACKGROUND INFORMATION WAS PREPARED BY JAMES R. HILL, INC. (952) 890-6044.
9. ALL WORK IN THE PUBLIC RIGHT OF WAY IS TO BE COORDINATED WITH THE CITY OF RAMSEY. ROADWAY REPAIRS, BOULEVARD REPAIRS, AND TRAFFIC CONTROL ARE TO BE PER CITY OF RAMSEY STANDARDS AND SPECIFICATIONS.

GENERAL NOTES:

1. CONCRETE CURB AND GUTTER REMOVAL, PAVEMENT REMOVAL, AND UTILITY REMOVAL LIMITS ARE TO BE COORDINATED THE CITY OF RAMSEY AND UTILITY OWNER. REFER TO ALL CONSTRUCTION DOCUMENTS.
2. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A TRAFFIC CONTROL PLAN WHILE WORKING WITHIN THE RIGHT-OF-WAY. THE TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE CITY ENGINEERING DEPARTMENT PRIOR TO STREET ENCROACHMENT.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING AND REVIEW ALL CONSTRUCTION DOCUMENTS AND GEOTECHNICAL REPORTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ITEMS THAT SHOULD HAVE BEEN ANTICIPATED BY PERFORMING THE ABOVE.
4. THE ROCK CONSTRUCTION ENTRANCE INDICATED ON THE PLAN IS SHOWN IN AN APPROXIMATE LOCATION. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR IS TO COORDINATE WITH THE CITY OF RAMSEY FOR THE EXACT ROCK CONSTRUCTION ENTRANCE LOCATION.

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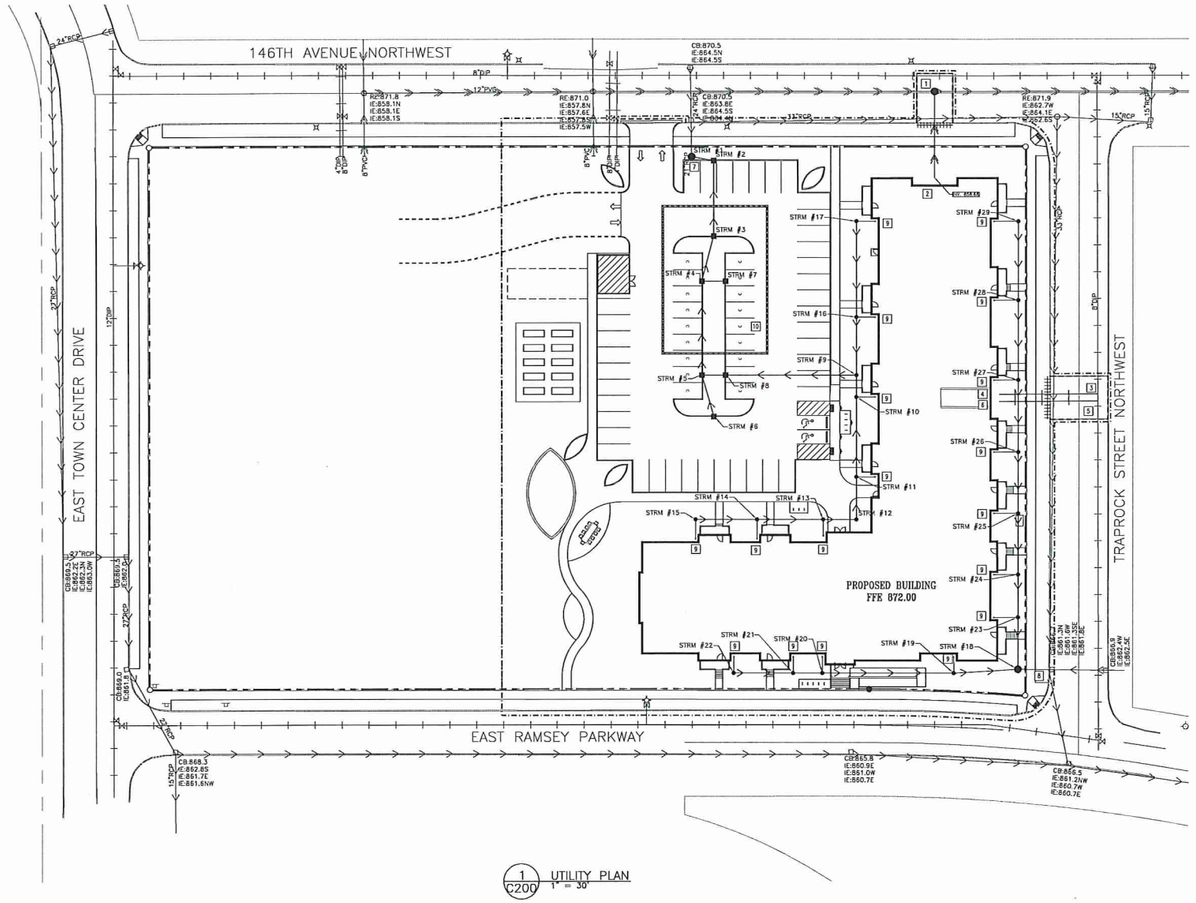
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REVISIONS

DATE	06.01.2017
PROJECT #	17260
PHASE	DD
DRAWN BY	WH
CHECKED BY	KAM

DEMOLITION, GRADING, DRAINAGE, AND EROSION CONTROL PLAN

C100



1 C200 UTILITY PLAN
1" = 30'

SEWER STRUCTURE TABLE					
STRUCTURE ID	STRUCTURE DIMENSION (INCHES)	NEENAH CASTING TYPE	RIM ELEVATION	INVERT ELEVATION(S)	PIPE LENGTH, DIAMETER, SLOPE & NEXT UPSTREAM STRUCTURE
STRM #1	48" STMH	R-1733	871.20	E = 864.56	12 L.F. OF 18" HDPE @ 0.48%, STRM #2
STRM #2	48" CBMH	R-3067	869.43	W = 864.62 S = 864.62	--------- 42 L.F. OF 15" HDPE @ 0.50%, STRM #3
STRM #3	48" CBMH	R-3067	870.02	N = 864.83 S = 864.83	--------- 26 L.F. OF 15" HDPE @ 0.50%, STRM #4
STRM #4	48" CBMH	R-3067	870.03	N = 864.96 W = 864.96 E = 864.96	--------- 52 L.F. OF 15" HDPE @ 0.50%, STRM #5 13 L.F. OF 12" HDPE @ 12.08%, STRM #7
STRM #5	48" CBMH	R-3067	870.03	N = 865.22 S = 865.22 E = 865.22	--------- 24 L.F. OF 12" HDPE @ 5.46%, STRM #6 13 L.F. OF 15" HDPE @ 0.54%, STRM #8
STRM #6	24"x36" CB	R-3067	870.02	N = 866.53	---------
STRM #7	24"x36" CB	R-3067	870.03	W = 866.53	---------
STRM #8	48" CBMH	R-3067	870.03	W = 865.29 E = 865.29	--------- 73 L.F. OF 12" HDPE @ 2.01%, STRM #9
STRM #9	10" x 10 TEE	NA	NA	W = 866.75 S = 866.75 N = 867.15	--------- 12 L.F. OF 8" HDPE @ 0.49%, STRM #10 32 L.F. OF 10" HDPE @ 0.49%, STRM #16
STRM #10	10" x 6" WYE	NA	NA	N = 866.81 S = 866.81	--------- 45 L.F. OF 10" HDPE @ 0.49%, STRM #11
STRM #11	10" x 6" WYE	NA	NA	N = 867.03 S = 867.03	--------- 24 L.F. OF 10" HDPE @ 0.51%, STRM #12
STRM #12	10" x 6" WYE	NA	NA	N = 867.15 W = 867.15	--------- 18 L.F. OF 10" HDPE @ 0.49%, STRM #13
STRM #13	10" x 6" WYE	NA	NA	E = 867.24 W = 867.24	--------- 37 L.F. OF 10" HDPE @ 0.49%, STRM #14
STRM #14	10" x 6" WYE	NA	NA	E = 867.42 W = 867.42	--------- 34 L.F. OF 10" HDPE @ 0.50%, STRM #15
STRM #15	10" x 6" WYE	NA	NA	E = 867.59	---------
STRM #16	10" x 6" WYE	NA	NA	S = 867.31 N = 867.31	--------- 54 L.F. OF 10" HDPE @ 0.50%, STRM #17
STRM #17	10" x 6" WYE	NA	NA	S = 867.58	---------

SEWER STRUCTURE TABLE					
STRUCTURE ID	STRUCTURE DIMENSION (INCHES)	NEENAH CASTING TYPE	RIM ELEVATION	INVERT ELEVATION(S)	PIPE LENGTH, DIAMETER, SLOPE & NEXT UPSTREAM STRUCTURE
STRM #18	48" MH	R-1733	867.75	N = 861.82	29 L.F. OF 10" HDPE @ 2.00%, STRM #23
STRM #19	10" x 6" WYE	R-4380	863.71	E = 862.00 W = 862.00	--------- 73 L.F. OF 10" HDPE @ 0.51%,
STRM #20	10" x 6" WYE	NA	NA	W = 862.37	16 L.F. OF 10" HDPE @ 0.49%, STRM #21
STRM #21	10" x 6" WYE	NA	NA	E = 862.45 W = 862.45	--------- 33 L.F. OF 10" HDPE @ 0.51%, STRM #22
STRM #22	10" x 6" WYE	NA	NA	E = 862.62	---------
STRM #23	10" x 6" WYE	NA	NA	S = 862.40 N = 862.40	--------- 24 L.F. OF 10" HDPE @ 2.01%, STRM #24
STRM #24	10" x 6" WYE	NA	NA	S = 862.88 N = 862.88	--------- 34 L.F. OF 10" HDPE @ 1.93%, STRM #25
STRM #25	10" x 6" WYE	NA	NA	S = 863.56 N = 863.56	--------- 34 L.F. OF 10" HDPE @ 1.93%, STRM #26
STRM #26	10" x 6" WYE	NA	NA	S = 864.24 N = 864.24	--------- 40 L.F. OF 10" HDPE @ 1.93%, STRM #27
STRM #27	10" x 6" WYE	NA	NA	S = 865.04 N = 865.04	--------- 45 L.F. OF 10" HDPE @ 2.00%, STRM #28
STRM #28	10" x 6" WYE	NA	NA	S = 865.93 N = 865.93	--------- 44 L.F. OF 10" HDPE @ 2.00%, STRM #29
STRM #29	10" x 6" WYE	NA	NA	S = 866.81	---------

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- SANITARY SEWER
- WATER PIPE
- DRAIN TILE
- STORM SEWER
- RETAINING WALL
- GATE VALVE
- CLEANOUT
- CATCH BASIN
- MANHOLE
- SEWER INVERT ELEVATION (RE: 865.65 / IE: 865.65)

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CB	Catch Basin
CONC	Concrete
DIP	Ductile Iron Pipe
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
HDPE	High Density Polyethylene
INV	Invert
MAX	Maximum
MH	Manhole
MIN	Minimum
PIV	Post Indicator Valve
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
RD	Down Spout Drain

N

30' 15' 0 30' 60'
SCALE 1" = 30'

KEYED NOTES

KEYED NOTES ARE DENOTED BY [#] ON PLAN.

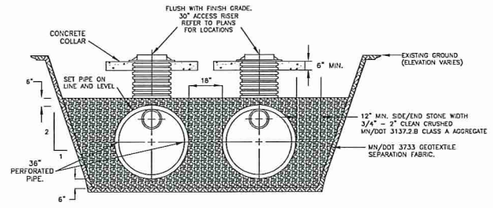
1. CONSTRUCT MANHOLE OVER EXISTING 8-INCH PVC SANITARY SEWER, INV W&E=857.62, INV S=857.52, AND RE=871.60. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL 5/C400.
2. INSTALL 48-FEET OF 6-INCH PVC PIPE AT 2.0% TO INVERT OF 858.68. STUB TO WITHIN 5-FEET OF PROPOSED BUILDING. COORDINATE EXACT LOCATION AND INVERT ELEVATION WITH MECHANICAL CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
3. WETTAP EXISTING 8-INCH WATER MAIN FOR 6-INCH FIRE SERVICE. REFER TO DETAIL 14/C400. COORDINATE ALL WORK WITH CITY OF RAMSEY. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO CITY OF RAMSEY PRIOR TO CONSTRUCTION.
4. STUB 6-INCH FIRE PROTECTION LINE TO WITHIN 5-FEET OF PROPOSED BUILDING. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS.
5. WETTAP EXISTING 8-INCH WATER MAIN FOR 4-INCH DOMESTIC WATER SERVICE. REFER TO DETAIL 14/C400. COORDINATE ALL WORK WITH CITY OF RAMSEY. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO CITY OF RAMSEY PRIOR TO CONSTRUCTION.
6. STUB 4-INCH DOMESTIC WATER SERVICE TO WITHIN 5-FEET OF PROPOSED BUILDING. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS.
7. REMOVE CAP AND CONSTRUCT MANHOLE OVER EXISTING 21-INCH RCP STORM SEWER STUB AT INV. 864.56. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL 11/C400. CONTRACTOR TO POTHOLE AND DETERMINE INVERT OF STORM SEWER STUB PRIOR TO CONSTRUCTION.
8. REMOVE PLUG AND CONNECT TO EXISTING 18-INCH RCP STORM SEWER STUB AT INV 861.77. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS. CONTRACTOR TO POTHOLE AND DETERMINE INVERT OF STORM SEWER STUB PRIOR TO CONSTRUCTION.
9. LOCATION OF PROPOSED DOWNSPOUT DRAIN WITH SPLASH GUARD. REFER TO DETAIL 13/C400. REFER TO STORM SEWER TABLE FOR INVERT ELEVATIONS AND PIPE SIZES. COORDINATE EXACT LOCATION AND INVERT ELEVATION WITH MECHANICAL CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
10. STORM SEWER TREATMENT SYSTEM SHOWN FOR REFERENCE ONLY. CONTRACTOR TO PRICE SYSTEM FOR CONSTRUCTION. SYSTEM IS NOT TO BE CONSTRUCTED. REFER TO DETAIL 2/C200.

UTILITY NOTES FOR WORK IN PUBLIC RIGHT-OF-WAY:

1. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS.
2. PRIOR TO CONSTRUCTION, CONTRACTORS ARE TO COORDINATE ALL WORK WITHIN RIGHT OF WAY AND OBTAIN ALL APPLICABLE PERMITS.

UTILITY NOTES:

1. COORDINATE SERVICE CONNECTION LOCATIONS AT THE BUILDING WITH THE MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR UNCOORDINATED WORK.
2. COORDINATE UTILITY INSTALLATION WITH STRUCTURAL PRIOR TO START OF CONSTRUCTION. UTILITIES SHALL NOT BE INSTALLED WITHIN THE ZONE OF INFLUENCE OF ANY STRUCTURAL ELEMENTS. NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR UNCOORDINATED WORK.
3. ALL SEWER SERVICE CONNECTIONS WITH LESS THEN 5 FEET OF COVER OVER THE TOP OF PIPE SHALL BE INSULATED. INSULATION SHALL BE INSTALLED FROM THE CONNECTION OF THE SERVICE AT THE BUILDING TO THE POINT WHICH THE SERVICE ATTAINS 5 FEET OF COVER. CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION FROM ARCHITECT OR ENGINEER PRIOR TO INSTALLATION OF INSULATION.
4. PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED TO BE REMOVED.
5. ALL SEWER AND WATER CROSSINGS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 1.5 FEET AND HORIZONTAL SEPARATION OF 10 FEET. FOLLOW ALL HEALTH DEPARTMENT AND CITY OF RAMSEY AND ANOKA COUNTY STANDARDS.
6. ALL WATER MAINS SHALL BE DUCTILE IRON PIPE, CLASS 52, UNLESS NOTED OTHERWISE.
7. ALL WATER MAIN SHALL HAVE A MINIMUM DEPTH OF COVER OF 7.5 FEET OVER TOP OF WATER MAIN.
8. PROVIDE THRUST BLOCKING ON ALL WATER MAIN PER CITY OF RAMSEY. PROVIDE MECHANICAL JOINT RESTRAINTS ON ALL BENDS, VALVES, TEES, PLUGS AND HYDRANT LEADS.
9. SANITARY SEWER PIPING SHALL BE SDR 26 PVC UNLESS NOTED OTHERWISE.
10. STORM SEWER PIPING SHALL BE SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATED HIGH DENSITY POLYETHYLENE (HDPE), UNLESS NOTED OTHERWISE. HDPE PIPE SHALL CONFORM TO ASTM F2306.
11. STORM SEWER PIPING SHALL BE SDR 26 POLY VINYL CHLORIDE (PVC), UNLESS NOTED OTHERWISE. ALL STORM SEWER PIPE THAT IS EXTENDED TO THE BUILDING FOR ROOF DRAIN SERVICES IS TO BE SCHEDULE 40 PVC. PVC PIPE AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF ASTM D3034 (ASTM D2665 FOR SCHEDULE 40).
12. CONTRACTORS SHALL COORDINATE ALL WORK WITH GAS, ELECTRIC, TELEVISION AND TELEPHONE COMPANIES PRIOR TO START OF CONSTRUCTION.
13. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10-FEET OF THE BUILDING OR WATER SERVICE LINE SHALL BE TESTED IN ACCORDANCE WITH MN PLUMBING CODE.
14. ALL JOINTS AND CONNECTIONS IN THE STORM SEWER SYSTEM SHALL BE GAS TIGHT OR WATER TIGHT IN ACCORDANCE TO MN PLUMBING CODE. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATER TIGHT CONNECTIONS TO MANHOLES, CATCH BASINS, AND OTHER STRUCTURES. GROUT RINGS ARE AN ACCEPTABLE ALTERNATIVE. CEMENT MORTAR JOINTS ARE PERMITTED ONLY FOR REPAIRS AND CONNECTIONS OF EXISTING LINES CONSTRUCTED WITH SUCH JOINTS.



1. UTILIZE CARE WHEN LOWERING UNIT INTO THE TRENCH. HANDLE USING NYLON SLINGS AND TWO PICK POINTS.
2. PLACE BACKFILL AROUND THE UNIT IN UNIFORM 8"-12" LIFTS, COMPACTED TO 95% SPD.
3. WHEN THE UNIT CONSISTS OF 2 SECTIONS, PLACE THE DOWNSTREAM SECTION FIRST. CONNECT AND HOME THE REMAINING SECTIONS.
4. ALL CONNECTION POINTS ARE TO BE SOIL TIGHT.
5. ACCESS RISERS AND CONCRETE COLLARS SHALL BE DESIGNED TO WITHSTAND HS25 LOADING.

ROW LENGTH:	107 FEET
NUMBER OF ROWS:	14
NUMBER OF HEADERS:	2
FILTRATION VOLUME:	3,397 CUBIC FEET
TOTAL STORAGE VOLUME:	17,248 CUBIC FEET

2 C200 INFILTRATION TANK DETAIL
NOT TO SCALE

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PRELIMINARY

NOT FOR CONSTRUCTION

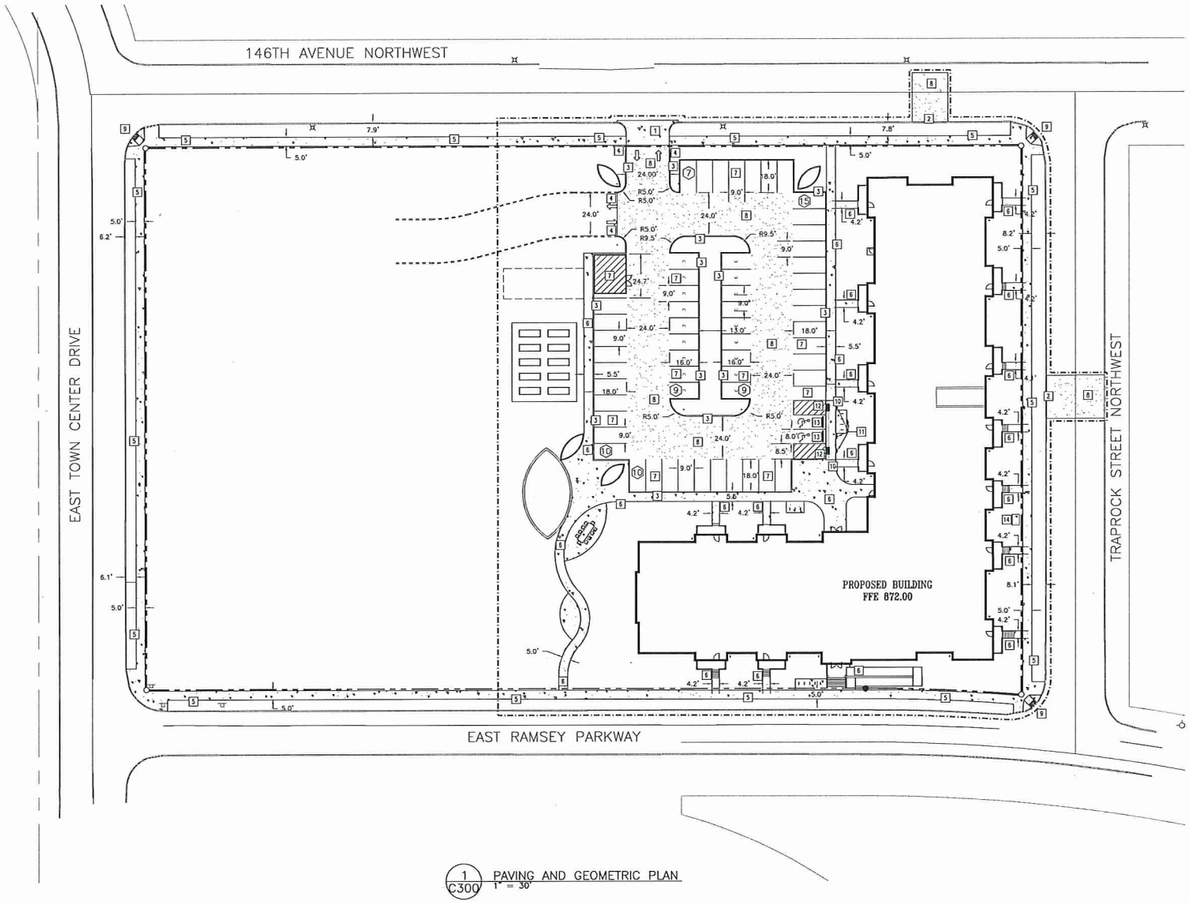
REVISIONS

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PROJECT #	17260
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CHECKED BY	KAM

UTILITY PLAN

C200

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1 C300 PAVING AND GEOMETRIC PLAN
1" = 30'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- HEAVY DUTY BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT/SIDEWALK
- FLAT CURB AND GUTTER
- PEDESTRIAN CURB RAMP
- ACCESSIBLE PARKING SYMBOL
- SIGN
- PARKING STALL COUNT (XX)

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
MAX	Maximum
MIN	Minimum
R	Radius
TYP.	Typical
MNMUTCD	Minnesota Manual on Uniform Traffic Control Devices

N

30' 15' 0 30' 60'
SCALE 1" = 30'

KEYED NOTES

KEYED NOTES ARE DENOTED BY [XX] ON PLAN.

1. INSTALL CONCRETE DRIVE ENTRANCE. REFER TO DETAIL 3/C401.
2. INSTALL B618 CONCRETE CURB AND GUTTER. REFER TO DETAIL 1/C401.
3. INSTALL B612 CONCRETE CURB AND GUTTER. REFER TO DETAIL 1/C401.
4. INSTALL NOSEDOWN CURB SECTION. REFER TO DETAIL 5/C401.
5. INSTALL 6-INCH CONCRETE WALK. REFER TO DETAIL 2/C401.
6. INSTALL 4-INCH CONCRETE WALK. REFER TO DETAIL 9/C401. REFER TO LANDSCAPE PLANS FOR CONCRETE FINISH AND JOINTING.
7. INSTALL LIGHT-DUTY BITUMINOUS PAVEMENT. REFER TO DETAIL 7/C401.
8. INSTALL HEAVY-DUTY BITUMINOUS PAVEMENT FOR REPAIRS IN THE PUBLIC ROW. COORDINATE WITH THE CITY OF RAMSEY FOR WEARING COURSE INSTALAION. REFER TO DETAIL 8/C401.
9. INSTALL PEDESTRIAN CURB RAMP. REFER TO DETAIL 12/C401. REFER TO MN/DOT STANDARD PLAN S-297.250 AND MN/DOT STANDARD PLATE 7038.
10. INSTALL PARALLEL CURB RAMP. REFER TO DETAIL 11/C401. REFER TO MN/DOT STANDARD PLAN S-297.250 AND MN/DOT STANDARD PLATE 7038.
11. INSTALL ACCESSIBLE PARKING SIGN. REFER TO DETAIL 13/C401.
12. INSTALL FLAT CURB SECTION. REFER TO DETAIL 6/C401.
13. INSTALL PRECAST WHEEL STOP. REFER TO DETAIL 10/C401.
14. INSTALL TRANSFORMER PAD. REFER TO MANUFACTURERS SPECIFICATIONS.

PAVING NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
2. ALL CURB AND GUTTER IS TO BE B612 CONCRETE CURB AND GUTTER UNLESS NOTED OTHERWISE.
3. NO SIDEWALK IS TO HAVE MORE THAN A 2% CROSS SLOPE OR MORE THAN A 5% LONGITUDINAL SLOPE.
4. REFER TO ARCHITECTURAL PLANS FOR PROPOSED BUILDING LAYOUT.
5. FOLLOW ALL CITY OF RAMSEY RULES, REGULATIONS AND SPECIFICATIONS WHEN WORKING IN PUBLIC RIGHT OF WAY.
6. ALL PARKING STALLS, EXCEPT ACCESSIBLE STALLS, ARE TO BE 9 FEET WIDE BY 18 FEET LONG.
7. ACCESSIBLE AISLES SHALL BE STRIPED PER MN CODE (SECTION 502). WHERE "NO PARKING" SIGNAGE WOULD OBSTRUCT A CURB RAMP OR ACCESSIBLE ROUTE, "NO PARKING" SHALL BE PRINTED ON THE SURFACE OF THE ACCESS AISLE.
8. THE CONTRACTOR IS TO CONTACT THE CITY OF RAMSEY/FIRE MARSHALL FOR THE EXACT PLACEMENT OF FIRE LANES, YELLOW-PAINTED CURBING AND NO PARKING AREAS FOR FIRE PROTECTION PURPOSES.
9. REFER TO STRUCTURAL PLANS FOR STOOP DETAILS. ALL WALKS ARE TO BE CENTERED ON THE DOORS.
10. INSTALL APPROPRIATE EXPANSION MATERIAL WHERE CONCRETE IS ADJACENT TO BUILDING FACE.
11. MATCH NEW PAVEMENT INTO EXISTING PAVEMENT. NO ABRUPT GRADE TRANSITIONS OR PONDING OF WATER WILL BE ALLOWED.
12. MATCH NEW CONCRETE CURB AND GUTTER INTO EXISTING. NO ABRUPT GRADE TRANSITIONS OR PONDING OF WATER WILL BE ALLOWED.
13. MATCH NEW SIDEWALK INTO EXISTING SIDEWALK. NO ABRUPT GRADE TRANSITIONS OR PONDING OF WATER WILL BE ALLOWED.
14. SAWCUT EXISTING PAVEMENT, SIDEWALK, AND CURB AND GUTTER TO NEAREST JOINT. COORDINATE REMOVAL LIMITS WITH SITE DEMOLITION CONTRACTOR AND CONSTRUCTION MANAGER.
15. INSTALL DRIVE ENTRANCE PER CITY OF RAMSEY STANDARDS AND SPECIFICATIONS. FOLLOW ALL CITY OF RAMSEY REQUIREMENTS FOR TRAFFIC CONTROL.
16. REFER TO SPECIFICATIONS FOR GRADE VERIFICATION SURVEY REQUIREMENTS PRIOR TO PLACEMENT OF SUB-BASE MATERIAL, BASE MATERIAL, AND PAVEMENTS/SIDEWALKS.

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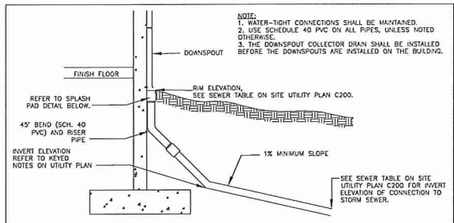
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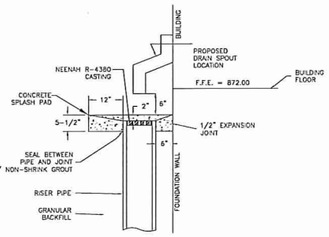
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CHECKED BY	KAM

PAVING AND GEOMETRIC PLAN

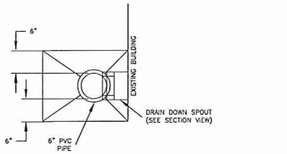
C300

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SECTION VIEW



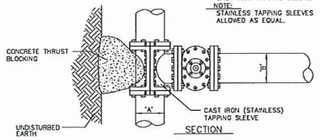
PLAN VIEW

13 C400 DOWNSPOUT DRAIN WITH SPLASH PAD AND CASTING
NOT TO SCALE

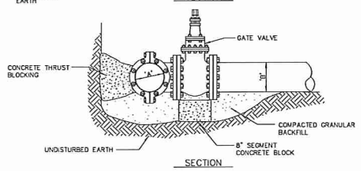
EXISTING PIPE "A"	18"	15"	12"	10"	8"	6"	4"
12"	C	C	C	C	C	C	C
10"	C	C	C	C	C	C	C
8"	C	C	C	C	C	C	C
6"	C	C	C	C	C	C	C
4"	C	C	C	C	C	C	C

BRANCH PIPE "B"

C – CLOW F-5205,TCW A212A OR EQUAL. FULL CAST IRON TAPPING SLEEVE.
D – KENNEDY SQUARESEAL OR EQUAL. CAST IRON TAPPING SLEEVE.
NOTE: STAINLESS TAPPING SLEEVES ALLOWED AS EQUAL.

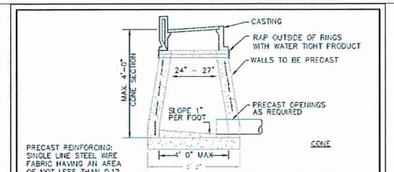


SECTION



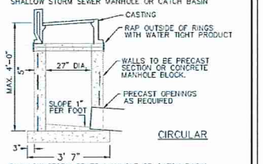
SECTION

14 C400 WATERMAIN WET TAP (TYP.)
NOT TO SCALE



PRECAST REINFORCING: SINGLE LINE STEEL WIRE FABRIC HAVING AN AREA OF NOT LESS THAN 0.12 SQ INCH PER FOOT OF HEIGHT.

SHALLOW STORM SEWER MANHOLE OR CATCH BASIN



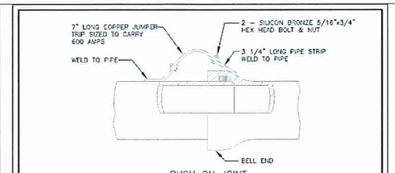
CIRCULAR

SHALLOW STORM SEWER MANHOLE OR CATCH BASIN

NOTES:
1. MANHOLE INVERT SHALL BE SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET.
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX 7–2" RINGS, MIN 2–2" RINGS.
4. GROUT BETWEEN RINGS.
5. SHIMS USED FOR LEVELING SHALL BE METAL OR CONCRETE.
6. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
8. TRACER WIRED ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED: 6 – 2008	City of RAMSEY	STANDARD DETAILS: STORM AREA INLET
		CITY PLATE No. STO–2

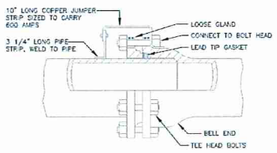
10 C400 AREA INLET DETAIL
NOT TO SCALE



PUSH ON JOINT

NOTE: DO NOT PASS CURRENT THROUGH PIPE UNLESS PIPE IS FULL OF WATER.

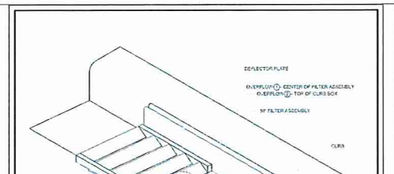
ALTERNATE METHOD BY AMERICAN CAST –IRON USING 4 COPPER CONTACT STRIPS IS AN APPROVED EQUAL TO ABOVE



MECHANICAL JOINT

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: JOINT CONNECTION
		CITY PLATE No. WAT–4

7 C400 WATER MAIN JOINT CONNECTION
NOT TO SCALE



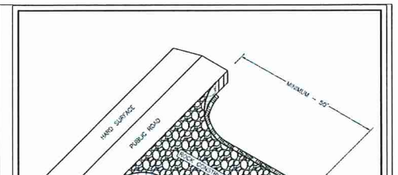
INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & CUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

4 C400 INLET PROTECTION
NOT TO SCALE

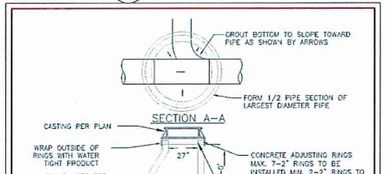


NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH, WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
2. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING OVTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

NOT TO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5

1 C400 ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE

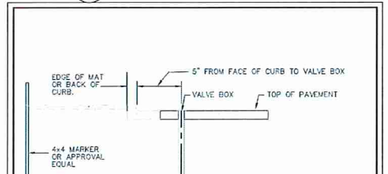


STANDARD DETAIL

NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
3. ALL INLET INVERTS TO BE 0.10 ABOVE OUTLET INVERTS UNLESS OTHERWISE NOTED
4. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
5. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
6. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
7. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: STORM MANHOLE
		CITY PLATE No. STO–3

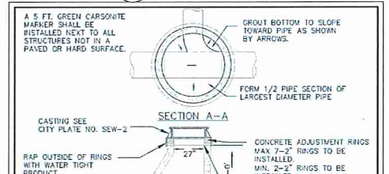
11 C2100 STORM SEWER MANHOLE
NOT TO SCALE



NOTES:
1.SHALL BE BLOCKED OR TIED TO THE MAIN WITH 2–3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING CLANDS MAY BE USED.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: COMMERCIAL SERVICE
		CITY PLATE No. WAT–5

8 C400 DIP WATER SERVICE
NOT TO SCALE

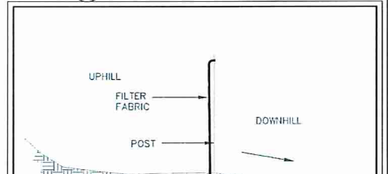


STANDARD DETAIL

NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.
4. 6" BASE FOR ALL MANHOLES LESS THAN 14 FT. OF DEPTH, INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT.
5. 5" PRECAST BASE MAY BE USED FOR MANHOLES LESS THAN 14 FT. DEEP.
6. ALL INVERTS TO BE 0.10' ABOVE OUTLET.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SANITARY MANHOLE
		CITY PLATE No. SEW–1

5 C400 SANITARY SEWER MANHOLE
NOT TO SCALE

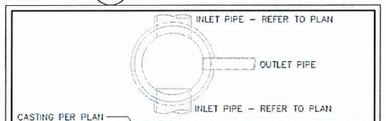


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL
NO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1

2 C400 SILT FENCE
NOT TO SCALE

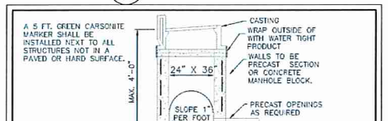


SUMP MANHOLE
NO SCALE

NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS
4. STEPS WILL BE REQUIRED AT A MAXIMUM OF 3' FROM THE RIM AND 16" ON CENTER THERE AFTER.
5. 8" BASE FOR ALL MANHOLES LESS THEN 14' DEEP, INCREASE BASE THICKNESS BY 2" PER 6' OF DEPTH BEYOND 14' & REINFORCE WITH 6"X 6" & 10" X 10" MESH.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SUMP MANHOLE
		CITY PLATE No. STO–9

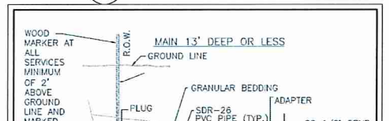
12 C400 SUMP MANHOLE
NOT TO SCALE



NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7–2" RINGS, MIN 2–2" RINGS
4. GROUT BETWEEN RINGS.SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED: 4 – 2007	City of RAMSEY	STANDARD DETAILS: CATCH BASIN
		CITY PLATE No. STO–1

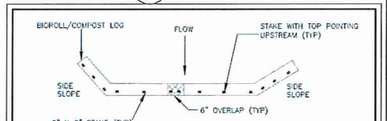
9 C400 CATCH BASIN
NOT TO SCALE



NOTES:
1. 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRE ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED: 4 – 2016	City of RAMSEY	STANDARD DETAILS: SANITARY SEWER SERVICE
		CITY PLATE No. SEW–3

6 C400 SANITARY SEWER SERVICE
NOT TO SCALE



SIDE VIEW
NO SCALE

NOTE:
STAKE INTO GROUND WITH WOOD STAKES DRIVING STAKE 6" INTO GROUND AND PROTRUDING 2" ABOVE LOG
WOOD STAKES ARE A MINIMUM 0.5" X 2" X 16" AND PLACED EVERY 1' UNLESS PRECLUDED BY A ROCK
WHEN MORE THAN 1 BIOROLL/COMPOST LOG IS NEEDED, OVERLAP ENDS A MINIMUM OF 6" AND STAKE
WOOD STAKES ARE DRIVEN THROUGH BACK HALF OF BIOROLL OR COMPOST LOG AT 45° ANGLE WITH TOP OF STAKE POINTING UPHILL

APPROVED: 3 – 2016	City of RAMSEY	STANDARD DETAILS: BIO ROLL (COMPOST LOG)
		CITY PLATE No. ERO–4

3 C400 BIO ROLL
NOT TO SCALE

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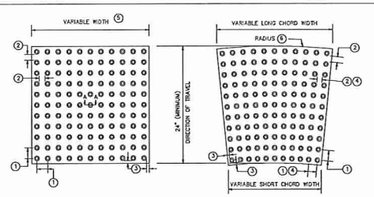
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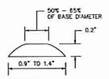
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PHASE	DD
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CHECKED BY	KAM

CIVIL DETAIL SHEET

C400

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SECTION A–A
TRUNCATED DOME

TYPICAL RADIAL TRUNCATED DOME PLATES

RADIUS (FEET) (7)	LONG CHORD WIDTH (INCHES)	SQ. FT. PER PLATE	PLATES REQUIRED FOR 90 DEGREE TURN
10	23–1/2	3.53	8
15	18–13/16	2.93	15
15	23–1/2	3.67	12
20	18–13/16	3.00	20
20	18–7/8	2.98	20
25	20–1/2	3.28	23
25	23–9/16	3.77	20
30	22–5/8	3.65	25
35	22	3.56	30

NOTES:

DETECTABLE WARNING SURFACES SHALL FOLLOW THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

DETECTABLE WARNINGS CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN.

DETECTABLE WARNINGS ARE REQUIRED:
–WHERE RAMPS, LANDINGS, OR BLENDED TRANSITIONS PROVIDE A FLUSH PEDESTRIAN ACCESS TO/FROM THE ROADWAYS.
–AT PEDESTRIAN ACCESS ROUTES ACROSS COMMERCIAL DRIVEWAYS THAT ARE PROVIDED WITH TRAFFIC CONTROL DEVICES OR OTHERWISE PERMITTED TO OPERATE LIKE A PUBLIC ROADWAY.
–AT PEDESTRIAN RAILWAY CROSSINGS.
–ON RAIL PLATFORMS WHERE BOARDING EDGES ARE NOT PROTECTED.

DETECTABLE WARNINGS SHALL EXTEND:
–A MINIMUM OF 24" IN THE DIRECTION OF TRAVEL.
–THE FULL WIDTH OF THE RAMP, LANDING, OR BLENDED TRANSITION, WITHIN 3" OF FULL WIDTH ON EITHER END.
–THE FULL LENGTH OF THE PUBLIC USE AREA OF A RAIL PLATFORM.

DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, ROADWAY, OR WALKWAY, EITHER A LIGHT-ON-DARK, OR DARK-ON-LIGHT. CONTRAST MAY BE PROVIDED ON THE FULL RAMP SURFACE, EXCLUDING THE FLARED SIDES.

FOR MN/DOT PROJECTS, SEE MN/DOT'S APPROVED/QUALIFIED PRODUCT LISTS.

DETECTABLE WARNING SURFACE SHALL BE PAID FOR AS TRUNCATED DOMES BY THE SQUARE FOOT.

ALL TRUNCATED DOME SYSTEMS SHALL BE PLACED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.

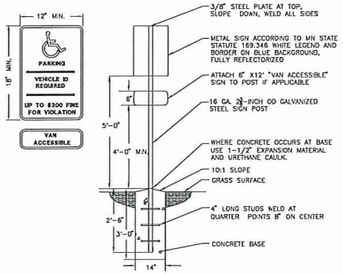
(1) CENTER TO CENTER DOME SPACING: 1.6" MINIMUM, 2.4" MAXIMUM.
(2) BASE TO BASE DOME SPACING: 0.65" MINIMUM.
(3) DOME BASE TO PLATE EDGE SPACING: 0.35" MINIMUM, 0.75" MAXIMUM.
(4) SPACING VARIES ON RADIAL PLATES.
(5) TYPICAL WIDTHS AVAILABLE: 13", 18", 24", 30", 36". CHECK WITH MANUFACTURERS FOR AVAILABLE WIDTHS.
(6) ON RADIAL PLATE, RADIUS DEFINED AT BACK OF CURB.
(7) TYPICAL RADII. CHECK WITH MANUFACTURERS FOR AVAILABLE RADII.

STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE	STANDARD PLATE NO.
DETECTABLE WARNING SURFACE TRUNCATED DOMES	2531	7038A

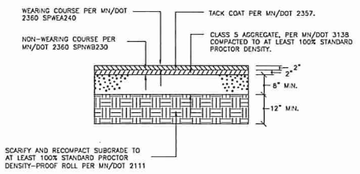
NOTE:
FOR ADA COMPLIANT PEDESTRIAN RAMPS, REFER TO MN/DOT STANDARD PLAN 5–297.250 PEDESTRIAN CURB RAMP DETAILS AT THE FOLLOWING WEB ADDRESS:
HTTP://STANDARDPLATES.DOT.STATE.MN.US/STDPLATE.ASPX

CONTRACTOR SHALL COORDINATE FINAL CURB RAMP LOCATION AND PEDESTRIAN CURB RAMP DETAIL WITH THE CITY AND OWNER PRIOR TO INSTALLATION.

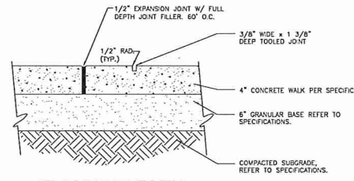
12 C401 PEDESTRIAN CURB RAMP – DETECTABLE WARNING
NOT TO SCALE



13 C401 ACCESSIBLE SIGN AND POST: GRASS AREA PLACEMENT
NOT TO SCALE

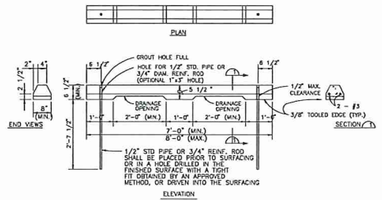


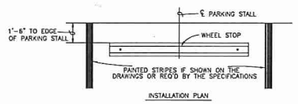
8 C401 HEAVY–DUTY BITUMINOUS PAVEMENT
NOT TO SCALE



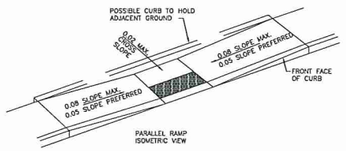
NOTE: JOINT SPACING SHALL BE 5–FEET ON CENTER. REFER TO ARCHITECTURAL PLANS FOR SPECIAL JOINTING PATTERNS.

9 C401 CONCRETE SIDEWALK CONSTRUCTION (TYP.)
NOT TO SCALE

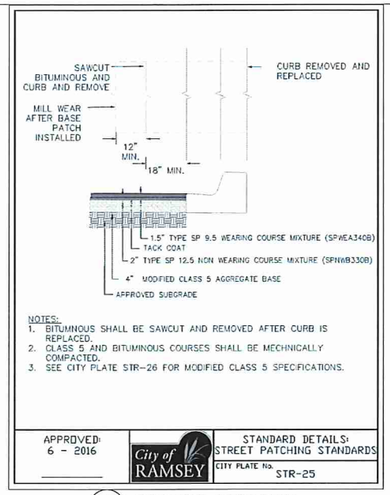




10 C401 PRECAST WHEEL STOP
NOT TO SCALE



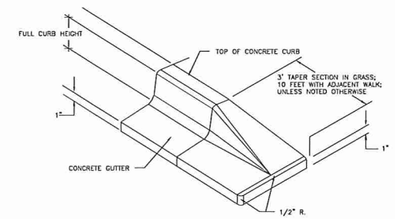
11 C401 PARALLEL RAMP
NOT TO SCALE



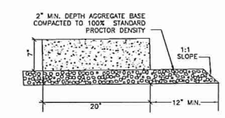
NOTES:
1. BITUMINOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

APPROVED:		STANDARD DETAILS:
6 – 2016	City of RAMSEY	STREET PATCHING STANDARDS
		CITY PLATE No. STR–25

4 C401 BITUMINOUS PATCH DETAIL
NOT TO SCALE

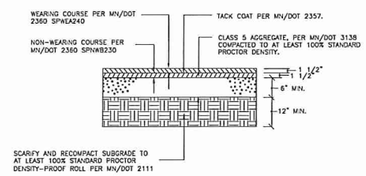


5 C401 NOSE–DOWN CURB SECTION
NOT TO SCALE

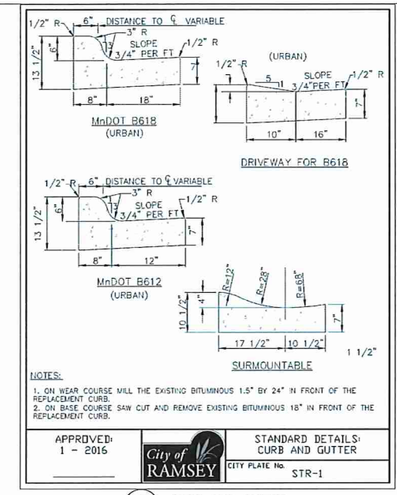


NOTE:
CURB SECTION IS TO SLOPE TOWARD PARKING LOT PER GRADING PLAN. TRANSITION INTO B612 CURBING USING NOSE–DOWN CURB SECTION.

6 C401 FLAT CURB/CONCRETE EDGER
NOT TO SCALE



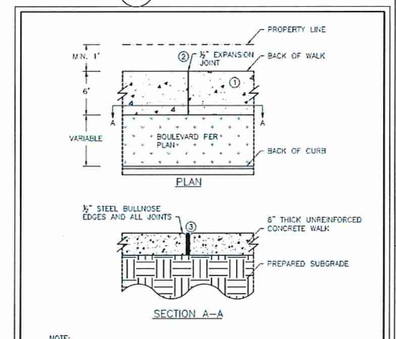
7 C401 LIGHT–DUTY BITUMINOUS PAVEMENT
NOT TO SCALE



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED:		STANDARD DETAILS:
1 – 2016	City of RAMSEY	CURB AND GUTTER
		CITY PLATE No. STR–1

1 C401 CURB AND GUTTER
NOT TO SCALE

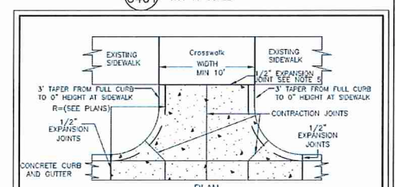


NOTE:
① BROOM FINISH CONCRETE WALK SURFACE
② MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
③ 1/2" EXPANSION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

NOT TO SCALE

APPROVED:		STANDARD DETAILS:
10 – 2015	City of RAMSEY	CONCRETE SIDEWALK
		CITY PLATE No. STR–3

2 C401 PUBLIC SIDEWALK
NOT TO SCALE



NOTES:
1. PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
2. DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
3. CUTTER TO BE PAVED INTEGRAL WITH DRIVEWAY.
4. 8" THICK FOR COMMERCIAL DRIVEWAYS.
5. 1/2" EXPANSION JOINT, 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPARATELY.)

APPROVED:		STANDARD DETAILS:
4 – 2016	City of RAMSEY	COMMERCIAL DRIVEWAY CURBCUT
		CITY PLATE No. STR–14

3 C401 DRIVEWAY ENTRANCE
NOT TO SCALE

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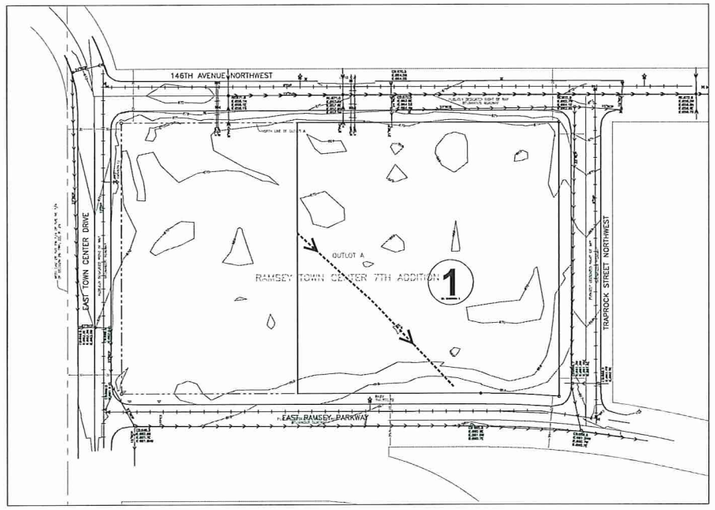
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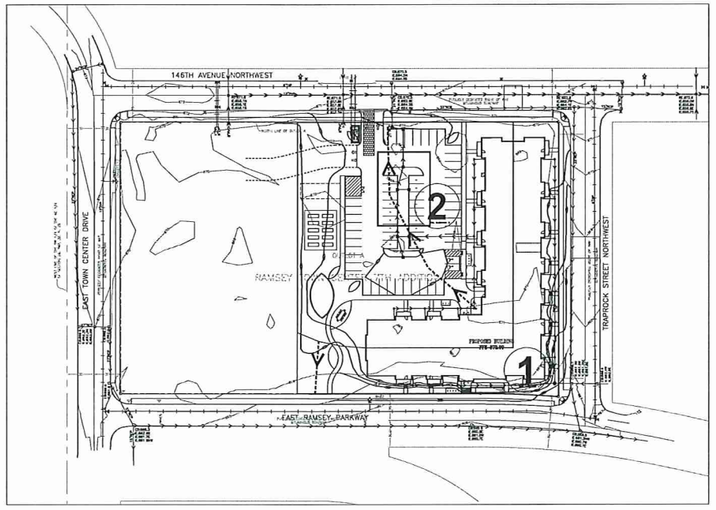
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1 C500 EXISTING CONDITIONS 1" = 60'



2 C500 PROPOSED CONDITIONS 1" = 60'

EXISTING DRAINAGE AREAS							
DRAINAGE AREA	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)	Q OUT (CFS) STORM EVENT 2-YEAR (2.85")	10-YEAR (4.26")	100-YEAR (7.12")	ROUTING
1	0.00	2.03	2.03	0.82	3.37	10.51	
TOTAL	0.00	2.03	2.03	0.82	3.37	10.51	

PROPOSED DRAINAGE AREAS							
DRAINAGE AREA	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)	Q OUT (CFS) STORM EVENT 2-YEAR (2.85")	10-YEAR (4.126")	100-YEAR (7.12")	ROUTING
1	0.26	0.38	0.65	1.65	2.82	5.37	
2	0.50	0.88	1.38	3.82	6.29	11.79	
TOTAL	0.76	1.26	2.02	5.50	9.11	17.16	
BMP				0.80	2.74	5.20	

STORMWATER RUNOFF SUMMARY			
	2-YR STORM (2.86") RUNOFF (CFS)	10-YR STORM (4.26") RUNOFF (CFS)	100-YR STORM (7.12") RUNOFF (CFS)
EXISTING SITE	0.82	3.37	10.51
PROPOSED SITE	5.50	9.11	17.16
PROPOSED BMP	0.80	2.74	5.20



VICINITY MAP
RAMSEY, MN

SPECIAL AND IMPAIRED WATERS
THERE ARE NO SPECIAL OR IMPAIRED WATERS WITHIN 1-MILE OF THE SITE.

MINIMUM ESTIMATED QUANTITIES FOR EROSION CONTROL		
ITEM DESCRIPTION	ESTIMATED QUANTITY	
DRAINAGE STRUCT. INLET FILTER	15	EACH
ROCK CONSTRUCTION ENTRANCE	1	EACH
CONCRETE WASHOUT	1	EACH
SILT FENCE	1442	LF
BIO LOG ROLL	44	LF

NOTE: QUANTITIES SHOWN ARE THE MINIMUM REQUIRED. ADDITIONAL QUANTITIES MAY BE NEEDED IF REQUIRED BY THE MPCA, WATERSHED DISTRICT, OR CITY. CONTRACTOR IS RESPONSIBLE FOR FINAL DETERMINATION OF QUANTITIES PRIOR TO CONSTRUCTION.

ABBREVIATIONS	
BLDG	Building
BMP	Best Management Practice
BW	Bottom of Wall
CB	Catch Basin
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
MAX	Maximum
MH	Manhole
MIN	Minimum
MPCA	Minnesota Pollution Control Agency
NPDES	National Pollutant Discharge Elimination System
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
TW	Top of Wall
W.O.	Washout

N

60' 30' 0 60' 120'
SCALE 1" = 60'

NOTE:
THE STORM WATER POLLUTION PREVENTION PLAN FOR THIS PROJECT INCLUDES THE CIVIL ENGINEERING PLANS AND THE PROJECT MANUAL.

CONTRACTOR TO SUPPLY CONSTRUCTION PHASING NARRATIVE, ESTIMATED PRELIMINARY QUANTITIES OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMP'S ANTICIPATED AT THE START OF THE PROJECT AND FOR THE LIFE OF THE PROJECT, AND LOCATION OF AREAS WHERE CONSTRUCTION WILL BE PHASED TO MINIMIZE DURATION OF EXPOSED SOIL AREAS. CONTRACTOR IS TO REVIEW MINNESOTA POLLUTION CONTROL AGENCY'S INSTRUCTIONS FOR THE APPLICATION FOR MINNESOTA'S NPDES/SDS GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY PRIOR TO SUBMITTING APPLICATION.

INSPECTIONS
EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 1/2 INCH OVER 24 HOURS RAIN EVENT.

STABILIZED AREAS: ONCE EVERY 30 DAYS.

FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION.

RECORDS: A COPY OF THE GRADING, DRAINAGE EROSION CONTROL PLAN AND WATERSHED DATA & SWPPP PLANS AS WELL AS THE INSPECTIONS/MAINTENANCE LOGS ARE TO BE KEPT EITHER IN THE FIELD OFFICE, INSPECTOR'S VEHICLE OR CONTRACTOR'S VEHICLE.

FINAL STABILIZATION
STABILIZATION BY UNIFORM PERENNIAL VEGETATIVE COVER (70% DENSITY)

DRAINAGE DITCHES STABILIZED.

ALL TEMPORARY SYNTHETIC AND STRUCTURAL BMP'S REMOVED.

CLEAN OUT SEDIMENT FROM CONVEYANCES AND SEDIMENTATION BASINS (RETURN TO DESIGN CAPACITY).

GRADING & SOILS
BASED ON SOIL BORING(S) PROVIDED BY PSI SOILS TYPICALLY FOUND ON THIS PROJECT ARE: SM SP

REFER TO THE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.

SEDIMENT AND EROSION CONTROL MAINTENANCE
PERIMETER SEDIMENT CONTROL PRACTICES: WHEN SEDIMENT REACHES 1/3 THE HEIGHT OF THE BMP, THE SEDIMENT MUST BE REMOVED WITHIN 24 HOURS. IF PERIMETER SEDIMENT CONTROL HAS BEEN DAMAGED OR IS NOT FUNCTIONING PROPERLY, IT MUST BE REPAIRED AND/OR REPLACED WITHIN 24 HOURS. PERIMETER BMP MEASURES MAY INCLUDE SILT FENCING.

CONSTRUCTION SITE VEHICLE EXIT LOCATIONS: ALL TRACKED SEDIMENT ONTO PAVED SURFACES MUST BE REMOVED WITHIN 24 HOURS OF DISCOVERY OR MORE FREQUENTLY IF REQUIRED BY CITY OR WATERSHED.

CONSTRUCTION SITE DEWATERING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL DEWATERING PERMITS. DISCHARGE FROM ALL DEWATERING OPERATIONS SHALL BE DIRECTED TO ON-SITE DEPRESSIONS. NO DISCHARGE FROM DEWATERING OPERATIONS SHALL BE DIRECTED OFF-SITE TOWARDS A WATER OF THE STATE.

PORTABLE TOILET NOTES:
1. PORTABLE TOILETS POSE AN ENVIRONMENTAL HAZARD WHEN PLACED IN THE VICINITY OF STORM DRAINS OR BODIES OF WATER. PORTABLE TOILET CLEANING ACTIVITIES CAN ALSO GENERATE POLLUTANTS THAT CAN DEGRADE WATER QUALITY.
2. PORTABLE TOILET PLACEMENT:
   2.1. PLACE PORTABLE TOILETS ON FLAT STABLE GROUND WITH CLEAR ACCESS TO THE UNITS.
   2.2. LOCATE TOILETS A MINIMUM OF 20 FEET FROM ANY WATER BODY AND 10 FEET FROM ANY CURB AND GUTTER, IF UNTRACEABLE, AN EARTHEN BERM OR SAND BAG BERM SHALL BE PLACED AROUND THE UNIT FOR SPILL AND LEAK CONTAINMENT.
   2.3. AVOID PLACING TOILETS ON IMPERVIOUS SURFACES THAT WILL QUICKLY DRAIN TO STORM SEWERS.
   2.4. LOCATE TOILETS SO THAT EXPOSURE TO TRAFFIC AND MOVING EQUIPMENT IS MINIMIZED.
   2.5. SECURE TOILETS TO THE GROUND WITH STAKES OR CABLES.
   2.6. RINSE WATER FROM CLEANING ACTIVITIES SHALL NOT BE DISPOSED ON SITE.
3. REGULARLY CHECK TOILETS FOR DAMAGE, LEAKS AND SPILLS AS PART OF THE WEEKLY STORMWATER SITE INSPECTION.
4. OWNER IDENTIFICATION AND CONTACT INFORMATION SHALL BE DISPLAYED IN A PROMINENT LOCATION ON EACH UNIT.

POLLUTION PREVENTION MANAGEMENT MEASURES
SOLID WASTE DISPOSED PROPERLY; COMPLY WITH MPCA REQUIREMENTS.

HAZARDOUS WASTE STORED (SECONDARY CONTAINMENT, RESTRICTED ACCESS) AND DISPOSED IN COMPLIANCE WITH MPCA REQUIREMENTS.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED.

NO ENGINE DEGREASING ALLOWED ON-SITE.

CONCRETE WASHOUT ON-SITE: ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK-PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW LIQUIDS TO ENTER GROUND WATER IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. THE CONCRETE WASHOUT AREA INDICATED ON THE PLANS IS SHOWN IN AN APPROXIMATE LOCATION. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION IN ACCORDANCE WITH MPCA REQUIREMENTS.

HANDLING AND STORAGE OF HAZARDOUS MATERIALS:
IF THE CONTRACTOR INTENDS TO USE POLYMERS, FLOCCULANTS, OR OTHER SEDIMENTATION TREATMENT CHEMICALS ON THE PROJECT SITE, THE CONTRACTOR MUST COMPLY WITH THE FOLLOWING MINIMUM REQUIREMENTS:

1. THE CONTRACTOR MUST USE CONVENTIONAL EROSION AND SEDIMENT CONTROLS PRIOR TO CHEMICAL ADDITION TO ENSURE EFFECTIVE TREATMENT. CHEMICALS MAY ONLY BE APPLIED WHERE TREATED STORMWATER IS DIRECTED TO A SEDIMENT CONTROL SYSTEM WHICH ALLOWS FOR FILTRATION OR SETTLEMENT OF THE FLOC PRIOR TO DISCHARGE.
2. CHEMICALS MUST BE SELECTED THAT ARE APPROPRIATELY SUITED TO THE TYPES OF SOILS LIKELY TO BE EXPOSED DURING CONSTRUCTION, AND TO THE EXPECTED TURBIDITY, PH AND FLOW RATE OF STORMWATER FLOWING INTO THE CHEMICAL TREATMENT SYSTEM OR AREA.
3. CHEMICALS MUST BE USED IN ACCORDANCE WITH ACCEPTED ENGINEERING PRACTICES, AND WITH DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVIDED BY THE MANUFACTURER OR PROVIDER/SUPPLIER OF THE APPLICABLE CHEMICALS.

ON-SITE FUEL TANKS REQUIRE SECONDARY CONTAINMENT AS REQUIRED BY THE PERMIT. PORTABLE FUEL TRUCKS SHALL HAVE THEIR SPILL KITS AVAILABLE DURING FUELING. SPILLS GREATER THAN 5 GALLONS MUST BE REPORTED TO THE PROPER AUTHORITIES.

CONSTRUCTION ACTIVITY EROSION PREVENTION PRACTICES
CONTRACTOR SHALL STABILIZE ALL EXPOSED SOIL AREAS (INCLUDING STOCKPILES). STABILIZATION MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION WHENEVER ANY CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION MUST BE COMPLETED NO LATER THAN 14 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

FOR PUBLIC WATER THAT THE DNR HAS PROMULGATED "WORK IN WATER RESTRICTIONS" DURING SPECIFIED FISH SPAWNING TIME FRAMES, ALL EXPOSED SOIL AREAS THAT ARE WITHIN 200 FEET OF THE WATER'S EDGE, AND DRAIN TO THESE WATERS MUST COMPLETE THE STABILIZATION ACTIVES WITHIN 24 HOURS DURING THE RESTRICTION PERIOD.

PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24-HOURS AFTER CONNECTION TO A SURFACE WATER.

SEDIMENT CONTROL MEASURES MUST BE INSTALLED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN.

MECHANICAL AND NON STORMWATER DISCHARGES, EXISTING AND PROPOSED
1. WATER LINE FLUSHING
2. LANDSCAPE IRRIGATION
3. DISCHARGE FROM POTABLE WATER SOURCES
4. AIR CONDITIONING CONDENSATION
5. INDIVIDUAL RESIDENT CAR WASHING
6. RESIDENTIAL BUILDING WASH WATERS WITHOUT DETERGENTS.

AGENCY CONTACTS
CITY OF RAMSEY
ENGINEERING DEPARTMENT
PHONE: (763) 427-5543

MINNESOTA POLLUTION CONTROL AGENCY
PHONE: (651) 296-6300

LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION
PHONE: (763) 767-5130

AEON MANAGEMENT
901 NORTH THIRD STREET, SUITE 150
PHONE: (612X) 341-3148

NOTE:
THE CONTRACTOR MUST COMPLETE, SIGN, OBTAIN OWNERS SIGNATURE, PAY FEE, AND SEND IN THE NPDES PERMIT APPLICATION. CONTRACTOR SHALL PROVIDE A CERTIFIED EROSION CONTROL SUPERVISOR. SWPPP DOCUMENTATION, INCLUDING INSPECTION REPORTS SHALL BE RETAINED FOR A PERIOD OF THREE (3) YEARS. DESIGN CALCULATIONS ARE ON FILE AT BKBM.

THE OWNER AND CONTRACTOR ARE RESPONSIBLE FOR IMPLEMENTATION OF THE SWPPP AND INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMPS, BEFORE, DURING, AND AFTER CONSTRUCTION UNTIL THE NOTICE OF TERMINATION HAS BEEN FILED.

STOCKPILES:
ON-SITE STOCKPILES OF SOIL SHALL HAVE PERIMETER SEDIMENT CONTROL. STOCKPILES SHALL BE STABILIZED WITH BLANKETS, TARPS, OR HYDRO MULCH IF LEFT ON-SITE FOR MORE THAN 14 DAYS.

OTHER NOTES:
1. LONG TERM MAINTENANCE OF THE SITE WILL BE PERFORMED BY THE OWNER, AEON. INCLUDED MAINTENANCE FOR STORMWATER DEVISES SHALL BE:
   1.1. SWEEP AND CLEAN TRASH FROM PARKING AREAS
2. THIS SWPPP WAS PREPARED BY PERSONNEL THAT ARE CERTIFIED IN THE DESIGN OF CONSTRUCTION SWPPPS. COPIES OF THE CERTIFICATIONS ARE ON FILE WITH BKBM AND ARE AVAILABLE UPON REQUEST.
3. THIS SWPPP DOCUMENT MUST BE AMENDED AS NECESSARY DURING CONSTRUCTION IN ORDER TO KEEP IT CURRENT WITH THE POLLUTANT CONTROL MEASURES UTILIZED AS THE SITE. THE SITE MAP SHOWING LOCATIONS OF ALL STORM WATER CONTROLS MUST BE POSTED ON THE SITE AND UPDATED TO REFLECT THE PROGRESS OF CONSTRUCTION.

SWPPP IMPLEMENTATION, INSTALLATION, INSPECTION, AND BMP MAINTENANCE BY FRATTALONE COMPANIES.

NAME: _____

CERTIFICATION #:_____

DATE: _____

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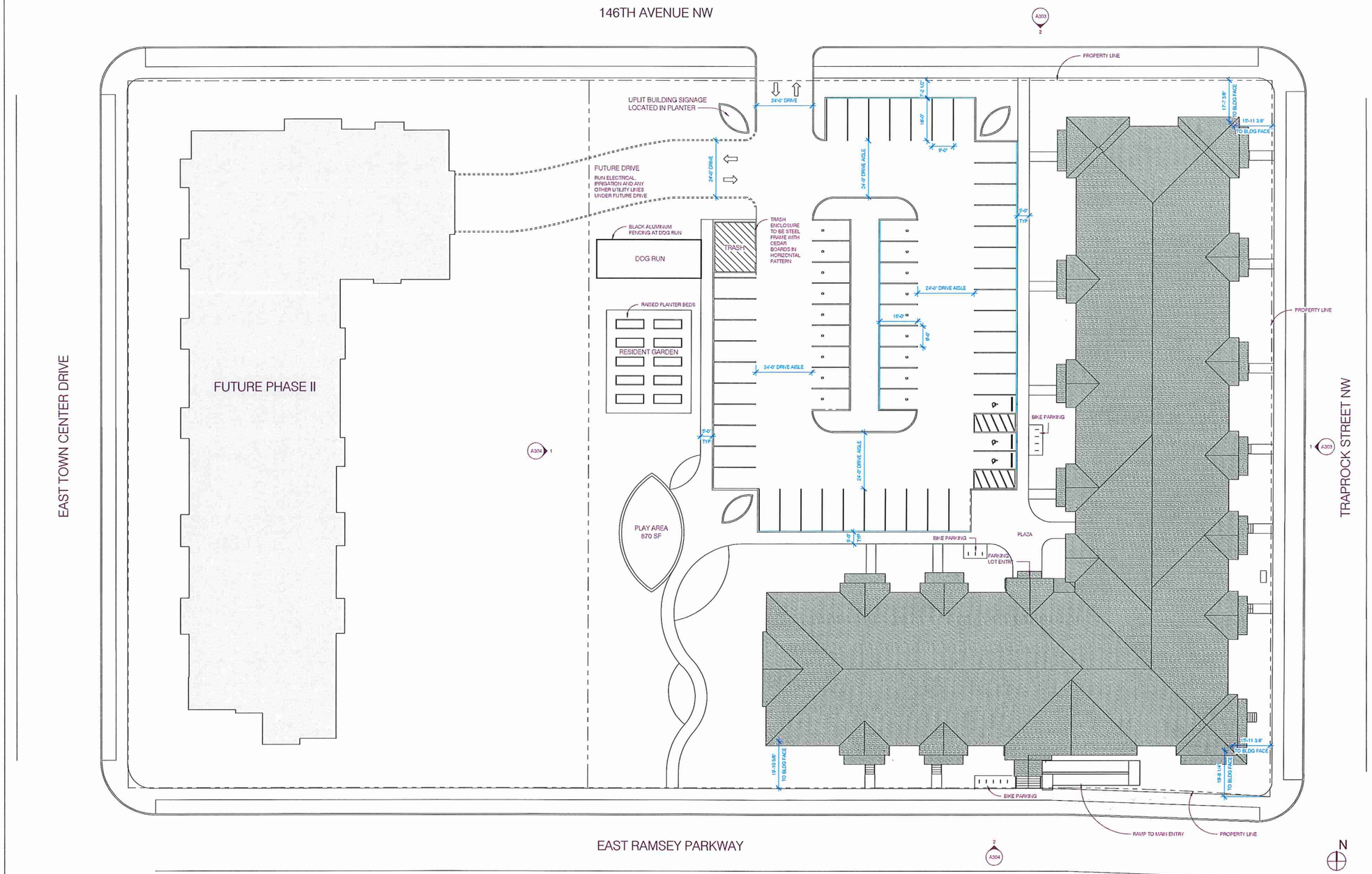
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PROJECT #	17260
PHASE	DD
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CHECKED BY	KAM

SWPPP

C500

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1 ARCHITECTURAL SITE PLAN
LA100 1/16" = 1'-0"

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Better Changes Everything
GREENWAY TERRACE

14671 AVE NW & TRAPROCK STREET NW
RAMSEY, MN 55303

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ARCHITECTURAL SITE PLAN

LA100

TREES


Acer platanoides 'Emerald Lustre'


Acer x freemanii 'Armstrong'


Amelanchier x grandiflora 'Autumn Brilliance'


Celtis occidentalis


Gleditsia triacanthos 'Skyline'


Pinus strobus


Quercus x 'Regal Prince'


Ulmus x morton 'Accolade'

SHRUBS


Cornus hessei 'Garden Glow'


Diervilla lonicera


Hydrangea arborescens 'Annabelle'


Physocarpus opulifolius 'Little Devil'


Rhus aromatica 'Gro-Low'


Ribes alpinum


Sorbaria sorbifolia 'Sem'


Spiraea betulifolia 'Tor'


Spiraea x bumalda 'Anthony Waterer'


Syringa pubescens 'Miss Kim'


Weigela florida 'Minuet'

PERENNIALS / GARDEN PLANTERS


Calamagrostis x acutiflora 'Karl Foerster'


Hemerocallis x 'Bodacious Returns'


Asclepias tuberosa


Echinacea purpurea


Liatris spicata


Nepeta faassenii


Panicum vergatum


Perovskia atriplicifolia


Rudbeckia hitra


Salvia x 'Bee's Bliss'

EVERGREEN SHRUBS


Juniperus chinensis 'Mint Julep'


Juniperus scopulorum 'Bailigh'


Taxus x media 'Tauntonii'


Thuja occidentalis 'Techny'

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	NOTES	NATIVE STATUS	
	AP	2	ACER PLATANOIDES `EMERALD LUSTRE` / NORWAY MAPLE	3" CAL.	B&B	SINGLE LEADER, WELL BRANCHED		
	AF	9	ACER X FREEMANII `ARMSTRONG` / ARMSTRONG FREEMAN MAPLE	3" CAL.	B&B	SINGLE LEADER, WELL BRANCHED	NATIVE CULTIVAR	
	AG	3	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE` / `AUTUMN BRILLIANCE` SERVICEBERRY	10` HEIGHT	B&B	CLUMP FORM	NATIVE CULTIVAR	
	CO	3	CELTIS OCCIDENTALIS / COMMON HACKBERRY	3" CAL.	B&B	SINGLE LEADER, WELL BRANCHED	NATIVE CULTIVAR	
	GT	2	GLEDITSIA TRIACANTHOS `SKYLINE` / SKYLINE HONEY LOCUST	3" CAL.	B&B	SINGLE LEADER, WELL BRANCHED	NATIVE CULTIVAR	
	PS	3	PINUS STROBUS / WHITE PINE	8` HEIGHT	B&B	NATURAL, FULL FORM	NATIVE	
	QR	9	QUERCUS X `REGAL PRINCE` / REGAL PRINCE PAK	2.5" CAL.	B&B	SINGLE LEADER, WELL BRANCHED	NATIVE CULTIVAR	
	UM	19	ULMUS X `MORTON` / ACCOLADE	2.5" CAL.	B&B	SINGLE LEADER, WELL BRANCHED	NATIVE	
SHRUBS	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	NOTES	NATIVE STATUS	
	CH	36	CORNUS HESSEI `GARDEN GLOW` / DOGWOOD	#5	CONT.	PLAN SPACING PER PLAN	NATIVE CULTIVAR	
	DL	45	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	#5	CONT.	PLAN SPACING PER PLAN	NATIVE	
	HA	10	HYDRANGEA ARBORESCENS `ANNABELLE` / ANNABELLE SMOOTH HYDRANGEA	#5	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	PL	11	PHYSOCARPUS OPULIFOLIUS `LITTLE DEVIL` TM / DWARF NINEBARK	#5	CONT.	PLAN SPACING PER PLAN	NATIVE CULTIVAR	
	RG	6	RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC	#5	CONT.	SPACE 5`-0" O.C.	NATIVE CULTIVAR	
	RA	38	RIBES ALPINUM / ALPINE CURRANT	#5	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	SS	38	SORBARIA SORBIFOLIA `SEM` / SEM FALSE SPIREA	#1	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	ST	24	SPIRAEA BETULIFOLIA `TOR` / BIRCHLEAF SPIREA	#2	CONT.	PLAN SPACING PER PLAN	NATIVE CULTIVAR	
	SA	21	SPIRAEA X BUMALDA `ANTHONY WATERER` / ANTHONY WATERER SPIRAEA	#5	CONT.	PLAN SPACING PER PLAN	NATIVE	
	SK	27	SYRINGA PUBESCENS `MISS KIM` / MISS KIM KOREAN LILAC	#5	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	WM	87	WEIGELA FLORIDA `MINUET` / MINUET WEIGELA	#5	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
ANNUALS/PERENNIALS	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	NOTES	NATIVE STATUS	
	CA	92	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / FEATHER REED GRASS	#1	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	HB	57	HEMEROCALLIS X `BODACIOUS RETURNS` / DAYLILY	#1	CONT.	PLAN SPACING PER PLAN	NATIVE	
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	NOTES	NATIVE STATUS	
	JM	54	JUNIPERUS CHINENSIS `MINT JULEP` / MINT JULEP JUNIPER	#5	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	JB	8	JUNIPERUS SCOPULORUM `BAILIGH` / SKY HIGH JUNIPER	#10	CONT.	PLAN SPACING PER PLAN	NON-NATIVE	
	TT	21	TAXUS X MEDIA `TAUNTONII` / TAUTON YEW	#5	CONT.	PLAN SPACING PER PLAN	NATIVE CULTIVAR	
	TO	10	THUJA OCCIDENTALIS `TECHNY` / TECHNY ARBORVITAE	6` HGT	CONT.	PLAN SPACING PER PLAN	NATIVE CULTIVAR	
GROUND COVERS	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	NOTES	NATIVE STATUS	SPACING
	Sod	26,499 SF	SOD	NONE	SOD			

GARDEN PLANTER SCHEDULE

	MIXED PERENNIALS	378 SF		
	ASCLEPIAS TUBEROSA / BUTTERFLY MILKWEED	21 SF	#1 @ 18" oc	
	ECHINACEA PURPUREA / PURPLE CONEFLOWER	21 SF	#1 @ 18" oc	
	LIATRIS SPICATA / SPIKE GAYFEATHER	21 SF	#1 @ 18" oc	
	NEPETA FAASSENII / CATMINT	21 SF	#1 @ 18" oc	
	PANICUM VIRGATUM / SWITCH GRASS	21 SF	#1 @ 18" oc	
	PEROVSKIA ATRIPLICIFOLIA / RUSSIAN SAGE	21 SF	#1 @ 18" oc	
	RUDBECKIA HIRTA / BLACK-EYED SUSAN	21 SF	#1 @ 18" oc	
	SALVIA X `BEE`S BLISS` / SAGE	21 SF	#1 @ 18" oc	

REFER TO DETAIL FOR PLANTING PATTERN (7 / L-500)

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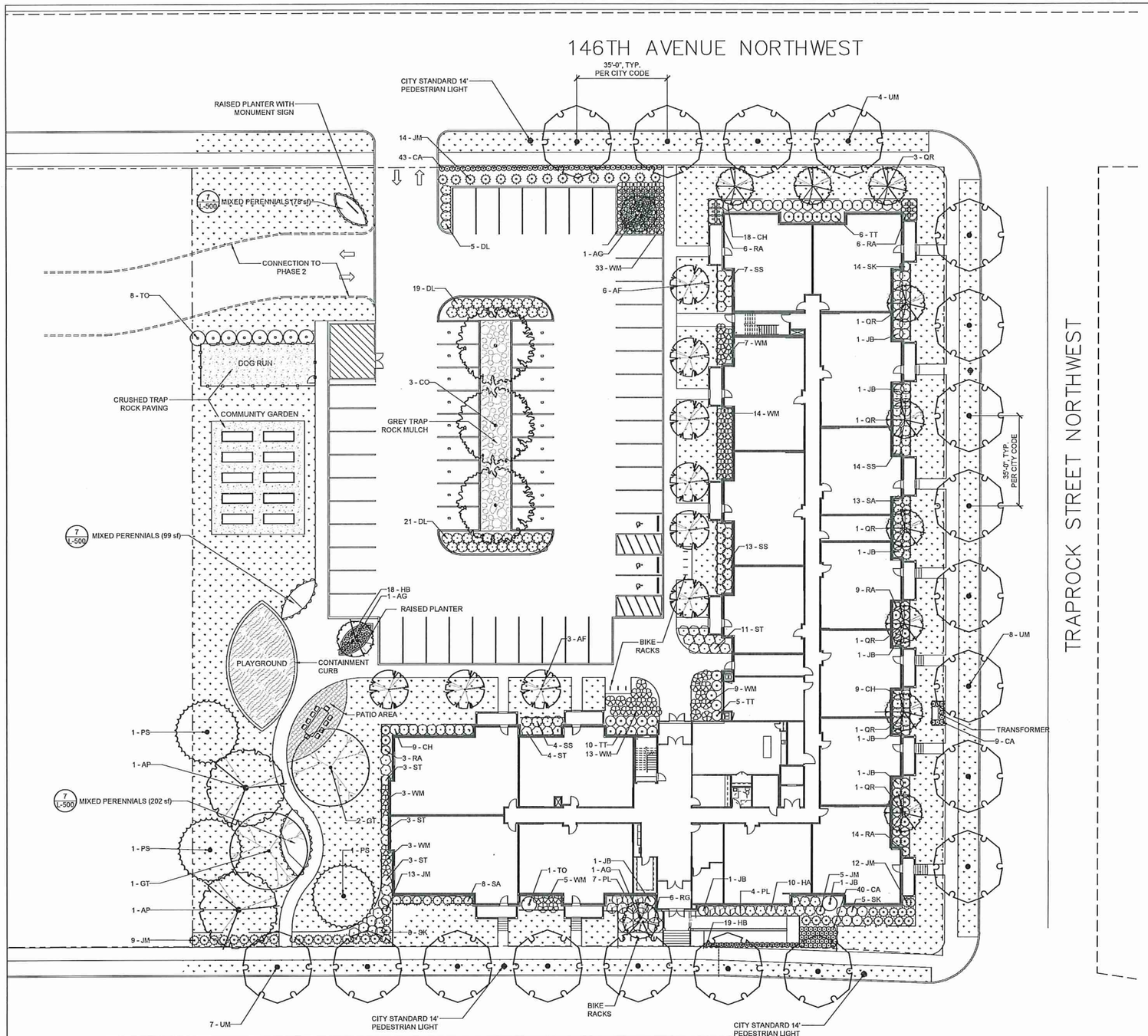
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PROJECT #	16-0011
PHASE	SD
DRAWN BY	B. Doucette
CHECKED BY	J. Symyrnywicz

LANDCAPE PLANT SCHEDULE

L030

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L160 OVERALL LANDSCAPE PLAN

1" = 16'

NORTH 0 16 32

QUICK REFERENCE SCHEDULE

TREES	BOTANICAL NAME
AP	ACER PLATANOIDES `EMERALD LUSTRE`
AF	ACER X FREEMANII `ARMSTRONG`
AG	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`
CO	CELTIS OCCIDENTALIS
GT	GLEDITSIA TRIACANTHOS `SKYLINE`
PS	PINUS STROBUS
QR	QUERCUS X `REGAL PRINCE`
UM	ULMUS X `MORTON`
SHRUBS	BOTANICAL NAME
CH	CORNUS HESSEI `GARDEN GLOW`
DL	DIERVILLA LONICERA
HA	HYDRANGEA ARBORESCENS `ANNABELLE`
PL	PHYSOCARPUS OPULIFOLIUS `LITTLE DEVIL` TM
RG	RHUS AROMATICA `GRO-LOW`
RA	RIBES ALPINUM
SS	SORBARIA SORBIFOLIA `SEM`
ST	SPIRAEA BETULIFOLIA `TOR`
SA	SPIRAEA X BUMALDA `ANTHONY WATERER`
SK	SYRINGA PUBESCENS `MISS KIM`
WM	WEIGELA FLORIDA `MINUET`
ANNUALS/PERENNIALS	BOTANICAL NAME
CA	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`
HB	HEMEROCALLIS X `BODACIOUS RETURNS`
EVERGREEN SHRUBS	BOTANICAL NAME
JM	JUNIPERUS CHINENSIS `MINT JULEP`
JB	JUNIPERUS SCOPULORUM `BAILIGH`
TT	TAXUS X MEDIA `TAUNTONII`
TO	THUJA OCCIDENTALIS `TECHNY`
GROUND COVERS	BOTANICAL NAME
Sod	SOD

aeon
GREENWAY TERRACE

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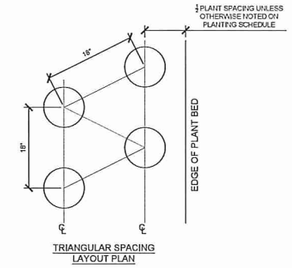
REVISIONS

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PHASE	SD
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CHECKED BY	J. Symynkywicz

LANDCAPE PLANTING PLAN

L060

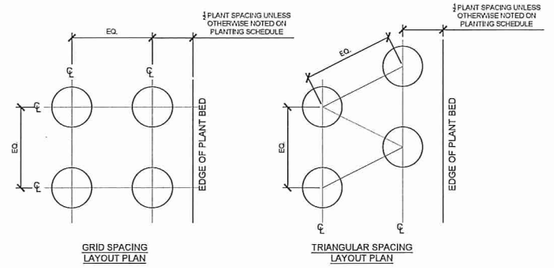
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TRIANGULAR SPACING
LAYOUT PLAN

NOTE:
1. ALTERNATE EACH PLANTING AS SHOWN IN THE GARDEN PLANTER SCHEDULE
2. RANDOMIZE PLANTING ORDER THROUGHOUT PLANTERS

7 GARDEN PLANTER SPACING
3/4" = 1'-0" P-17 113-03

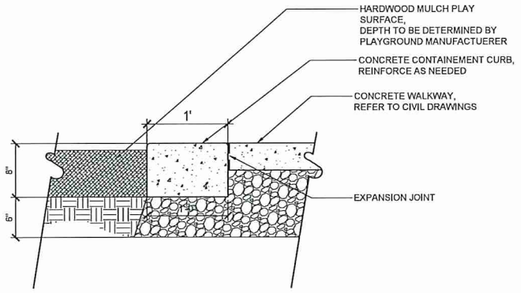


GRID SPACING
LAYOUT PLAN

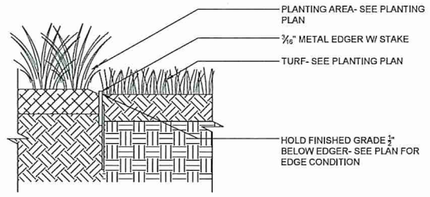
TRIANGULAR SPACING
LAYOUT PLAN

NOTE:
1. REFER TO PLANTING SCHEDULE FOR PLANT SPACING.
2. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

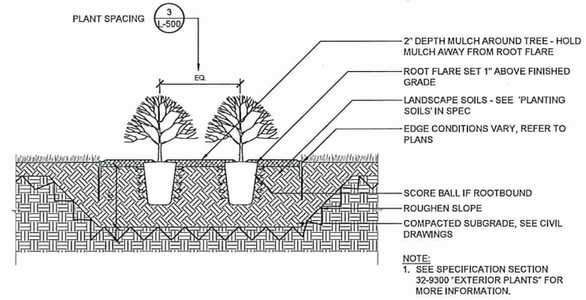
3 PLANT SPACING
3/4" = 1'-0" P-17 113-08



10 CONTAINMENT CURB AT PLAYGROUND
1 1/2" = 1'-0" P-17 113-24

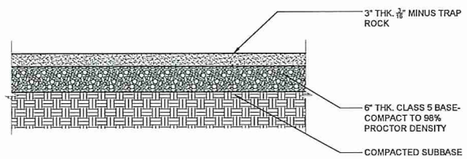


6 STEEL EDGING
1 1/2" = 1'-0" P-17 113-09

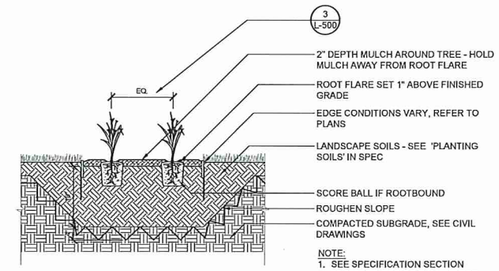


NOTE:
1. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

2 SHRUB PLANTING
3/4" = 1'-0" P-17 113-20

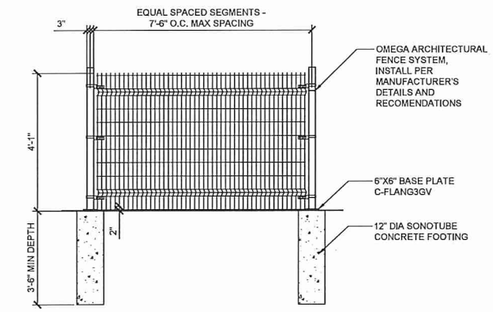


9 CRUSHED STONE PAVING
1" = 1'-0" P-17 113-19

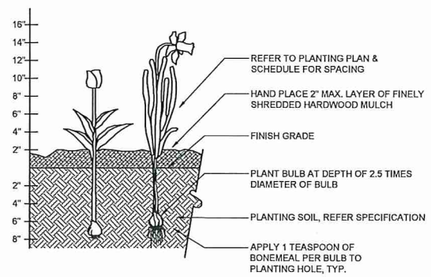


NOTE:
1. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

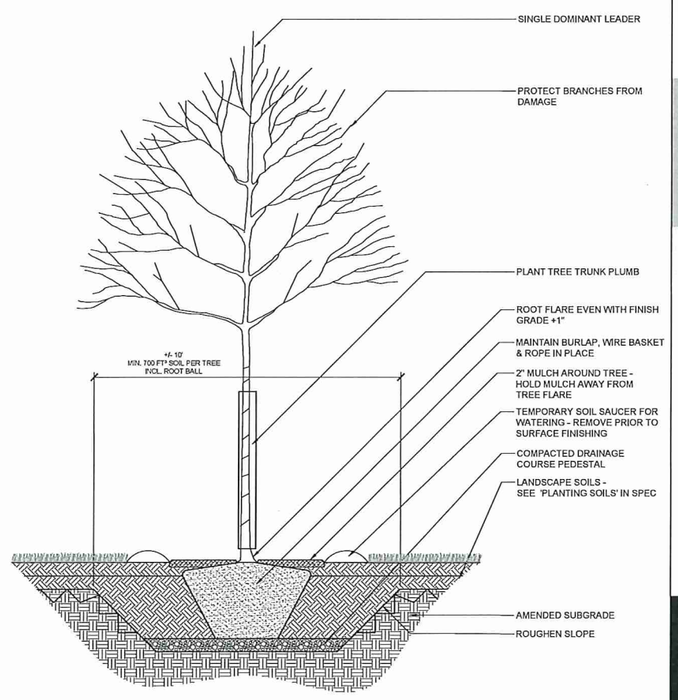
5 PERENNIAL PLANTING
3/4" = 1'-0" P-17 113-05



8 EXTERIOR FENCE - 4` HEIGHT
1/2" = 1'-0" P-17 113-23



4 BULB PLANTING DETAIL
1" = 1'-0" P-17 113-05



1 TREE PLANTING IN SOFTSCAPE - FLAT
1/2" = 1'-0" P-17 113-04

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901 NORTH THIRD STREET, SUITE 160
MINNEAPOLIS, MN 55401

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401 2nd Avenue North, Suite 410
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p 612.332.7122

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DATE	6.1.2017
PROJECT #	16-0011
PHASE	SD
DRAWN BY	B. Daworths
CHECKED BY	J. Symyrkywicz

LANDCAPE DETAILS

L500

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GENERAL NOTES:

1. DIMENSIONS AT EXTERIOR WOOD STUD WALLS ARE TO OUTSIDE FACE OF SHEATHING
2. DIMENSIONS AT EXTERIOR CMU WALLS ARE TO FACE OF CMU
3. DIMENSIONS AT UNIT DEMISING ARE TO CENTERLINE OF WALLS
4. DIMENSIONS AT INTERIOR WALLS ARE TO FACE OF WALL UNLESS NOTED BY THE SYMBOL ℄ INDICATING CENTERLINE OF WALL
5. RESIDENTIAL DEMISING WALLS ARE TYPE **V3**, **V8**, AND **W8** 1-HR FIRE RATING WITH ACOUSTIC RATING
6. RESIDENTIAL CORRIDOR WALLS ARE TYPE **W8** AND **W8** 1-HR FIRE RATING WITH ACOUSTIC RATING
7. EXTERIOR WOOD STUDS ARE FIRE TREATED 2x6's UNLESS NOTED OTHERWISE
8. EXTEND ALL SHAFTS TO UNDERSIDE OF ROOF SHEATHING OR TOP OF ROOF PENETRATIONS WHERE APPLICABLE
9. EXTEND 1-HR FIRE BARRIERS TO UNDERSIDE OF SHEATHING WHERE APPLICABLE
10. NO PENENTRATIONS OR OPENINGS ALLOWED IN SHAFT WALLS UNLESS THEY EXPRESSLY SERVE THE SHAFT
11. PROVIDE NON-COMBUSTIBLE MATERIALS IN RETURN PLENUMS (WALLS ON SOFFIT)
12. ALL UNITS ARE TYPE B ACCESSIBLE UNLESS OTHERWISE NOTED AS TYPE A
13. REFER TO INTERIOR FINISH SCHEDULE FOR FLOOR FINISH KEY
14. LAUNDRY EQUIPMENT SHOWN FOR REFERENCE ONLY; EQUIPMENT PROVIDED BY OWNER

1 A101 - LEVEL 1 PLAN
A101 1/8" = 1'-0"

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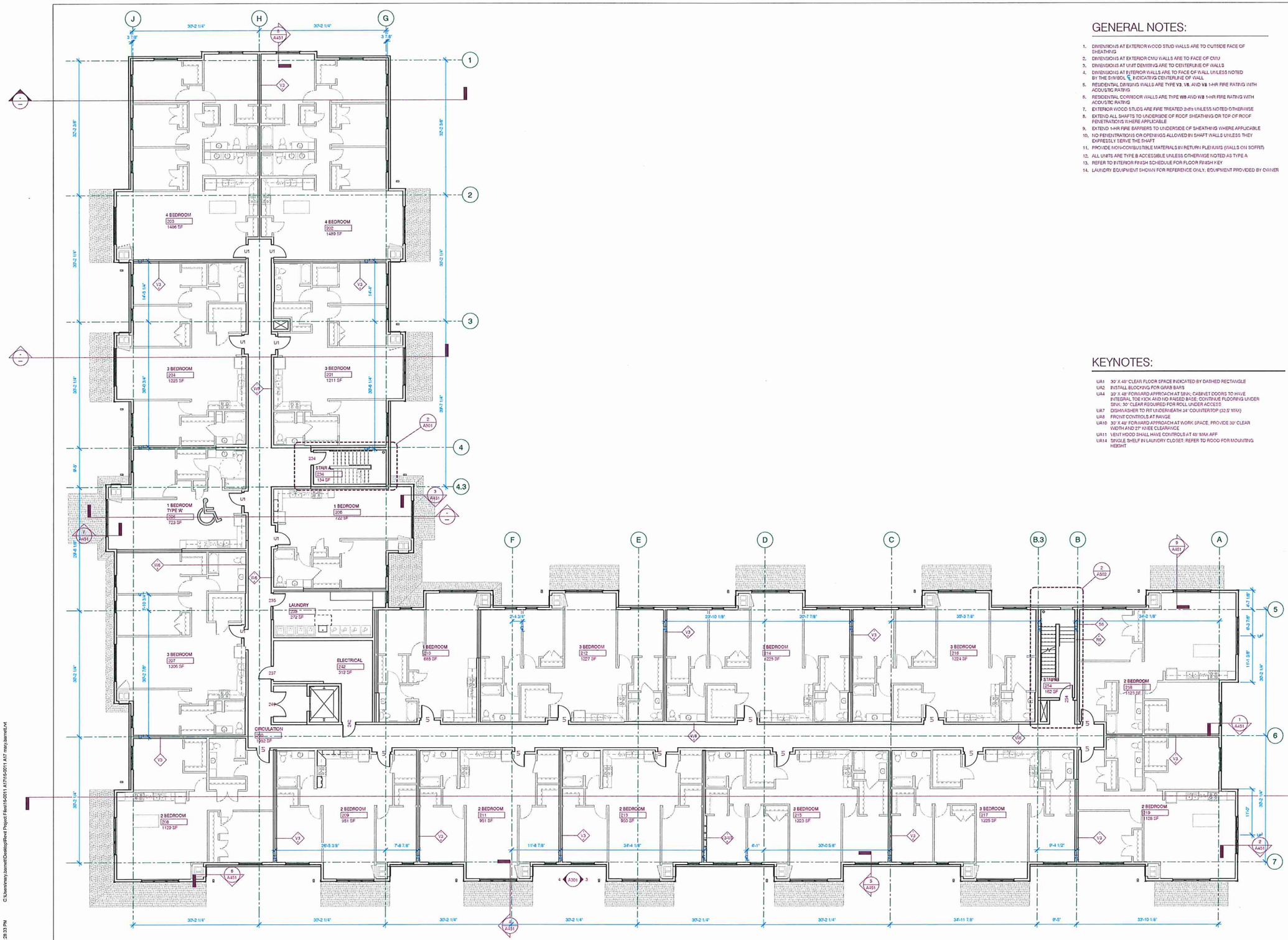
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DATE 6.1.2017
PROJECT # 16-0011
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LEVEL 1 PLAN - OVERALL

A101

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GENERAL NOTES:

1. DIMENSIONS AT EXTERIOR WOOD STUD WALLS ARE TO OUTSIDE FACE OF SHEATHING
2. DIMENSIONS AT EXTERIOR CMU WALLS ARE TO FACE OF CMU
3. DIMENSIONS AT UNIT DEMISING ARE TO CENTERLINE OF WALLS
4. DIMENSIONS AT INTERIOR WALLS ARE TO FACE OF WALL UNLESS NOTED BY THE SYMBOL ℄ INDICATING CENTERLINE OF WALL
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6. RESIDENTIAL CORRIDOR WALLS ARE TYPE **W8** AND **W8** 1-HR FIRE RATING WITH ACOUSTIC RATING
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9. EXTEND 1-HR FIRE BARRIERS TO UNDERSIDE OF SHEATHING WHERE APPLICABLE
10. NO PENETRATIONS OR OPENINGS ALLOWED IN SHAFT WALLS UNLESS THEY EXPRESSLY SERVE THE SHAFT
11. PROVIDE NON-COMBUSTIBLE MATERIALS IN RETURN PLENUMS (WALLS ON SOFFIT)
12. ALL UNITS ARE TYPE B ACCESSIBLE UNLESS OTHERWISE NOTED AS TYPE A
13. REFER TO INTERIOR FINISH SCHEDULE FOR FLOOR FINISH KEY
14. LAUNDRY EQUIPMENT SHOWN FOR REFERENCE ONLY; EQUIPMENT PROVIDED BY OWNER

KEYNOTES:

UA1	30" X 48" CLEAR FLOOR SPACE INDICATED BY DASHED RECTANGLE
UA2	INSTALL BLOCKING FOR GRAB BARS
UA4	30" X 48" FORWARD APPROACH AT SINK; CABINET DOORS TO HAVE INTEGRAL TOE KICK AND NO RAISED BASE; CONTINUE FLOORING UNDER SINK; 30" CLEAR REQUIRED FOR ROLL UNDER ACCESS
UA7	DISHWASHER TO FIT UNDERNEATH 34" COUNTERTOP (32.5" MAX)
UA8	FRONT CONTROLS AT RANGE
UA10	30" X 48" FORWARD APPROACH AT WORK SPACE, PROVIDE 30" CLEAR WIDTH AND 27" KNEE CLEARANCE
UA11	VENT HOOD SHALL HAVE CONTROLS AT 48" MAX AFF
UA14	SINGLE SHELF IN LAUNDRY CLOSET; REFER TO RCOD FOR MOUNTING HEIGHT

1 A102 - LEVEL 2 PLAN
A102 1/8" = 1'-0"

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GREENWAY TERRACE

14TH AVE NW & TRAPROCK STREET NW
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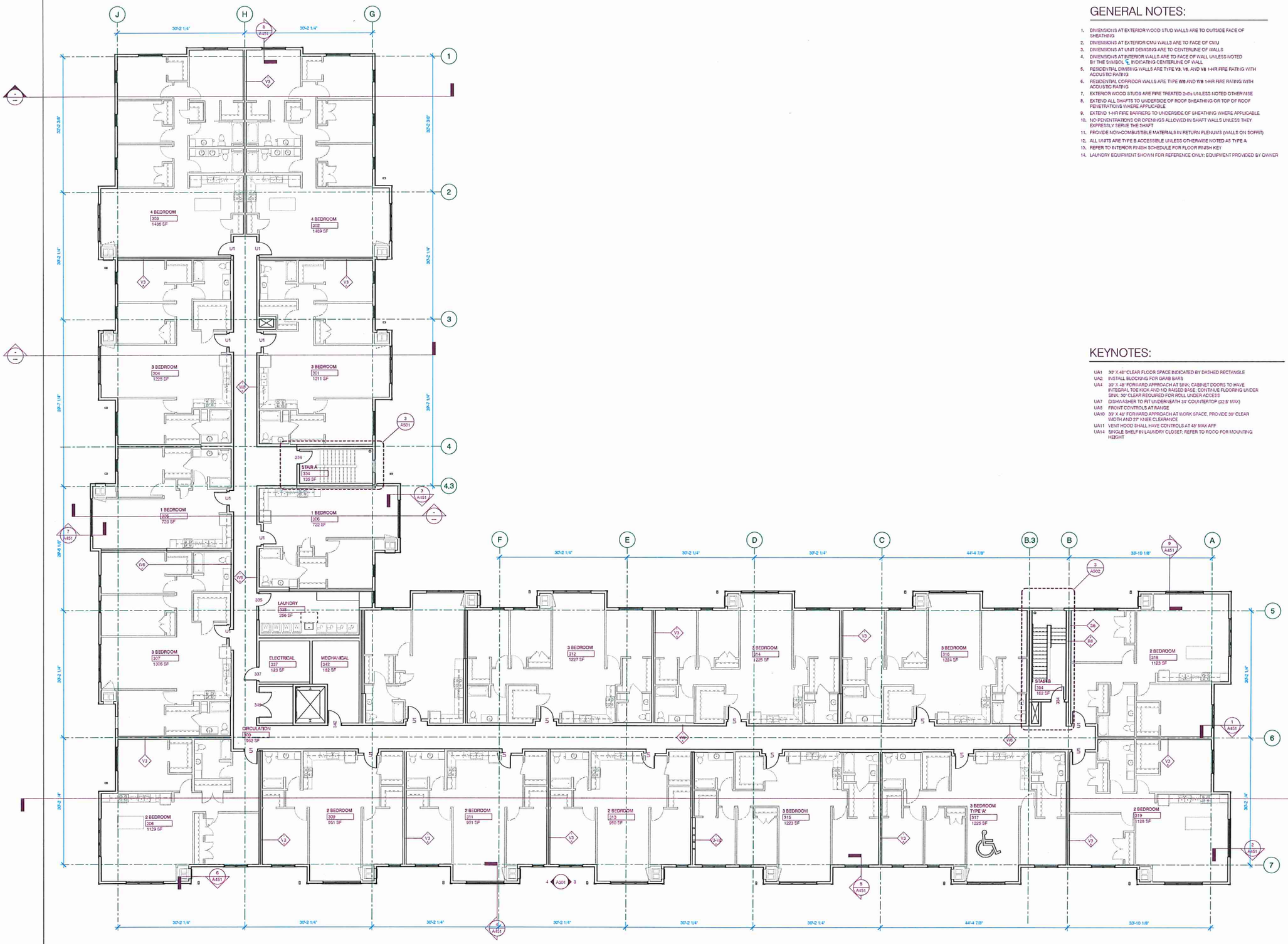
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LEVEL 2 PLAN - OVERALL

A102

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1 A103 - LEVEL 3 PLAN
A103 1/8" = 1'-0"

GENERAL NOTES:

1. DIMENSIONS AT EXTERIOR WOOD STUD WALLS ARE TO OUTSIDE FACE OF SHEATHING
2. DIMENSIONS AT EXTERIOR CMU WALLS ARE TO FACE OF CMU
3. DIMENSIONS AT UNIT DEMISING ARE TO CENTERLINE OF WALLS
4. DIMENSIONS AT INTERIOR WALLS ARE TO FACE OF WALL UNLESS NOTED BY THE SYMBOL ℄ INDICATING CENTERLINE OF WALL
5. RESIDENTIAL DIMISING WALLS ARE TYPE V3, V6, AND V8 1-HR FIRE RATING WITH ACOUSTIC RATING
6. RESIDENTIAL CORRIDOR WALLS ARE TYPE W6 AND W8 1-HR FIRE RATING WITH ACOUSTIC RATING
7. EXTERIOR WOOD STUDS ARE FIRE TREATED 2x6's UNLESS NOTED OTHERWISE
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10. NO PENENTRATIONS OR OPENINGS ALLOWED IN SHAFT WALLS UNLESS THEY EXPRESSLY SERVE THE SHAFT
11. PROVIDE NON-COMBUSTIBLE MATERIALS IN RETURN PLENUMS (WALLS ON SOFFIT)
12. ALL UNITS ARE TYPE B ACCESSIBLE UNLESS OTHERWISE NOTED AS TYPE A
13. REFER TO INTERIOR FINISH SCHEDULE FOR FLOOR FINISH KEY
14. LAUNDRY EQUIPMENT SHOWN FOR REFERENCE ONLY; EQUIPMENT PROVIDED BY OWNER

KEYNOTES:

UA1	30" X 48" CLEAR FLOOR SPACE INDICATED BY DASHED RECTANGLE
UA2	INSTALL BLOCKING FOR GRAB BARS
UA4	30" X 48" FORWARD APPROACH AT SINK; CABINET DOORS TO HAVE INTEGRAL TOE KICK AND NO RAISED BASE; CONTINUE FLOORING UNDER SINK; 30" CLEAR REQUIRED FOR ROLL UNDER ACCESS
UA7	DISHWASHER TO FIT UNDERNEATH 34" COUNTERTOP (32.5" MAX)
UA8	FRONT CONTROLS AT RANGE
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UA11	VENT HOOD SHALL HAVE CONTROLS AT 48" MAX AFF
UA14	SINGLE SHELF IN LAUNDRY CLOSET; REFER TO ROOD FOR MOUNTING HEIGHT

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LEVEL 3 PLAN - OVERALL

A103

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KEYNOTES:

E1	NORMAN FACE BRICK, 1/3 RUNNING BOND, COLOR - TBD
E2	MASONRY VENEER, ANCHOR BRAVISSI CHISELED FACE, PATTERN 'P'
E3	ALLURA FIBER CEMENT LAP SIDING 6" REVEAL, COLOR - WHITE
E4	ALLURA FIBER CEMENT LAP SIDING 10" REVEAL, COLOR - TBD
E5	MECHANICAL LOUVER, FINISH TO MATCH ADJACENT SIDING. REFER TO PLANS FOR LOCATIONS
E6	ALUMINUM STOREFRONT, PAINTED KYNAR FINISH, WHITE
E7	COMPOSITE FIBERGLASS WINDOW
E8	ALUMINUM RAILING
E10	HOT-DIP GALVANIZED & POWDER-COATED STEEL RAILING
E11	INSULATED HOLLOW METAL DOOR, PAINTED TO MATCH ADJACENT SIDING
E12	PORCH ROOF WITH INTEGRAL LED DOWNLIGHTS. PROVIDE SWITCH WITHIN UNIT
E13	BIKE RACK, DERO ICON HITCH WITH OWNER LOGO, RED. REFER TO LANDSCAPE PLANS FOR LOCATIONS AND QUANTITY
E14	ASPHALT SHINGLE ROOF
E15	3" FIBER CEMENT TRIM
E16	6" FIBER CEMENT TRIM
E17	PREFINISHED METAL DOWNSPOUT
E18	EXPANSION CONTROL JOINT
E19	STEP LIGHTING AT STAIRS AND RAMP. REFER TO ELECTRICAL PLANS
E20	INSULATED FIBERGLASS ENTRY DOOR
E21	CAST STONE SILL. REFER TO DETAILS FOR PROFILE
E25	ALLURA FIBER CEMENT PANEL SIDING, COLOR - TBD
E26	CONCRETE RAMP TO MAIN ENTRY. PROVIDE STEP LIGHTS IN WALL AND RAILING



1 NORTH
A301 1/8" = 1'-0"

3 ELEVATION - INSET
A301 1/8" = 1'-0"

4 ELEVATION - INSET LOUVER
A301 1/8" = 1'-0"



2 EAST
A301 1/8" = 1'-0"

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BUILDING ELEVATIONS

A301

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KEYNOTES:

E1	NORMAN FACE BRICK, 1/3 RUNNING BOND, COLOR - TBD
E2	MASONRY VENEER, ANCHOR BRAVISSI CHISELED FACE, PATTERN 9"
E3	ALLURA FIBER CEMENT LAP SIDING 6" REVEAL; COLOR - WHITE
E4	ALLURA FIBER CEMENT LAP SIDING 10" REVEAL; COLOR - TBD
E5	MECHANICAL LOUVER, FINISH TO MATCH ADJACENT SIDING, REFER TO PLANS FOR LOCATIONS
E6	ALUMINUM STOREFRONT, PAINTED KYNAR FINISH, WHITE
E7	COMPOSITE FIBERGLASS WINDOW
E8	ALUMINUM RAILING
E10	HOT-DIP GALVANIZED & POWDER-COATED STEEL RAILING
E11	INSULATED HOLLOW METAL DOOR, PAINTED TO MATCH ADJACENT SIDING
E12	PORCH ROOF WITH INTEGRAL LED DOWNLIGHTS, PROVIDE SWITCH WITHIN UNIT
E13	BIKE RACK, DERO ICON HITCH WITH OWNER LOGO, RED, REFER TO LANDSCAPE PLANS FOR LOCATIONS AND QUANTITY
E14	ASPHALT SHINGLE ROOF
E15	3" FIBER CEMENT TRIM
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E19	STEP LIGHTING AT STAIRS AND RAMP, REFER TO ELECTRICAL PLANS
E20	INSULATED FIBERGLASS ENTRY DOOR
E21	CAST STONE SILL; REFER TO DETAILS FOR PROFILE
E25	ALLURA FIBER CEMENT PANEL SIDING, COLOR - TBD
E26	CONCRETE RAMP TO MAIN ENTRY, PROVIDE STEP LIGHTS IN WALL AND RAILING



2 SOUTH
A302 1/8" = 1'-0"



1 WEST
A302 1/8" = 1'-0"

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PROJECT #	16-0011
PHASE	DD
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CHECKED BY	DPEH

BUILDING ELEVATIONS

A302

KEYNOTES:

E1	NORMAN FACE BRICK; 1/3 RUNNING BOND; COLOR - TBD
E2	MASONRY VENEER; ANCHOR BRAVES® CHISELED FACE; PATTERN 'F'
E3	ALLURA FIBER CEMENT LAP SIDING 6" REVEAL; COLOR - WHITE
E4	ALLURA FIBER CEMENT LAP SIDING 10" REVEAL; COLOR - TBD
E5	MECHANICAL LOUVER; FINISH TO MATCH ADJACENT SIDING; REFER TO PLANS FOR LOCATIONS
E6	ALUMINUM STOREFRONT; PAINTED KYNAR FINISH; WHITE
E7	COMPOSITE FIBERGLASS WINDOW
E8	ALUMINUM RAILING
E10	HOT-DIP GALVANIZED & POWDER-COATED STEEL RAILING
E11	INSULATED HOLLOW METAL DOOR; PAINTED TO MATCH ADJACENT SIDING
E12	PORCH ROOF WITH INTEGRAL LED DOWNLIGHTS; PROVIDE SWITCH WITHIN UNIT
E13	BIKE RACK; DERO ICON HITCH WITH OWNER LOGO; RED; REFER TO LANDSCAPE PLANS FOR LOCATIONS AND QUANTITY
E14	ASPHALT SHINGLE ROOF
E15	3" FIBER CEMENT TRIM
E16	6" FIBER CEMENT TRIM
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E19	STEP LIGHTING AT STAIRS AND RAMP; REFER TO ELECTRICAL PLANS
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E21	CAST STONE SILL; REFER TO DETAILS FOR PROFILE
E25	ALLURA FIBER CEMENT PANEL SIDING; COLOR - TBD
E26	CONCRETE RAMP TO MAIN ENTRY; PROVIDE STEP LIGHTS IN WALL AND RAILING



2 NORTH Color
A303 1/8" = 1'-0"



1 EAST Color
A303 1/8" = 1'-0"

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BUILDING ELEVATIONS

A303

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2 SOUTH Color

A304 1/8" = 1'-0"



1 WEST Color

A304 1/8" = 1'-0"

KEYNOTES:

E1	NORMAN FACE BRICK; 1:3 RUNNING BOND; COLOR - TBD
E2	MASONRY VENEER; ANCHOR BRAVISSI CHISELED FACE, PATTERN 9"
E3	ALLURA FIBER CEMENT LAP SIDING 6" REVEAL; COLOR - WHITE
E4	ALLURA FIBER CEMENT LAP SIDING 10" REVEAL; COLOR - TBD
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GREENWAY TERRACE

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BUILDING ELEVATIONS

A304

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SPECIFIC ELECTRICAL SITE NOTES

1. UTILITY TRANSFORMER. PROVIDE CONCRETE PAD AND CONDUIT STUB OUTS. INSTALL PER LOCAL UTILITY REQUIREMENTS.
2. PROVIDE SEPARATE 4" CONDUIT FROM TELEPHONE BACKBOARD AND CATV BACKBOARD TO PROPERTY LINE.
3. PHOTO CONTROL FOR EXTERIOR LIGHTS. MOUNT AS HIGH AS POSSIBLE ON WALL.
4. MAKE CONNECTION TO SIGN. VERIFY LOCATION WITH ARCHITECT.
5. RECEPTACLE BOLLARD. PROVIDE SEPARATE 120 VOLT CIRCUIT TO EACH DUPLEX RECEPTACLE. REFER TO DETAIL.

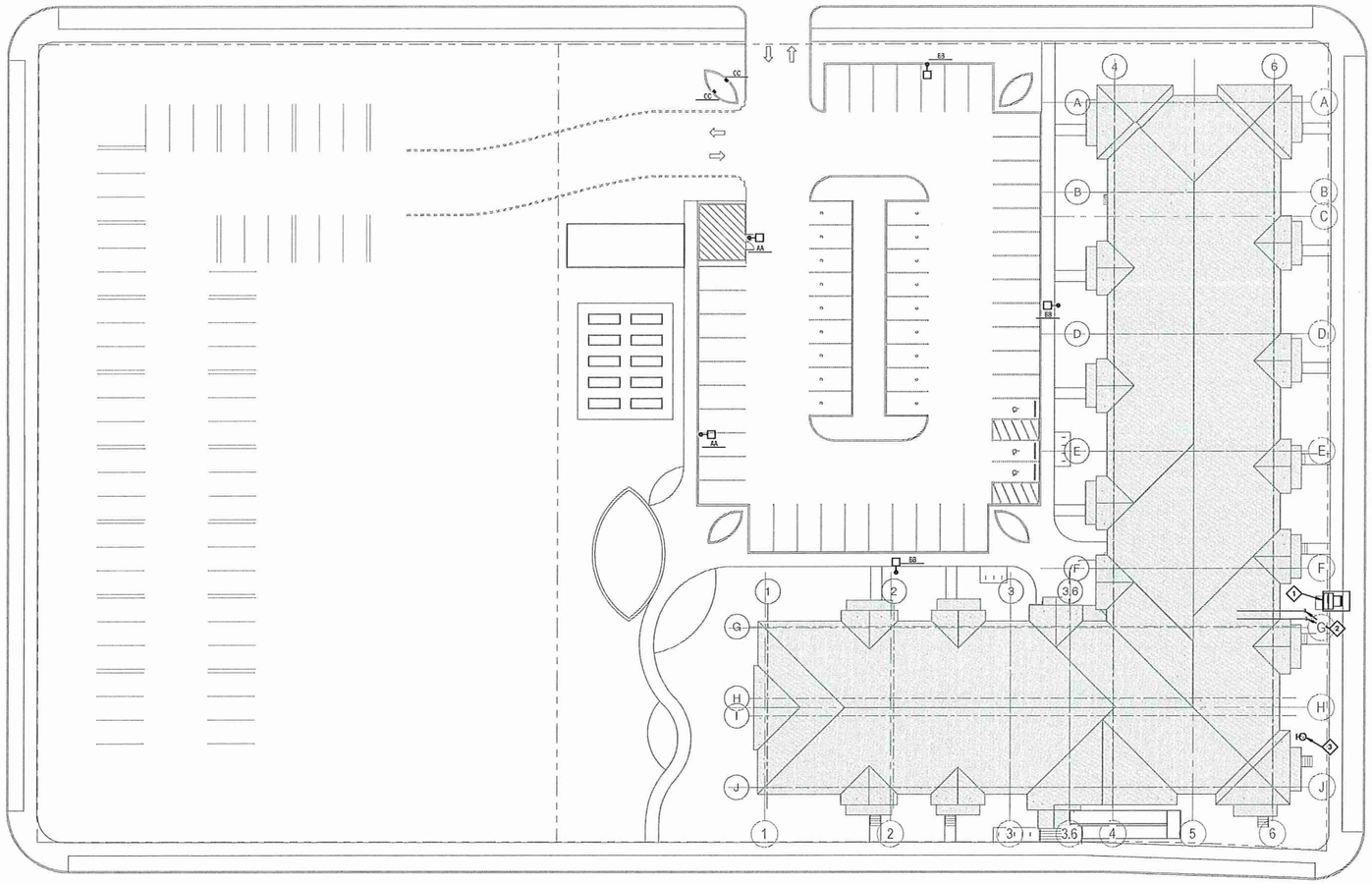
GENERAL SITE ELECTRICAL NOTES

A. ALL LIGHTING AND POWER CONDUCTORS SHALL BE INSTALLED BETWEEN 24" (MINIMUM) AND 36" (MAXIMUM) BELOW FINISHED GRADE.

B. ALL COMMUNICATIONS CONDUIT AND CABLES SHALL BE INSTALLED 36" (MINIMUM) BELOW FINISHED GRADE.

C. ALL CONDUCTORS FOR EXTERIOR LIGHTING AND POWER CIRCUITS SHALL BE #10 AWG MINIMUM.

D. PROVIDE TRANSFORMER BASE AT ALL POLE MOUNTED FIXTURES. TAP 2 LEGS OF THREE PHASE FEEDER (CIRCUITS DENOTED). PROVIDE BALLAST FUSES AT TAP, AND PROVIDE BRANCH CIRCUITS TO FIXTURES.



1 ELECTRICAL SITE PLAN
1" = 20'-0"

Greenway Terrace

601 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

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STEEN
ENGINEERING INC.
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763-585-6757 fax
Email: steen@steeneng.com
5430 Douglas Drive North
Crystal, MN 55429

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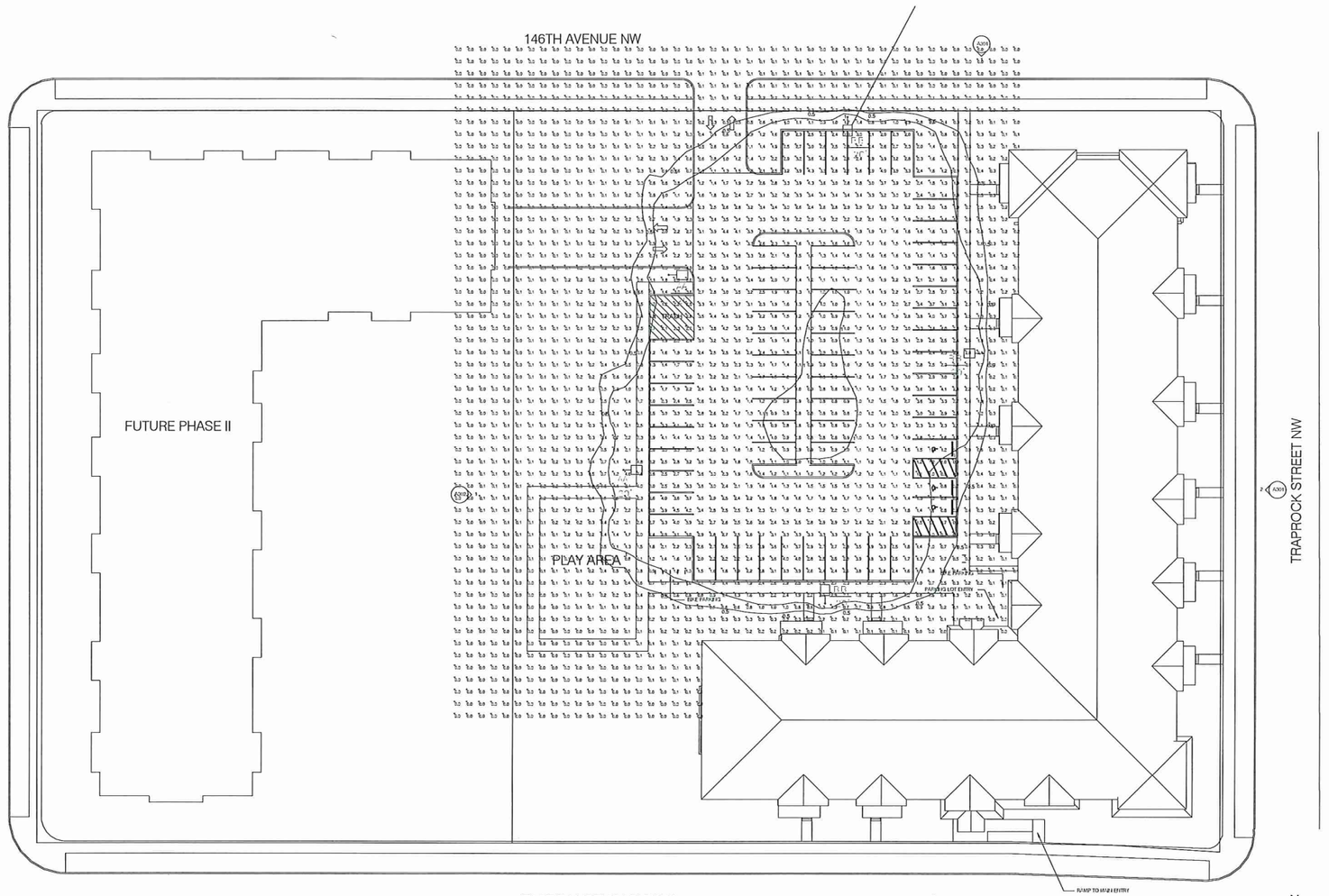
REVISIONS

DATE	June 1, 2017
PROJECT #	UWA201703
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CHECKED BY	SMY

ELECTRICAL SITE PLAN

E011

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1 SITE PHOTOMETRIC PLAN
1" = 20'-0"

StatArea_1

Illuminance (Fc)
Average = 2.15
Maximum = 4.6
Minimum = 0.5
Avg/Min Ratio = 4.30
Max/Min Ratio = 9.20

CIMARRON LED

Cat.#
Job: GREENWAY
Type: AA,BB
Approvals

SPAULDING LIGHTING

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation. Slope collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operations
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% uplight reduction, doesn't change fixture appearance at IDA recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 41.0 pounds, EPA - 1.3 ft²
- Suitable for applications requiring 3G testing prescribed by ANSI C136.31

Optics:
- Choice of 72 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- Auto option designed for front row 1 ft and interior rows 2A box distribution under ordering and page 2)
- CCT: 3000K (90 CRI), 4000K (70 CRI), 5000K (70 CRI), and Turtle Friendly Amber LED options

Electrical:
- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -40° C to 40° C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available
- LED drivers have output power overvoltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 9OL configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection – 20KA, turns fixture off at end of life. Includes LED for end of life indication (see surge suppressor page 4)

Controls:
- Drivers are 0-10V dimming standard. Photocell, occupancy sensor and wireless controls available for complete on/off and dimming control

Lumen maintenance:
- L90 at 60,000 hours (Projected per IESNA TM 21-11)

Installation:
- The tubular aluminum arm designs: The decorative arm offers a sleek upsweep look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, round arm fitter and pole accessories are also available allowing easy mounting for virtually any application

Finish:
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

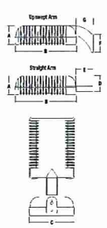
Warranty:
Five year limited warranty. For more information visit: http://www.hubbelloutdoor.com/resources/warranty/

Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet Design Lights Consortium (DLC) specifications, consult DLC website for more details: http://www.designlights.org/QPL
- IDA approved • IP65

PRODUCT IMAGES:



DIMENSIONS



A	B	C	D	E	F	G
3.5" 178mm	21.9" 552mm	90° 90mm	3.5" 89mm	3.5" 89mm	1.5" 114mm	1.5" 114mm

CERTIFICATIONS/LISTINGS

ORDERING INFORMATION SEE NEXT PAGE

SPAULDING LIGHTING
Spaulding Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

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HUBBELL Lighting

laeon
Solar Energy Simplified
Greenway Terrace
201 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

URBANWORKS
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600 NORTH THIRD STREET, SUITE 140, MINNEAPOLIS, MN 55401

STEEN ENGINEERING INC.
763-585-6742
763-585-6757 fax
Email: steen@steeneng.com
5430 Douglas Drive North
Crystal, MN 55429

PRELIMINARY

NOT FOR CONSTRUCTION

LAND USE 06.01.2017

REVISIONS

DATE June 1, 2017
PROJECT # UWA201703
PHASE
DRAWN BY LSL
CHECKED BY SMY

SITE PHOTOMETRIC PLAN

E020

6/1/2017 1:12:33 PM C:\Users\User\Documents\UWA201703_MEP17_Lsht.rvt

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 26, 2017	**PROJECT ADDRESS**	CORNER OF CENTER STREET NW AND 146TH AVENUE NW
PROJECT. TITLE	SKETCH PLAN AND SITE PLAN REVIEW		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant Planner Phone: 763-576-4306 Email: EMaass@wsbeng.com		

Sketch Plan and Sketch Site Plan Review



General. The purpose of this file is to review the official Sketch Plan and Site Plan applications made by Aeon. The associated plans were prepared by BKBM Engineers, Urbanworks Architecture, and Damon Farber Associates and are dated June 1, 2017. The applicant is requesting approval for one (1) residential lot and one (1) outlot.

This case is being reviewed per City Code Section 117-118 entitled The COR, and Chapter 117, Article III entitled Subdivisions.

Staff provides the following comments for general review of applications:

Land Use and Zoning. The Property is guided as Mixed Use in the Comprehensive Plan and is zoned The COR. The intent of the Mixed Use land use designation is to allow for the construction of a variety of uses including retail, commercial, entertainment, office, institutional, high density residential, transit hubs and park and recreation uses with access to municipal sewer and water. The proposed use is consistent with this land use guidance. The project is located within the COR 4C Neighborhood subdistrict. This subdistrict is intended to provide opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment. This district requires a minimum density of 15 units per acre. As proposed, the density achieved would be 26.7 units per acre.

Lot Dimensions. There is no minimum lot size in The COR 4 Commercial subdistrict. The minimum lot width is 20 feet, measured at the building setback line, and the minimum lot depth is 80 feet. The proposed lot is 2.02 acres in size and the proposed outlot is 1.36 acres in size.

Setbacks and Dimensional Standards.

The COR4Subdistrict	
Required	**Proposed**
Minimum Lot Width: 20 feet	290 feet
Minimum Lot Depth: 80 feet	302 feet
Build to Line: 20 feet	19 feet 10 inches
Building Height: 1-4 stories	3 stories

Streets and Access. The second lift of both 146th Avenue NW and Traprock Street NW will need to be constructed. A cost share of those improvements will need to be worked out between the City and the Applicant.

Development Fees: Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement for the site improvements will be required prior to releasing the plat for recording. Staff will review the engineering estimates once submitted by the Applicant.

Sketch Site Plan Review

General. The purpose of this portion of the review is to assess the submitted site plan application for Greenway Terrace. The associated plans were prepared by UrbanWorks Architects, BKBM, and Damon Farber Associates and are dated June 1, 2017.

Surfacing: The Applicant is proposing a completely bituminous parking lot which is an acceptable material within The COR. The current plan shows a stub being constructed along the western edge of the parking area to service the second phase of the project that would include a second apartment building and associated improvements. Plans also show a concrete sidewalk along the interior of the project adjacent to the parking areas and structure as well as concrete sidewalks along 146th Avenue NW, Traprock Street NW, and East Ramsey Parkway.

Building Architecture: The proposed structure is three (3) stories in height and shows a mixture of proposed façade materials. Those materials include 6" white and 10" blue vinyl siding *(plan set indicates "TBD" on the color of the 10" siding),* as well as brick and masonry stone veneer. The Design Framework requires that residential uses in the COR 4 sub-district comply with the following:

1. Location of Main Entrance: The building must have a front porch or covered balcony/patio at all main entrances that face a street. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. The South facing elevation shows a primary entrance which would be adjacent to East Ramsey Parkway and is greater than the required 9 foot minimum width.
2. Covered balconies/patio: The proposed balconies meet the required forty-eight (48) square feet and minimum eight (8) foot widths.
3. Roofs: The proposed roof does not show any dormers but does have multiple gabled ends which conforms to the City's design framework. The overall roof is proposed at a 6:12 pitch which conforms to City requirements
4. Building Articulation: The front entrance along the south facing façade is currently shown to be the same cement lap siding as adjacent wall faces. The entryway should be articulated with a change in material.

Waste Storage: The architectural site plan indicates that the proposed trash enclosure would have a steel frame with cedar boards attached to it in a horizontal pattern. The waste storage area is shown on the west side of the proposed parking area away from the proposed building. The Design Framework indicates that trash and recycling areas shall be designed internal to the building. *The trash and recycling enclosure will need to be moved so that it is adjacent to the proposed principal structure and that the materials of the enclosure match the materials on the principal structure.*

Fencing: The Applicant is proposing a black vinyl coated aluminum fence along an interior dog run area adjacent to the proposed trash enclosure.

Lighting: The photometric lighting plan produced by Steen Engineering shows five (5) lighting fixtures within the interior of the proposed development. In addition, the lighting plan shows downcast lighting fixtures in conformance with City Code requirements. City Code requires that lighting used to illuminate any off-street parking area be arranged to deflect light away from adjacent residential districts or public streets. The photometric plan indicates that only minimal illumination will spread beyond the bounds of the project and illuminate the first few feet of 146th Avenue NW. The Applicant will be preparing a street lighting plan in accordance with the COR design frameworks lighting plan.

Mobility/Parking: City Code Section 117-356 addresses commercial development off-street parking requirements. That code indicates that for 90 degree parking stalls, that the stall widths be a minimum of 9 feet wide, that the stall depth be a minimum of 18 feet deep, and that the drive aisle between stalls be a minimum of 24 feet deep. The plans provided show 40 standards size parking stalls and 2 handicap parking stalls which adhere to the dimensional requirements. *Plans also show 18 parking stalls for compact vehicles which measure 9 feet wide by 16 feet deep which do not conform to City design standards.* The Design Framwork for The COR indicate that a minimum of 1 parking spot per 1 dwelling unit and a maximum of 2 parking spots per dwelling unit be provided. The applicant is proposing a total of 60 parking stalls for a total of 54 units. All shown drive aisles adhere to the requirements. *The table on the cover sheet indicates that three (3) handicap parking stills are to be provided, but the plan set only indicates two (2). A revision to the plan set will be necessary to clarify this discrepancy.*

The Applicant is showing three (3) bike racks within the boundaries of their development, two of which are towards the center of the property and on alongside East Ramsey Parkway. *The Applicant should verify that the location of the bike racks provide enough space that a bike can be locked to the rack without protruding into the public sidewalk.*

Signage: The plan set shows a monument sign adjacent to the access off of 146th Avenue NW which will require a separate review and sign permit. No additional information regarding the sign has been provided at this time.

Landscaping and Streetscape. A tech report regarding landscaping and streetscape requirements was produced and presented to the City's Environmental Policy Board (EPB). Staff and members of the EPB were generally supportive of the landscaping plan as presented with a few alterations to the plan set required where are detailed in the landscaping tech report dated June 16, 2017.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JUNE 16, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	GREENWAY TERRACE		
ESCROW #	115750		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The project is located within The COR, which has specific design standards relating to streetscape improvements, including sidewalk widths, boulevard widths, and boulevard plantings, which are outlined in Table 6 of the Sub-District Framework – COR4 Neighborhood in The COR Design Framework. Furthermore, the Design Framework also addresses street furniture, which is outlined in the Master Streetscape Plan.

We offer the following comments regarding the Landscape Plan, prepared by Urban Works and dated June 1, 2017, and the Civil Plans, prepared by BKBM and also dated June 1, 2017, as it relates to The COR Design Framework:

Sheet LA100:

- All proposed signage requires a separate Permanent Sign Permit.

Sheet L060:

- Clarify whether in-ground irrigation will be installed for the interior site landscaping. Note that in-ground irrigation, if installed, shall include one or more water efficient technologies, such as a smart controller, soil moisture sensors, ET sensors, etc.
- Irrigation shall be provided for the streetscape plantings. Plans shall be prepared and submitted for review of this in-ground irrigation system.
- Add Landscape Note specifying that all areas, including boulevards, not otherwise improved with impervious surfaces shall receive four (4) inches of topsoil meeting the City's topsoil specification. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.
- Boulevards shall be at least six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets. It appears that the sidewalk widths need to be adjusted.
- Sidewalks shall have alternating brush strokes per panel (see City specification).
- Boulevard trees shall have branching beginning no lower than six (6) feet above grade.
- Add a Landscape Note that states the City requires a pre-planting meeting to review expectations for all street tree installations.

- Add note stating that any deviation from the approved Final Plat Schedule shall require approval of the City prior to installation.
- Update Plant Schedule to indicate that shrubs shall be at least twenty-four (24) inches in height or width, depending on species characteristics, at the time of planting.
- Landscaping, including the streetscape plantings, requires a two (2) year warranty and that note must be added to the plan set.

Sheet L500

- Update the Tree Planting in Softscape Detail to specify that the wire basket, burlap, and rope shall be removed after planting hole has been partially backfilled.

Sheet C300

- Boulevards shall be at least six (6) feet in width and shall be clearly labeled on plan sheets.
- Sidewalks shall be six (6) feet in width and shall be clearly labeled on plan sheets. It appears that the sidewalk widths need to be adjusted.
- Sidewalks shall have alternating brush strokes per panel (see City specification).

Regular Planning Commission **6. 3.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

Consider Appeal of Architectural Review for Single-Family Home in The COR; Case of Purmort Homes

Purpose/Background:

The purpose of this case is to respond to an appeal of a Staff interpretation from Purmort Homes, Inc. on an interpretation of architectural requirements in The COR. At issue is the definition of a front porch, a required element of The COR Design Framework (the Zoning Code for The COR).

A reminder that these enhanced architectural requirements only exist in The COR Zoning District and not in all areas of the community.

Notification:

Notification is not required.

Observations/Alternatives:

As the first single-family homes were being reviewed in The COR in the mid-2000s (at the time, Ramsey Town Center), the intent was to not allow split-entry homes. The City has agreed to allow higher densities in The COR, and the expectation in return is that higher-quality architecture would be provided. The City has record of denying these floor plans. Enforcement of architectural standards at the time was more robust. A Master Developer/Master Association existing to aide in the enforcement of these architectural guidelines. Architectural review was a combination of City review and private restrictive covenants.

Following the default of the Master Association in terms of architectural review, there was not an entity to partner in architectural review. The City discovered, after being challenged by multiple builders, that the City's Zoning Code was not written strong enough to enforce the intended architectural standards.

In 2012, after responding to multiple complaints about the City not enforcing the original intent of the design requirements, the City amended its architectural requirements for The COR to bring in multiple aspects that were found in private covenants enforced by the Master Developer, that the City was not legally able to enforce. Included in that discussion was the importance of front porches as it relates to neighborhood design and active streets. There were a few homes that were approved in the interim period as the City updated its ordinances. Since only a few lots remained from the two single-family subdivisions at the time, a few models were allowed to complete per the original guidelines. Moving forward, for new subdivisions after Ramsey Town Center 8th and 10th Additions, the expectation was that the new guidelines would be used.

At issue this evening is the definition of a front porch. Staff believes the intent was an integral structure attached to the front of the home that brought activity to front yards and was an added architectural element. This also helped de-emphasize the dominance of garages on the front facade. The viewshed of the neighborhood is enhanced by this element.

Staff also believe part of the intent was for a full room on the main level as opposed to a small stairway landing at the entryway. Again, Staff is simply looking for policy direction from the Planning Commission on how to interpret this standard.

Staff does not believe the intent was to allow recessed entryways to be defined as a front porch. While these areas

may be large enough to accommodate activity on the front porch, Staff needs direction as to whether this qualifies as a front porch. Based on recent discussions on this topic on The COR Development Plan Update, Staff does not feel comfortable making this decision administratively.

Staff has attached two models to aide in the review.

- Split Entry of Model in Question
- 4 level modified = model already approved

If Planning Commission feels the split entry met the intent of the design guidelines, Staff is comfortable in approval. However, Staff feels that many feel the expectation was that the amended code aimed to prohibit these types of models, and is not comfortable in approving administratively without policy direction. If approved, this will be standard in which Staff will review future acceptable models of the development.

Funding Source:

This case is being handled as part of normal Staff duties. The Builder was required to submit a $350 Application Fee.

Recommendation:

Staff recommends that this model not be approved until the City finishes the update to The COR Development Framework. However, if the Planning Commission feels the original intent of the guideline is met, Staff will feel comfortable in approving the model and use this as policy directive moving forward.

Action:

Motion to approve/deny request for a split-entry model in The COR.

Attachments

Request
Appeal - Split Entry
Approved Model
Design Framework

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 02:06 PM
Form Started By: Tim Gladhill		Started On: 06/30/2017 01:22 PM
Final Approval Date: 06/30/2017		

City of Ramsey
Attn: Tim Gladhill, Community Development Director
7550 Sunwood Dr NW
Ramsey, MN 55303

Mr. Gladhill:

I am requesting for the Planning Commission to consider the attached floor plan through the appeal process as compliant with The COR Design Framework and a nearly identical front elevation approved several times in this neighborhood. We would anticipate putting this home on up to 4 lots, specifically those lots best suited for this style given the lowest floor elevations we are contending with.

I feel the proposed floor plan meets the definition of a covered front porch because it meets the required dimensions stated in the design criteria, excluding a 4' walkway in front of the door pathway. Overall the covered front porch area is roughly 96SF and is no different than other plans that have been approved for me in The COR before. We have been told several times that split entry plans do not meet the requirements yet we find no such language in the Design Framework and believe this to be arbitrarily applied based on staff preference.

Additionally, we would ask that the $250 appeal fee be refunded in the event the plan is approved given this near identical front elevation has been approved before, and on a 2/10/17 email it was suggested it could be allowed to proceed without the fee to start and let the planning commission and city council decide if the fee was required.

Sincerely,

Tom Purmort
Purmort Homes, Inc.

LEVEL HEIGHT INFORMATION TABLE		
LEVEL	R.G.H.	TOP OF R.O.
BASEMENT	9'-1 1/8"	6'-10 1/2"
MAIN LEVEL	9'-1 1/8"	6'-10 1/2"

- SILVERLINE WINDOWS SPEC'D.
- MAINTENANCE FREE SOFFITS & FASCIA
- STONE VENEER WHERE SHOWN
- VINYL SIDING/CORNER TRIM (TYP.)
- BOARD & BATTEN SIDING WHERE SHOWN
- 4" WINDOW/DOOR TRIM WHERE SHOWN



FRONT ELEVATION 1/4"=1'-0"

1313 SQFT. MAIN LEVEL

PROJECT SCHEDULE	
PROJECT IN	10/31/2016
PRELIM 1 SENT	11/04/2016
CHANGES IN	11/30/2016
PRELIM 2 SENT	12/06/2016

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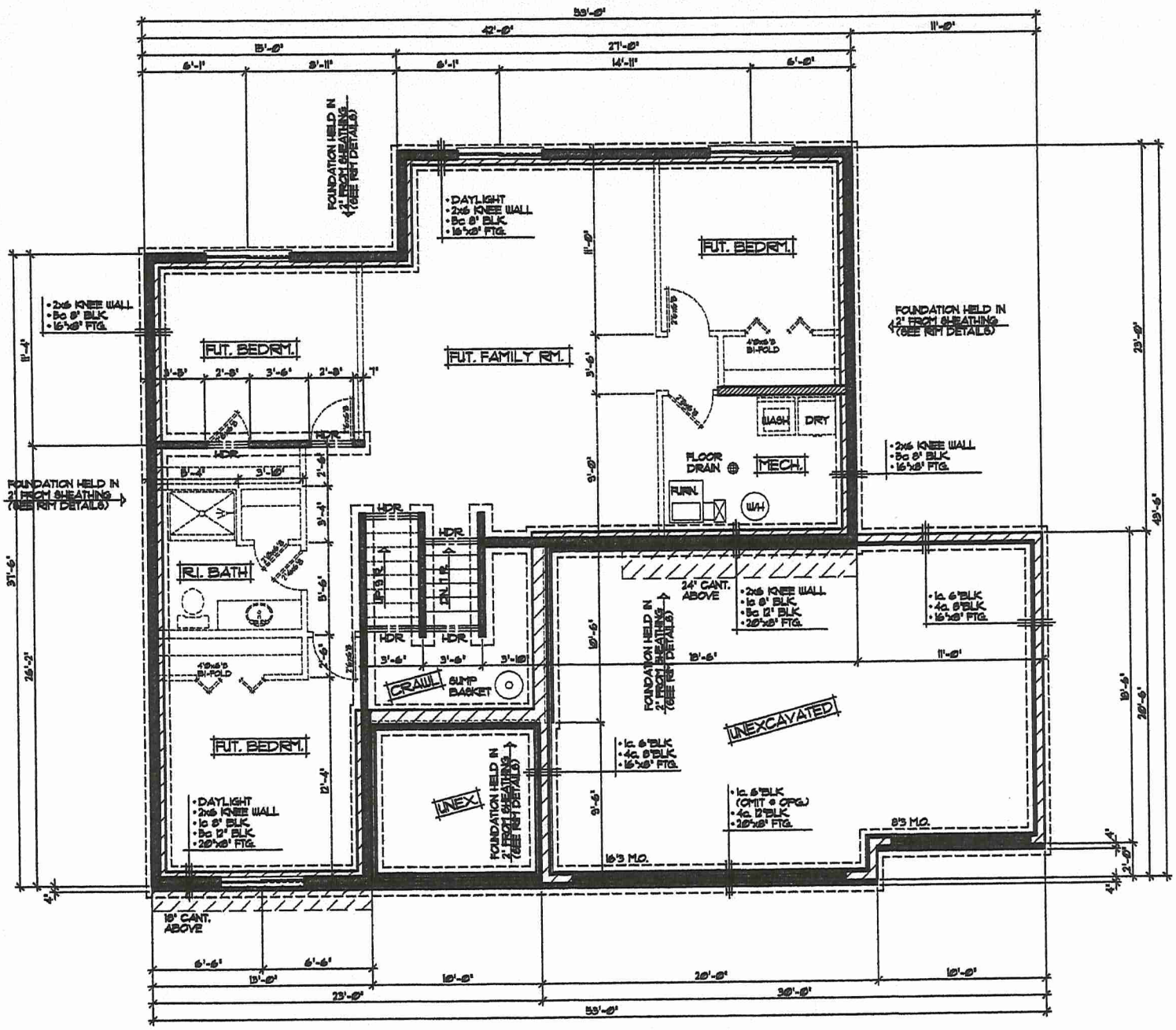
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CHECKED	XX
DATE	12/06/2016
SCALE	AS NOTED
CADD FILE #	RFTR-1313
SHEET	1 OF X



FRAMING & CONSTRUCTION NOTES

- 8'-1 1/8" PLATE HEIGHT @ ENTIRE LOWER LEVEL (UNLESS NOTED OTHERWISE)
- PROVIDE 1/2" GYP. BD. @ BASEMENT CEILING & ALLOW 80 SQFT. (MAX) OPEN CLG. AREA FOR MECHANICAL, FIRE BLOCK TRUSS SPACE @ PERIMETER OF OPEN AREA

FOUNDATION CONST. NOTES

- SOLID CAP BLOCK @ TOP COURSE & GROUT SOLID WHERE ANCHOR BOLTS ARE USED @ BRICK LEDGES
- ALL EXTERIOR FOUNDATION DIMENSIONS ARE TO OUTSIDE OF EXTERIOR FOAM BOARD INSUL. OR SHEATHING. FOUNDATION TO BE HELD IN WHERE NOTED/SHOWN
- PROVIDE 2" R10 FOAM BOARD INSULATION @ EXTERIOR FOUNDATION WALLS & 1" R5 FOAM BOARD INSULATION AT INTERIOR SIDE OF FOUNDATION WALLS (TYP.)
- INSULATION & AIR BARRIER TO BE CONT. OVER TOP OF FOUNDATION WALLS (TYP.)

DOOR & WINDOW NOTES

- SILVERLINE WINDOWS SPECIFIED, VERIFY ROUGH OPENING SIZES FOR DOORS & WINDOWS w/ MANUFACTURER
- WINDOWS with 's' REQUIRE A SASH STOPPER (TYP.)
- ALL WINDOW & DOOR OPENINGS TO HAVE (2)2x10 #2 GRADE HEADER or BETTER (UNLESS NOTED OTHERWISE)
- TOP OF R.O. FOR ALL WINDOWS ON LOWER LEVEL TO BE 6'-10½" FROM FLOOR (UNLESS NOTED OTHERWISE)

ALL HEIGHT CALCULATIONS FOR FOUNDATIONS ARE BASED ON THE USE OF FULL 8" HIGH BLOCK with 3/8" JOINTS. IF MODULAR BLOCK IS USED, CONTRACTORS SHOULD ADJUST HEIGHTS ACCORDINGLY

FOUNDATION PLAN 1/4"=1'-0"

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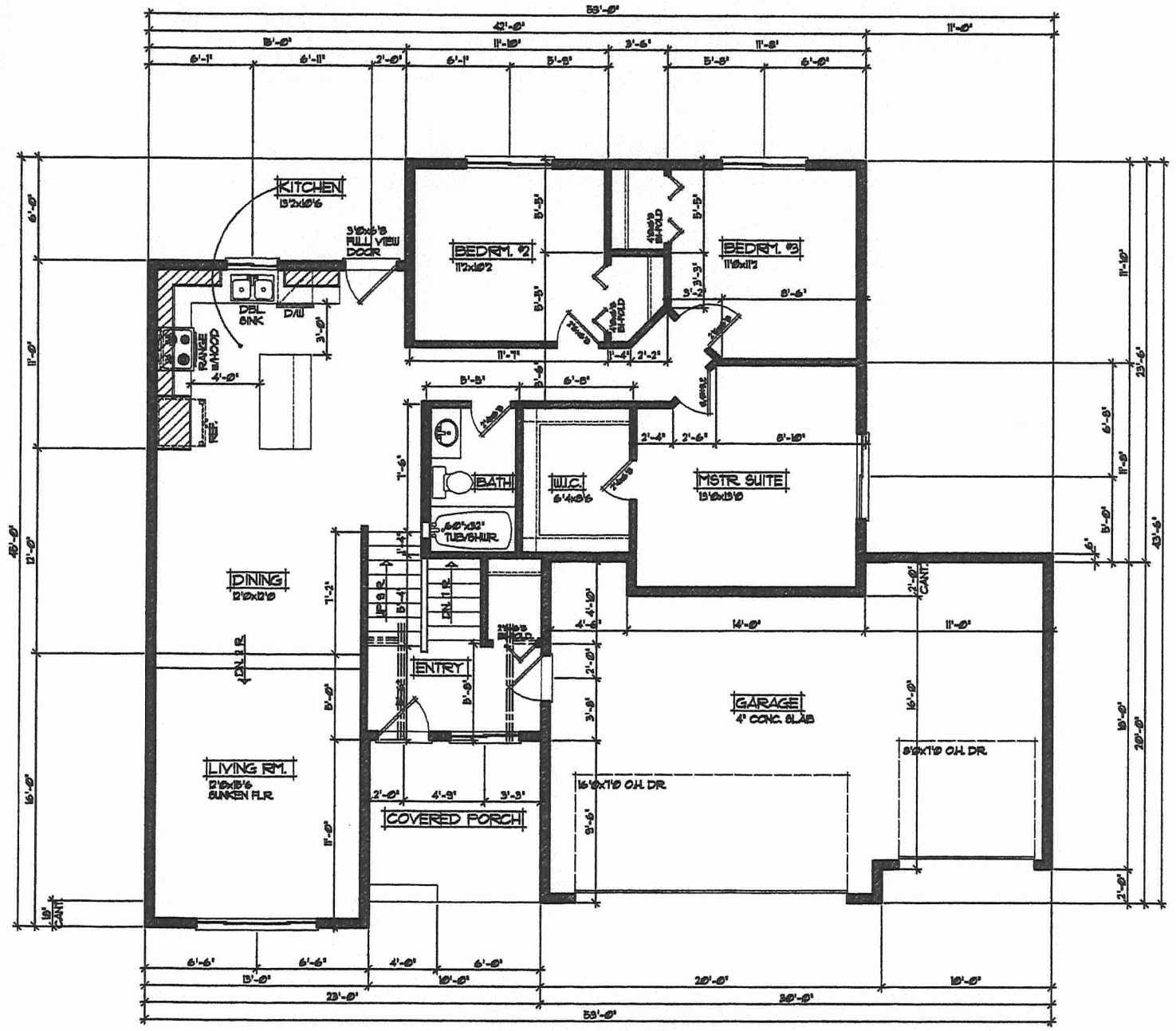
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MAIN LEVEL PLAN

1/4"=1'-0"

1313 SQFT. MAIN LEVEL

FRAMING NOTES

- 9'-1 1/8" PLATE HEIGHT @ ENTIRE MAIN LEVEL (UNLESS NOTED OTHERWISE)
- FRAME ALL GARAGE STUDS w/ 2x6 STUDS @ 16" O.C. (TYP.)

DOOR & WINDOW NOTES

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Commission Direction

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1315 SQFT. MAIN LEVEL

PROJECT SCHEDULE

PROJECT IN	10/31/2016
PRELIM 1 SENT	11/04/2016
CHANGES IN	11/30/2016
PRELIM 2 SENT	12/06/2016

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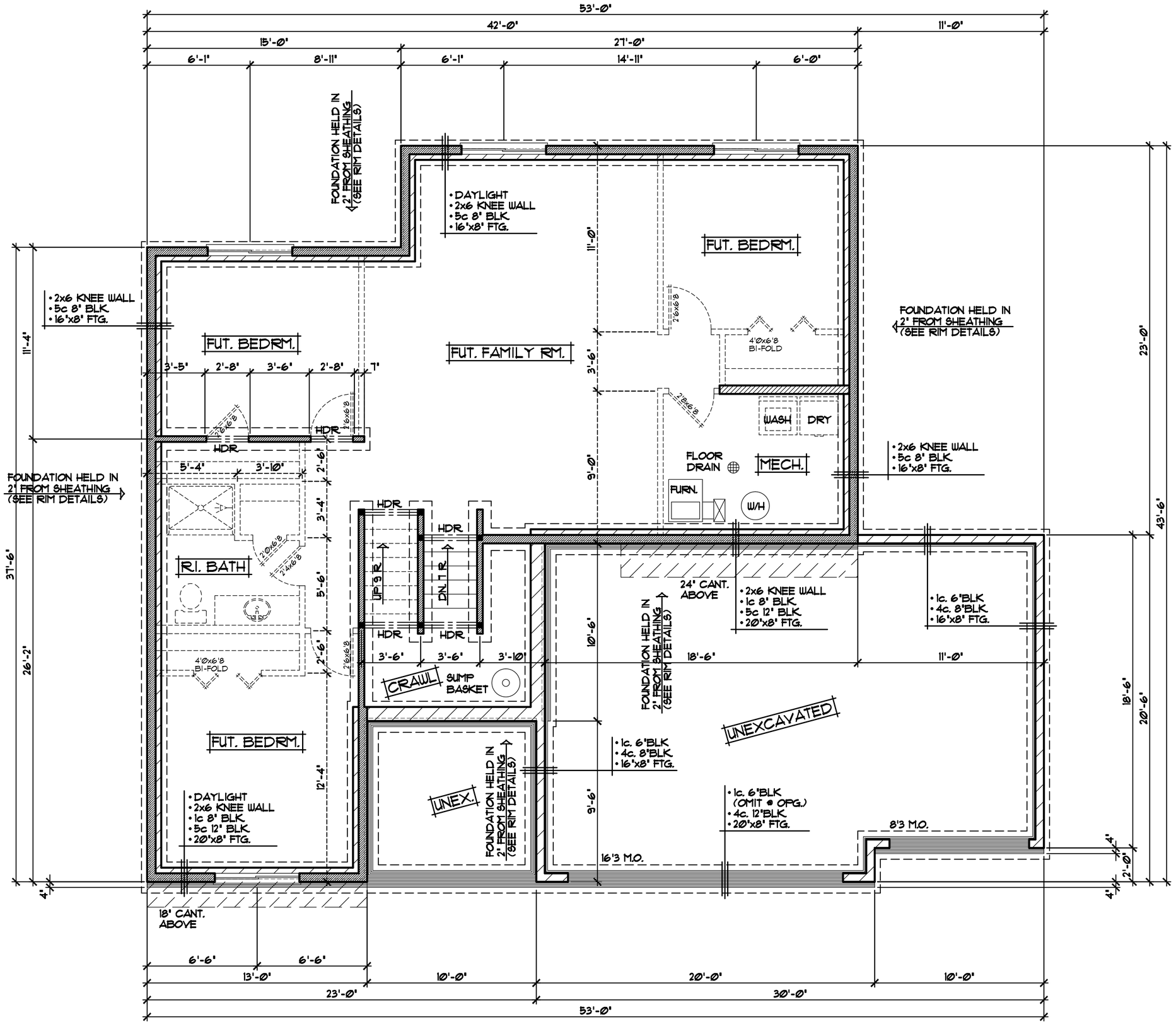
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SHEET 1 OF X



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FOUNDATION PLAN

1/4"=1'-0"

UNFINISHED

FRAMING & CONSTRUCTION NOTES

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- PROVIDE 1/2" GYP. BD. @ BASEMENT CEILING & ALLOW 80 SQFT. (MAX) OPEN CLG. AREA FOR MECHANICAL, FIRE BLOCK TRUSS SPACE @ PERIMETER OF OPEN AREA

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- SOLID CAP BLOCK@ TOP COURSE & GROUT SOLID WHERE ANCHOR BOLTS ARE USED @ BRICK LEDGES
- ALL EXTERIOR FOUNDATION DIMENSIONS ARE TO OUTSIDE OF EXTERIOR FOAM BOARD INSUL. OR SHEATHING, FOUNDATION TO BE HELD IN WHERE NOTED/SHOWN
- PROVIDE 2" R10 FOAM BOARD INSULATION @ EXTERIOR FOUNDATION WALLS & 1" R5 FOAM BOARD INSULATION AT INTERIOR SIDE OF FOUNDATION WALLS (TYP.)
- INSULATION & AIR BARRIER TO BE CONT. OVER TOP OF FOUNDATION WALLS (TYP.)

DOOR & WINDOW NOTES

- SILVERLINE WINDOWS SPECIFIED, VERIFY ROUGH OPENING SIZES FOR DOORS & WINDOWS w/ MANUFACTURER
- WINDOWS with '*' REQUIRE A SASH STOPPER (TYP.)
- ALL WINDOW & DOOR OPENINGS TO HAVE (2)2x10 #2 GRADE HEADER or BETTER (UNLESS NOTED OTHERWISE)
- TOP OF R.O. FOR ALL WINDOWS ON LOWER LEVEL TO BE 6'-10½" FROM FLOOR (UNLESS NOTED OTHERWISE)

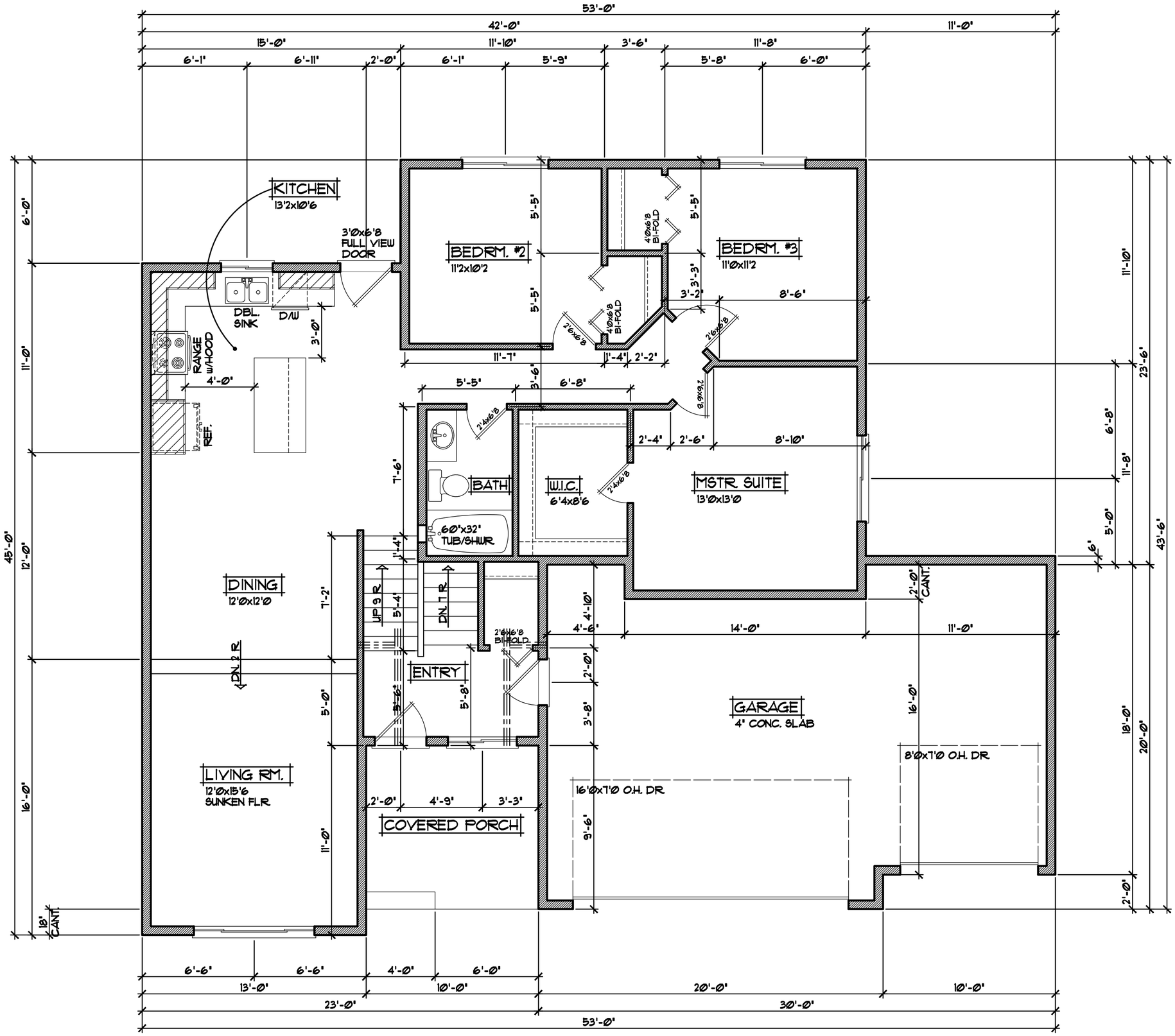
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SHEET X OF X

CADD FILE # XXXXX



MAIN LEVEL PLAN

1/4"=1'-0"

1315 SQFT. MAIN LEVEL

FRAMING NOTES

- 8'-1 1/8" PLATE HEIGHT @ ENTIRE MAIN LEVEL (UNLESS NOTED OTHERWISE)
- FRAME ALL GARAGE STUDS w/ 2x6 STUDS @ 16" O.C. (TYP.)

DOOR & WINDOW NOTES

- SILVERLINE WINDOWS SPECIFIED, VERIFY ROUGH OPENING SIZES FOR DOORS & WINDOWS w/ MANUFACTURER
- WINDOWS with '*' REQUIRE A SASH STOPPER (TYP.)
- ALL WINDOW & DOOR OPENINGS TO HAVE (2)2x10 #2 GRADE HEADER or BETTER (UNLESS NOTED OTHERWISE)
- TOP OF R.O. FOR ALL WINDOWS ON MAIN LEVEL TO BE 6'-10½" FROM SUB-FLOOR (UNLESS NOTED OTHERWISE)

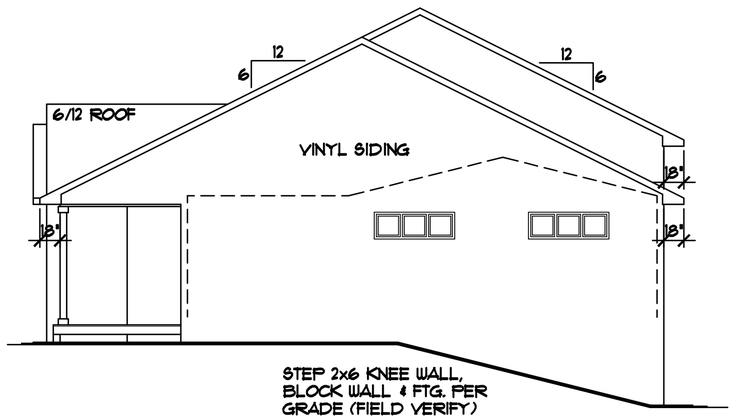
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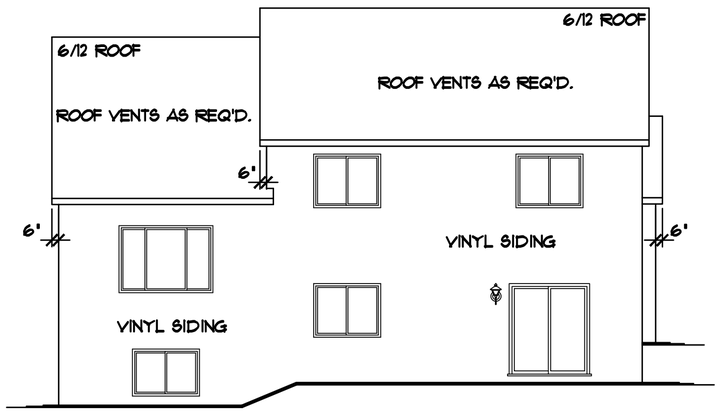
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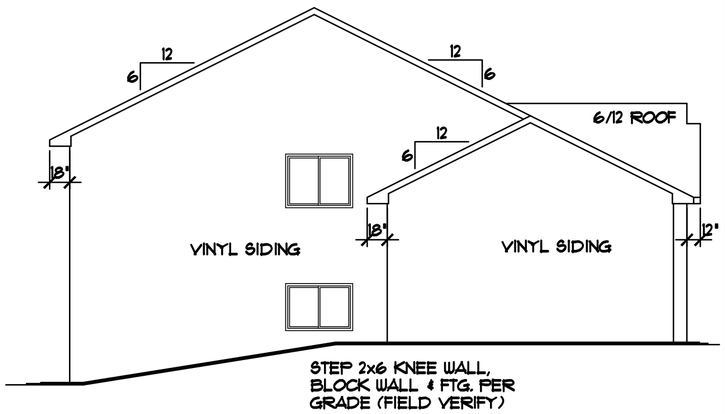
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RIGHT ELEVATION 1/8"=1'-0"



REAR ELEVATION 1/8"=1'-0"

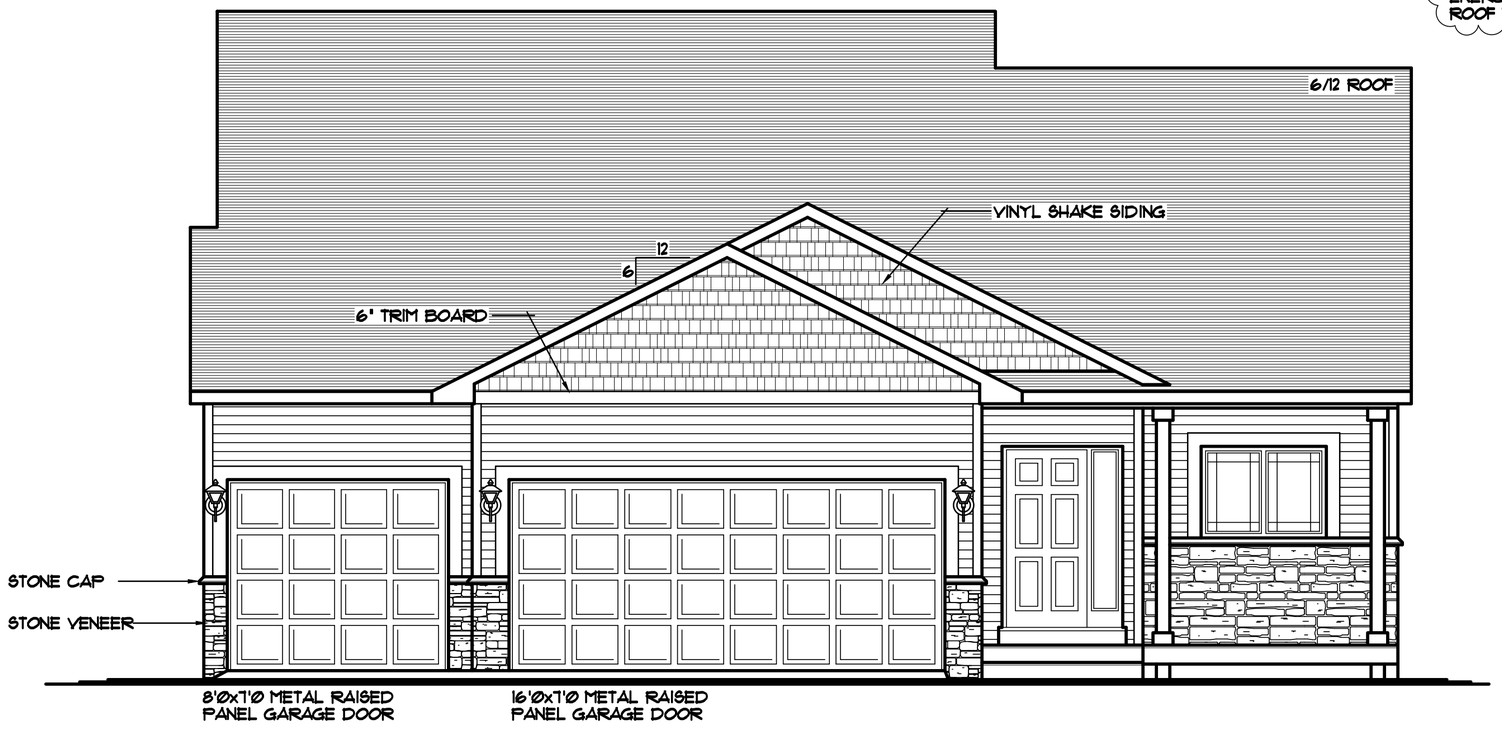


LEFT ELEVATION 1/8"=1'-0"

Model already approved - original intent
Includes main entry room versus stair landing.

- SILVERLINE WINDOWS SPEC'D.
- WINDOWS w/GRIDS AS SHOWN
- STONE VENEER WHERE SHOWN
- VINYL SIDING/CORNER TRIM
- ALUMINUM SOFFITS & FASCIA
- 6" WINDOW/DOOR TRIM WHERE SHOWN
- BOARD & BATTEN SIDING WHERE SHOWN

NOTE!!! PROVIDE STANDARD ENERGY HEEL @ ALL ROOF TRUSSES (TYP.)



FRONT ELEVATION 1/4"=1'-0"

1303 SQ. FT. MAIN LEVELS

REVISED R.B. 8/10/2016

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REVISIONS	BY
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14040	N.F.
14218	N.F.
15069	N.F.
15312	R.B.

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•HOME PALN SERVICE • CUSTOM HOMES • REMODELING•
•PHONE: 763.757.5997 • ANDOVER, MINNESOTA•
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BUILT BY:

PURMORT HOMES

DRAWN	WLC
CHECKED	XX
DATE:	7/28/2016
SCALE:	AS NOTED
CADD FILE #	16280
SHEET	1 OF 7

NOTE!!! NO SILL OVERHANG @ REAR FOUNDATION WALKOUT WALLS (TYP)

NOTE!!! PROVIDE 2" R10 FOAM BOARD INSULATION @ EXTERIOR BLOCK FOUNDATION HOUSE WALLS & 1" R5 FOAM BOARD INSULATION @ INTERIOR BLOCK FOUNDATION HOUSE WALLS (TYP.)

NOTE!!! BLOCK FOUNDATION WALLS TO BE HELD IN 2" FROM MAIN LEVEL FRAMING & TO BE MEASURED FROM EXTERIOR OF SHEATHING SO OUTSIDE FACE OF INSULATION IS IN SAME PLANE AS OUTSIDE FACE OF SHEATHING (USE CERTISTUD INSUL. @ AREAS ABOVE GRADE) (SEE DETAIL, SHEET #6)

NOTE!!! PROVIDE 5/8" GYP. BD. @ BASEMENT CLG. & ALLOW FOR 80 SQ. FT. MAX OPEN CLG. AREA FOR MECHANICAL, FIRE BLOCK TRUSS SPACE @ PERIMETER OF OPEN AREA

NOTE!!! INSULATION & AIR BARRIER TO BE CONTINUOUS OVER TOP OF FOUNDATION WALLS (TYP.)

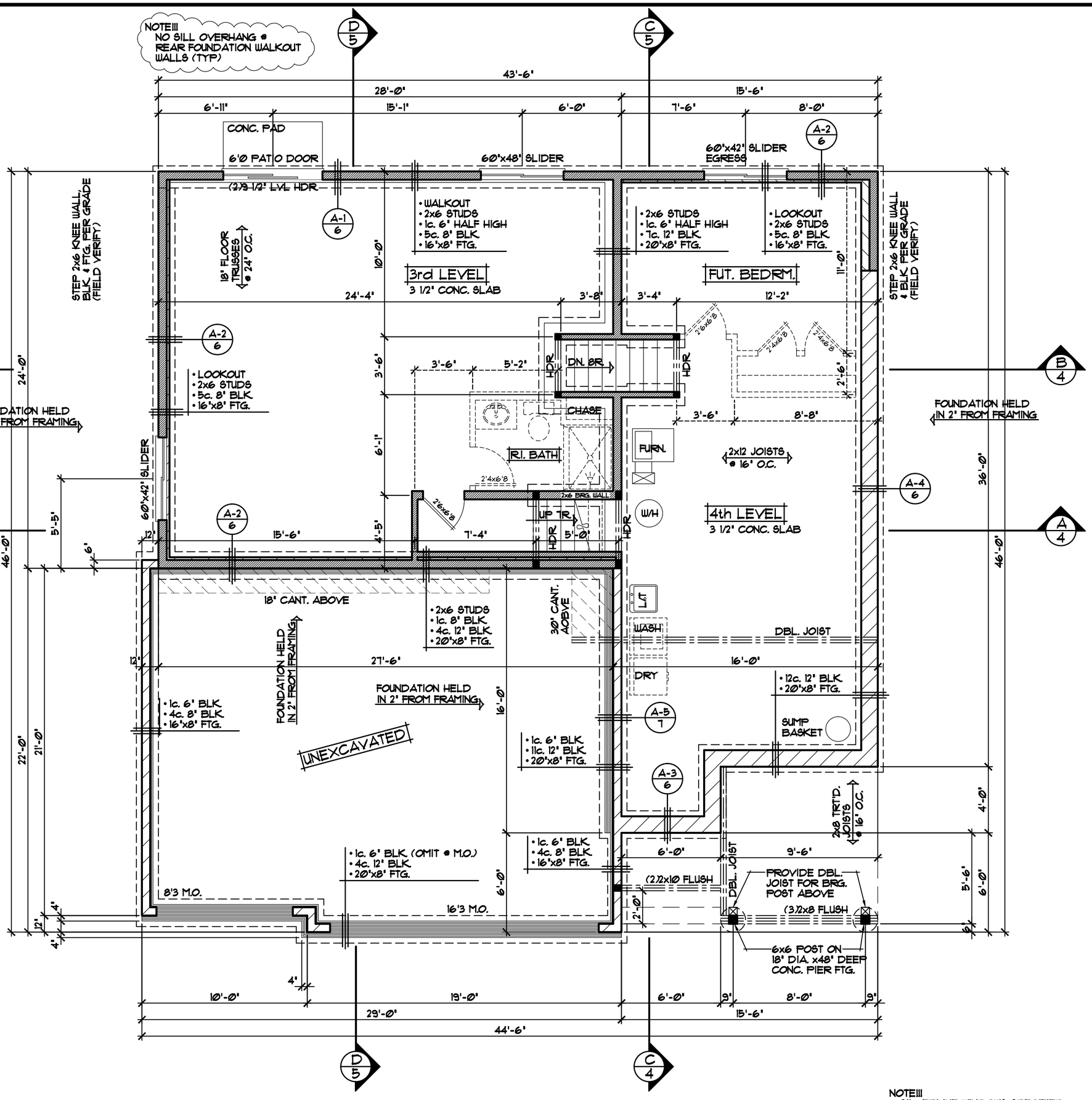
NOTE!!! VERIFY ALL MECHANICAL EQUIPMENT LOCATIONS, LOCATIONS ON PLAN ARE REPRESENTATION ONLY

NOTE!!! DO NOT HOLD RIM JOIST IN!!! RIM AREA TO BE INSULATED with CLOSED CELL SPRAYED FOAM INSULATION(TYP.)

NOTE!!! SOLID CAP BLOCK @ TOP COURSE & GROUT SOLID WERE ANCHOR BOLTS ARE USED & BRICK LEDGES

NOTE!!! ALL FOOTINGS SHALL HAVE A COMPRESSIVE STRENGTH OF 2500 PSI WITH APPROVED ADMIXTURE THAT PROVIDES WATER AND VAPOR RESISTANCE EQUAL TO 5000 PSI (MIN.)

ALL HEIGHT CALCULATIONS FOR FOUNDATIONS ARE BASED ON THE USE OF FULL 8" HIGH BLOCK with 3/8" JOINTS. IF MODULAR BLOCK IS USED, CONTRACTORS SHOULD ADJUST HEIGHTS ACCORDINGLY



FOUNDATION PLAN 1/4"=1'-0"

NOTE!!! SILVERLINE WINDOWS SPECIFIED VERIFY ALL DOOR & WINDOW ROUGH OPENINGS w/SUPPLIER (* INDICATES SASH LIMITER REQUIRED)

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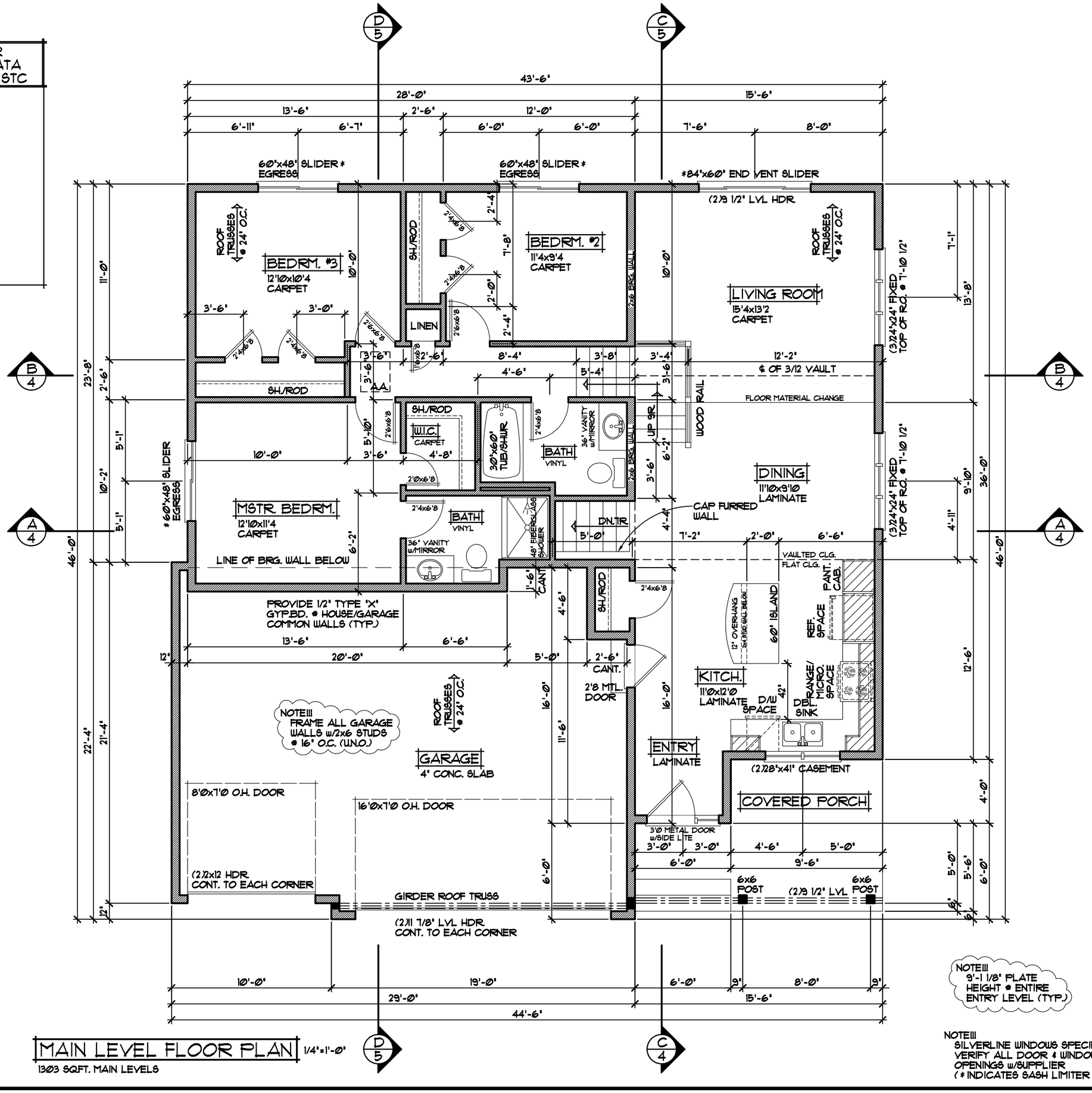
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PURMORT HOMES

SHEET 2 OF 7

CADD FILE # 16280

WINDOW and DOOR PERFORMANCE DATA U-VALUE / SHGC / STC

- SLIDER UNIT
  U-VALUE = 0.30
  SHGC = 0.33
  STC = 31
- CASEMENT UNIT
  U-VALUE = 0.29
  SHGC = 0.30
  STC = 31
- FIXED UNIT
  U-VALUE = 0.29
  SHGC = 0.30
  STC = 31
- SLIDING PATIO DOOR
  U-VALUE = 0.31
  SHGC = 0.34
  STC = 32



MAIN LEVEL FLOOR PLAN

1/4"=1'-0"

1303 SQFT. MAIN LEVELS

NOTE!!!
SILVERLINE WINDOWS SPECIFIED
VERIFY ALL DOOR & WINDOW ROUGH OPENINGS w/SUPPLIER
(* INDICATES SASH LIMITER REQUIRED)

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XX/XX/XX 00000 BY:XX.
XX/XX/XX 00000 BY:XX.

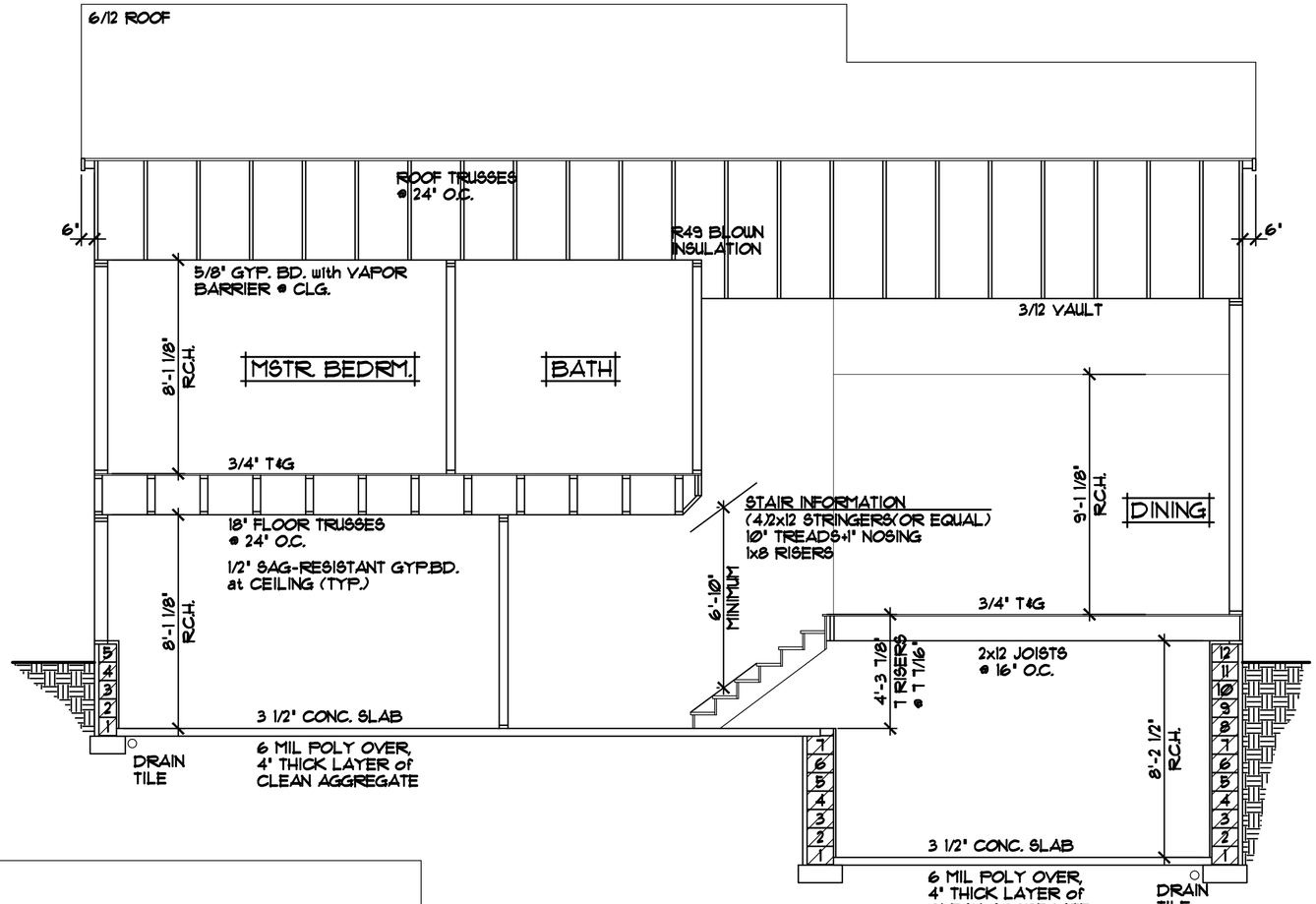
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SHEET 3 OF 7

CADD FILE # 16280



NOTE!!!
PROVIDE STANDARD ENERGY HEEL @ ALL ROOF TRUSSES (TYP.)

CROSS SECTION "A" 1/4"=1'-0"

ROOF CONSTRUCTION:
- PREMANUFACTURED ROOF TRUSSES ENGINEERED BY SUPPLIER
- R49 BLOWN FIBERGLASS INSULATION
- 1/150 ROOF VENT AT SOFFITS, 1/150 VENT AT RIDGE
- AIR CHUTE AT EACH TRUSS SPACE
- 7/16" OSB SHEATHING
- #15 ROOFING FELT
- ICE & WATER MEMBRANE APPLIED 24" BEYOND EXTERIOR WALL
- ASPHALT SHINGLES

SOFFIT / FASCIA:
- 2x6 SUB-FASCIA
- MAINTENANCE FREE FASCIA COVER
- MAINTENANCE FREE VENTED SOFFIT

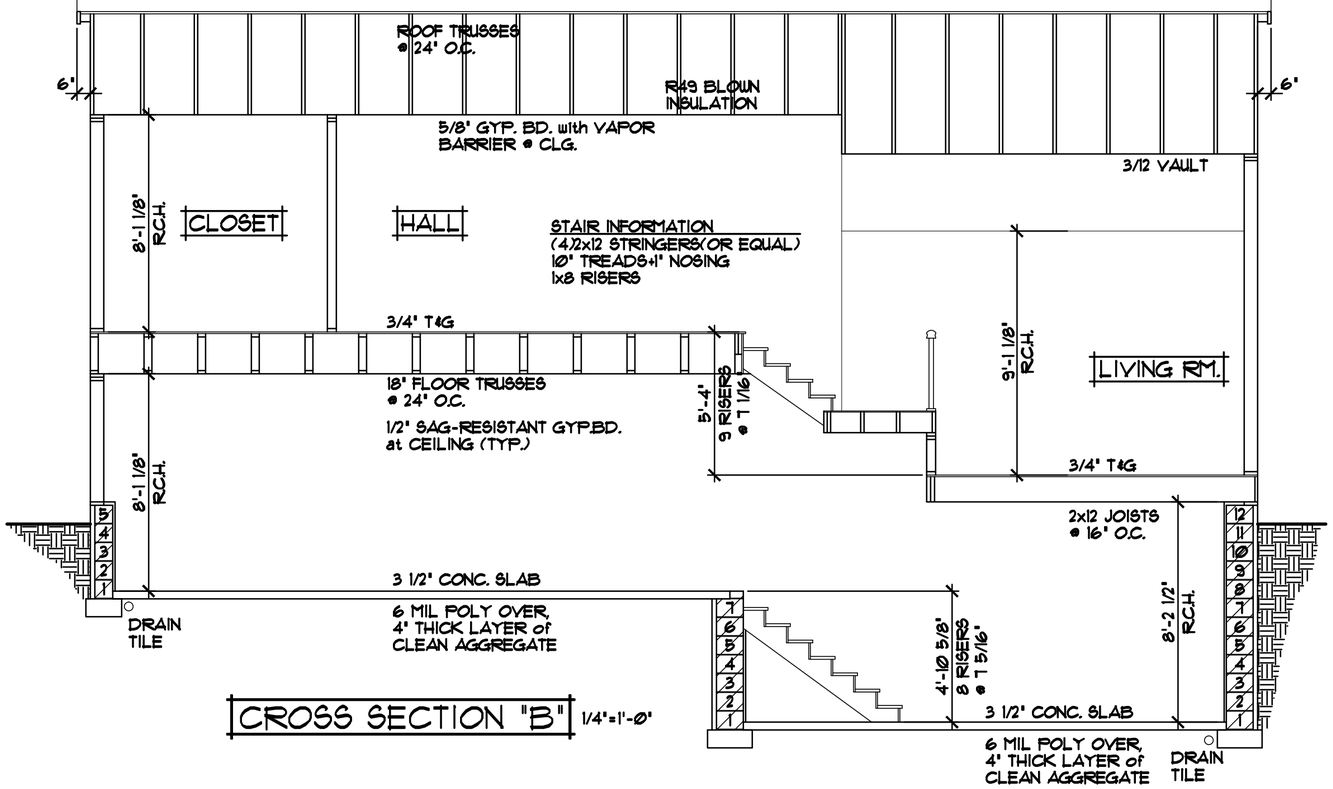
WALL CONSTRUCTION:
- HOUSE WRAP
- 7/16" OSB SHEATHING
- 2x6 STUDS @ 16" O.C.
- R20 FIBERGLASS BATT INSULATION
- 4 MIL POLY VAPOR BARRIER
- 1/2" GYPSUM BOARD

RIM AREA CONSTRUCTION:
- R20 CLOSED CELL SPRAYED FOAM INSULATION (WHERE APPLICABLE)

WALL CONSTRUCTION:
- SIMILAR TO ABOVE

SILL CONSTRUCTION:
- TREATED 2x8 SILL PLATE & SEALER
- 1/2" ANCHOR BOLTS @ 48" O.C. (MAXIMUM)

FOUNDATION CONSTRUCTION:
- CONC. BLK. FOUNDATION WALLS
- INSTALL R5 RIGID FOAM BD. INSULATION TO INTERIOR OF FOUNDATION WALLS
- INSTALL R10 RIGID FOAM BD. INSULATION TO EXTERIOR OF FOUNDATION WALLS
- WATERPROOFING



CROSS SECTION "B" 1/4"=1'-0"

NOTE!!!
INSULATION & AIR BARRIER TO BE CONTINUOUS OVER TOP OF FOUNDATION WALLS (TYP.)

NOTE!!!
SOLID CAP BLOCK @ TOP COURSE & GROUT SOLID WERE ANCHOR BOLTS ARE USED & BRICK LEDGES

ALL HEIGHT CALCULATIONS FOR FOUNDATIONS ARE BASED ON THE USE OF FULL 8" HIGH BLOCK with 3/8" JOINTS. IF MODULAR BLOCK IS USED, CONTRACTORS SHOULD ADJUST HEIGHTS ACCORDINGLY

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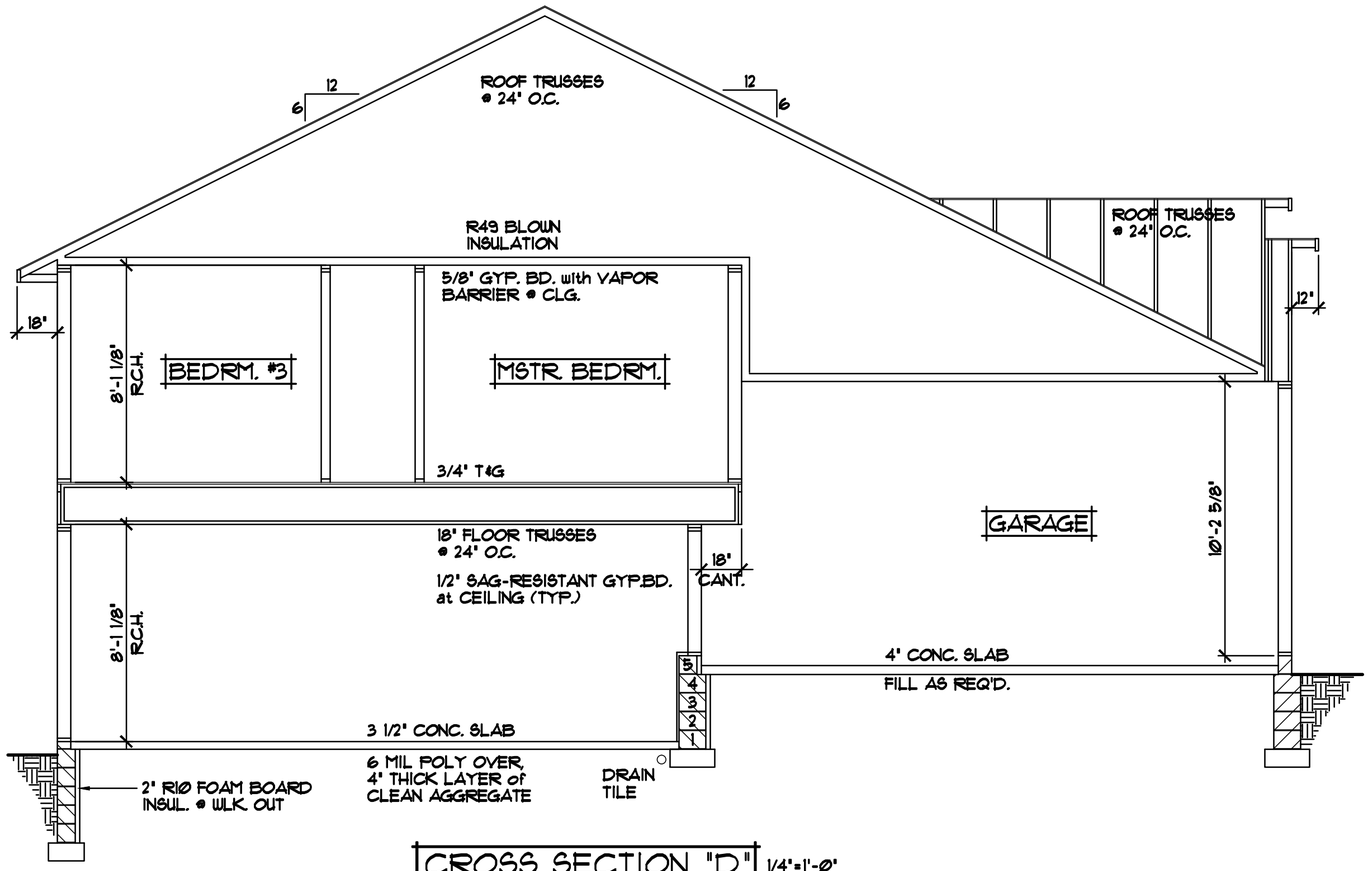
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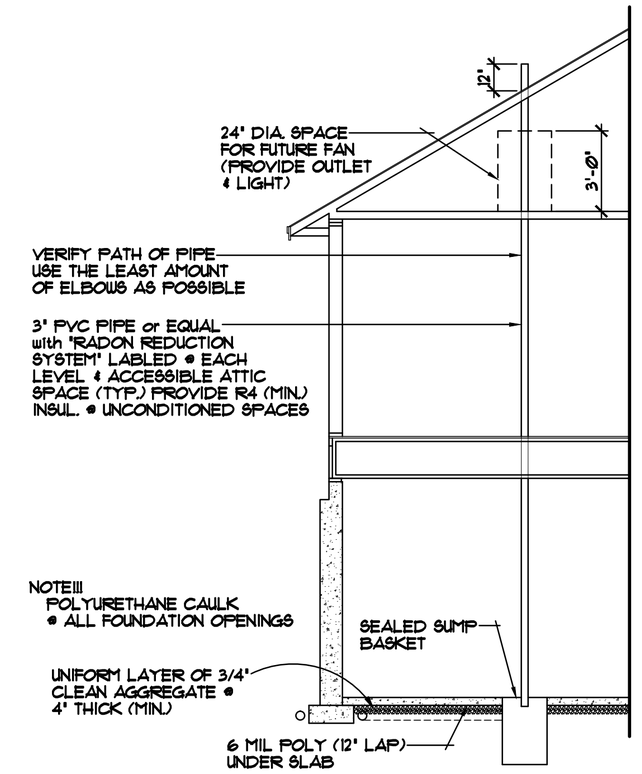
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SHEET 4 OF 7

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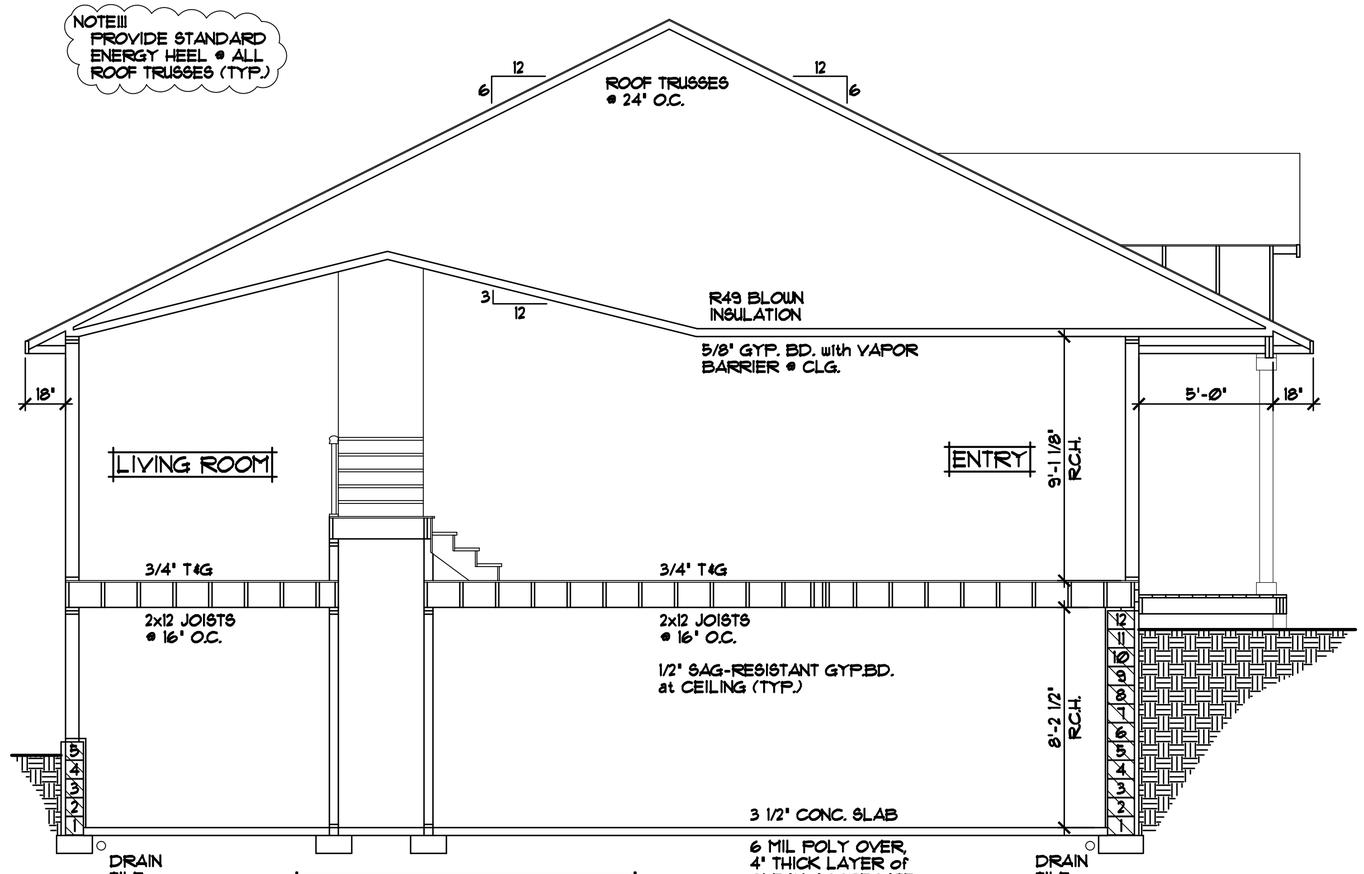


CROSS SECTION "D" 1/4"=1'-0"



ALTERNATE METHOD FOR PASSIVE RADON MITIGATION SYSTEM

NOTE!!!
PROVIDE STANDARD
ENERGY HEEL @ ALL
ROOF TRUSSES (TYP.)



CROSS SECTION "C" 1/4"=1'-0"

NOTE!!!
INSULATION & AIR BARRIER
TO BE CONTINUOUS OVER
TOP OF FOUNDATION WALLS
(TYP.)

NOTE!!!
SOLID CAP BLOCK @ TOP
COURSE & GROUT SOLID
WERE ANCHOR BOLTS ARE
USED & BRICK LEDGES

ALL HEIGHT CALCULATIONS FOR FOUNDATIONS ARE BASED ON THE USE OF FULL 8" HIGH BLOCK with 3/8" JOINTS. IF MODULAR BLOCK IS USED, CONTRACTORS SHOULD ADJUST HEIGHTS ACCORDINGLY

ROOF CONSTRUCTION:
- PREMANUFACTURED ROOF TRUSSES ENGINEERED BY SUPPLIER
- R49 BLOWN FIBERGLASS INSULATION
- 1/150 ROOF VENT AT SOFFITS, 1/150 VENT AT RIDGE
- AIR CHUTE AT EACH TRUSS SPACE
- 7/16" OSB SHEATHING
- #15 ROOFING FELT
- ICE & WATER MEMBRANE APPLIED 24" BEYOND EXTERIOR WALL
- ASPHALT SHINGLES

SOFFIT / FASCIA:
- 2x6 SUB-FASCIA
- MAINTENANCE FREE FASCIA COVER
- MAINTENANCE FREE VENTED SOFFIT

WALL CONSTRUCTION:
- HOUSE WRAP
- 7/16" OSB SHEATHING
- 2x6 STUDS @ 16" O.C.
- R20 FIBERGLASS BATT INSULATION
- 4 MIL POLY VAPOR BARRIER
- 1/2" GYPSUM BOARD

RIM AREA CONSTRUCTION:
- R20 CLOSED CELL SPRAYED FOAM INSULATION (WHERE APPLICABLE)

WALL CONSTRUCTION:
- SIMILAR TO ABOVE

SILL CONSTRUCTION:
- TREATED 2x8 SILL PLATE & SEALER
- 1/2" ANCHOR BOLTS @ 48" O.C. (MAXIMUM)

FOUNDATION CONSTRUCTION:
- CONC. BLK. FOUNDATION WALLS
- INSTALL R5 RIGID FOAM BD. INSULATION TO INTERIOR OF FOUNDATION WALLS
- INSTALL R10 RIGID FOAM BD. INSULATION TO EXTERIOR OF FOUNDATION WALLS
- WATERPROOFING

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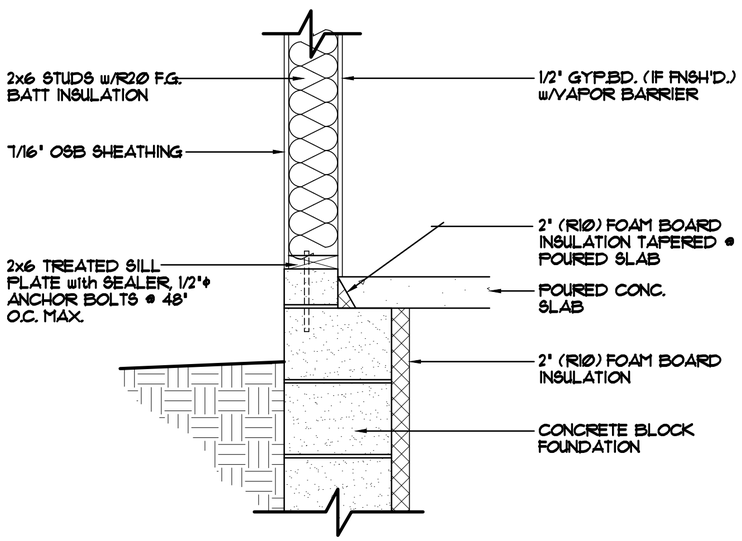
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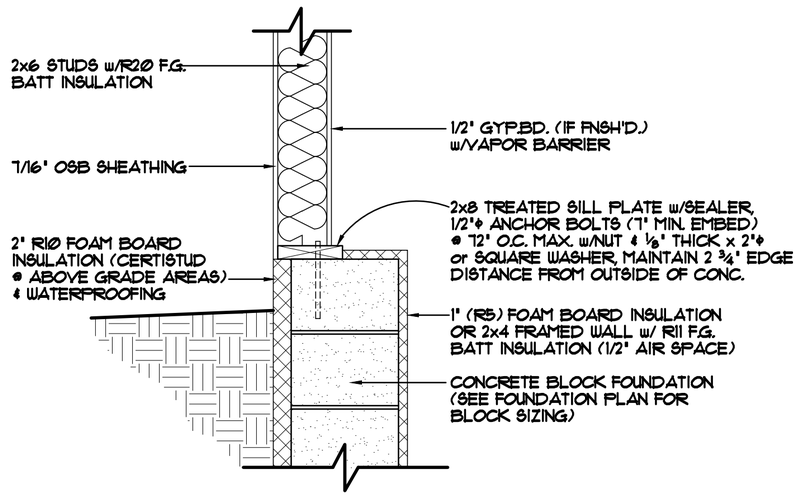
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FOUNDATION/RIM AREA DETAIL "A-1"

1"=1'-0"

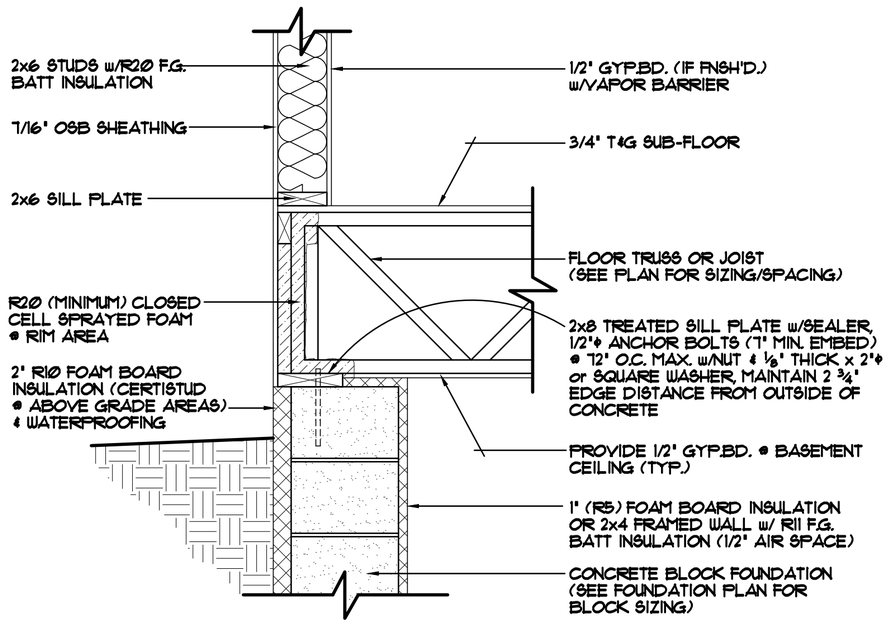
STANDARD WALKOUT SILL/FOUNDATION AREA
FOUNDATION NOT HELD IN



FOUNDATION/RIM AREA DETAIL "A-2"

1"=1'-0"

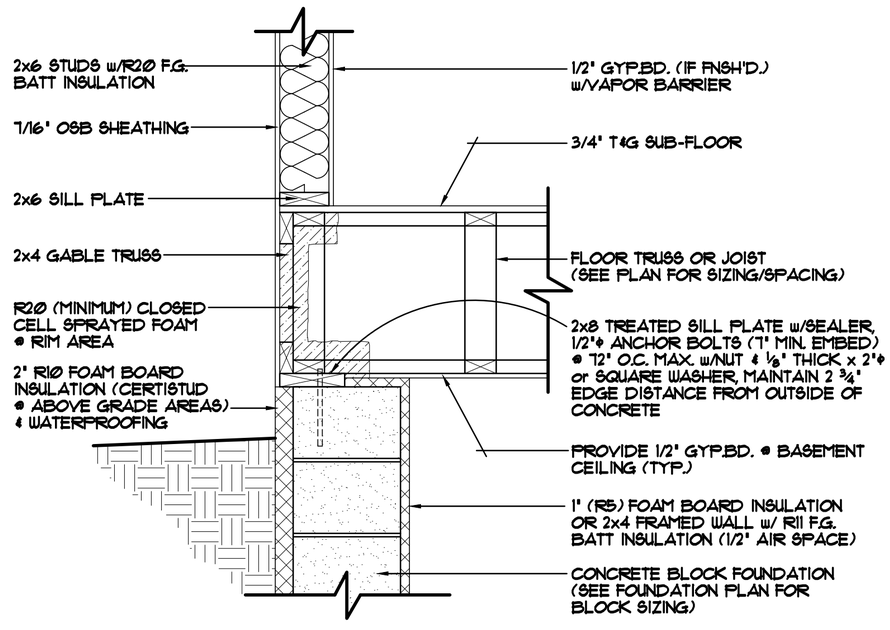
STANDARD DAYLIGHT SILL/FOUNDATION AREA
FOUNDATION HELD IN 2"



FOUNDATION/RIM AREA DETAIL "A-3"

1"=1'-0"

STANDARD RIM AREA, TRUSSES/JOISTS PERPENDICULAR TO FOUNDATION WALL
FOUNDATION HELD IN 2"



FOUNDATION/RIM AREA DETAIL "A-4"

1"=1'-0"

STANDARD RIM AREA, TRUSSES/JOISTS PARALLEL TO FOUNDATION WALL
FOUNDATION HELD IN 2"

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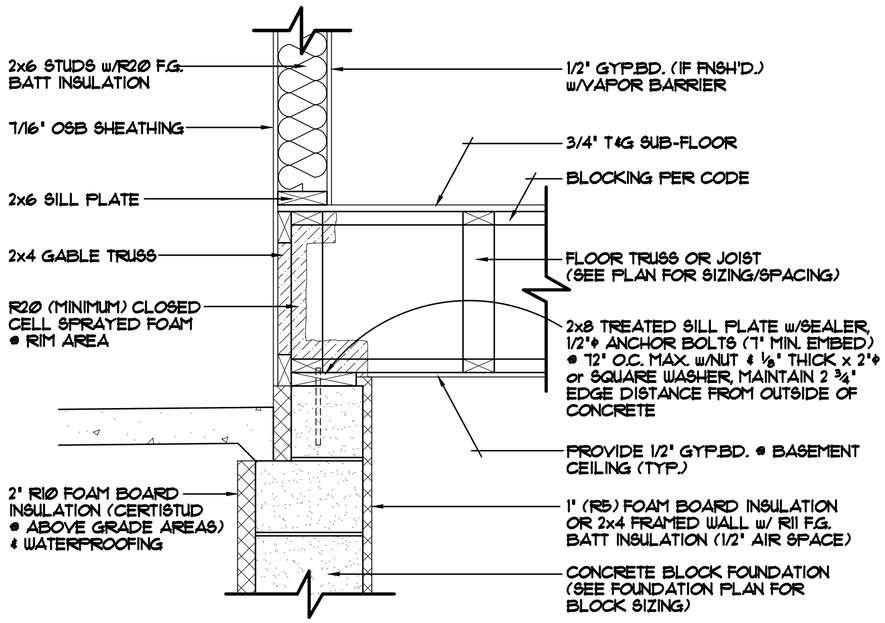
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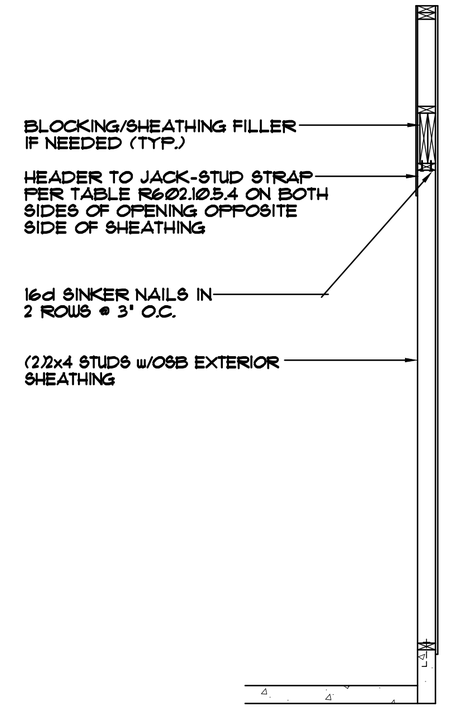
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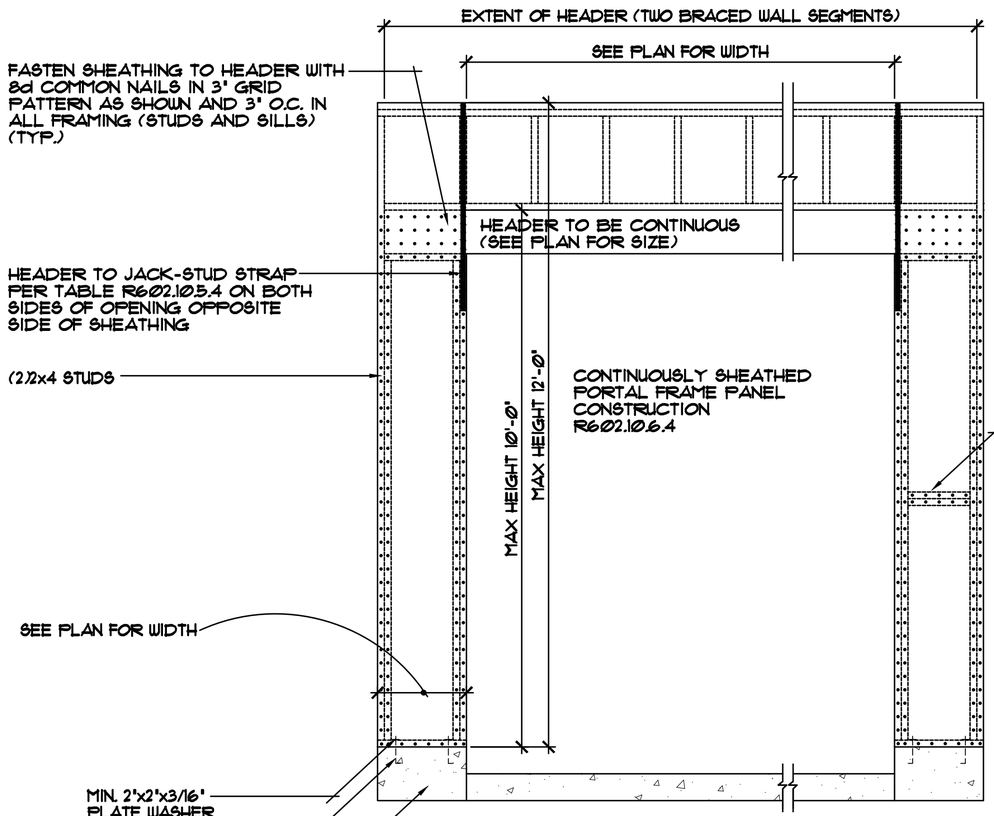
FOUNDATION/RIM AREA DETAIL "A-5"

1"=1'-0"

BRICK LEDGED RIM AREA, TRUSSES/JOISTS PARALLEL TO FOUNDATION WALL
FOUNDATION HELD IN 2"

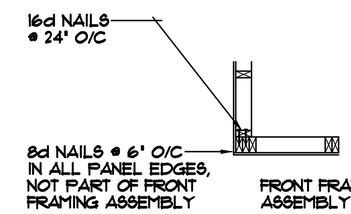


SIDE ELEVATION



FRONT ELEVATION

FOR A PANEL SPLICE(IF NEEDED), PANEL EDGES SHALL BE BLOCKED, AND OCCUR WITH-IN 24" OF MID-HEIGHT. ONE ROW OF TYP. SHEATHING-TO-FRAMING NAILING IS REQUIRED. IF 2x4 BLOCKING IS USED, THE 2x4's MUST BE NAILED TOGETHER w/3 16d



CORNER FRAMING DETAIL

CONTINUOUSLY SHEATHED PORTAL FRAME PANEL CONSTRUCTION

1/2"=1'-0"

REVISIONS
XX/XX/XX
00000
BY:XX.
XX/XX/XX
00000
BY:XX.

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CADD FILE # 16280

Design Framework

THE COR

AT RAMSEY

February 28, 2012

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Appendix A: Specifications and Details

Design Framework – The COR

Purpose

The primary purpose of Design Framework is to set basic parameters, describe preferences and illustrate design intent. These framework standards serve as a framework within which creative design can and should occur – there is no one solution, but many options that meet the basic requirements of this document.

Application

The format and content of this framework are specifically tailored for use as a supplement to the Zoning Ordinance. This document is organized into two sections. The first section outlines issues and recommendations that apply to the entire COR. The second section highlights specific framework that apply to each sub-district within The COR. The City of Ramsey has adopted Development Plan 5.03 as the Master Plan for The COR. This master plan provides illustrative guidance for building locations and orientation. Any changes to this approved master plan must be reviewed and approved by the City Council as part of the development application. This Development Plan will be updated by the City as changes are approved.

Implied Responsibility

All participants in the development of The COR recognize the local and regional impacts of this project and the various systems that play an important role. Each parcel and each building must fit within the context of the entire plan. Individual projects must complement, not compete with, adjacent development in terms of public green space, walk and trail connections, stormwater management solutions, street layout, parking strategies, land use mix and building design.

Part One: Overall Framework

There are a number of framework standards that apply to the entire COR, including recommendations for stormwater management, parks, streets, land use, parking, transit and other development components. Many of these overall COR framework standards overlap, or are integrated with one another. For ease of discussion they are categorized according to the same list of 'layers' that formed the basic structure for the Master Framework:

- Context – local, city, regional
- Street Hierarchy--access, circulation, arrangement
- Streetscape—preferred design, location
- Parking -- quantity, location, type
- Building Design-- preferred uses, horizontal/vertical mixed use, built form, character of development
- Signage—design, location, quantity, type
- Stormwater Management-- surface water features, stormwater management
- Parks/Public Spaces – parks, trails and open space

It is essential that proposed design solutions for development projects and other improvements within The COR demonstrate an understanding of the interplay between these layers.

Overall Framework - Context

Overview

The COR is a unique area within the City; but it is a part of, and connected with, a variety of local, city-wide and regional systems Each development project, whether a single building, one lot, or a series of blocks, must provide reasonable links to these systems as a primary design objective.

Guideline Recommendations

To ensure that The COR takes full advantage of local and regional systems, development should:

- Provide safe, easily recognized connections to city, county and state trail corridors
- Make provisions for city and regional transit service and amenities (including the Northstar Line) and encourage their use
- Tie into, and improve, the Ramsey utility network
- Integrate with and complement the existing (and future) street framework
- Become an integral part of the city and county drainage/stormwater management plan

Objectives

- Overall COR design (and all new private development within The COR) will accommodate stormwater from new projects and from off-site, and highlight stormwater features as an amenity
- Bikeways and pedestrian routes into The COR from adjacent neighborhoods must be designed for safety and ease of access, suggesting that a person on a bicycle has an equally accessible route to downtown.
- Parks and open space will be easily accessible to all COR residents, visitors, people who work here and also for the citizens of Ramsey and the surrounding area. This connected green system is reminiscent of the world renowned 'Grand Rounds' of Minneapolis.

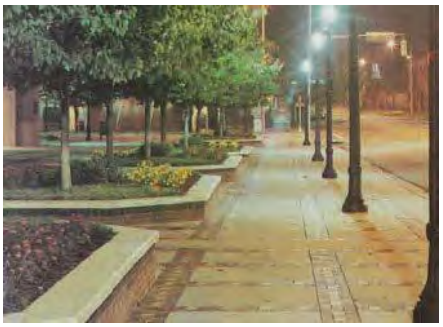
THE COR
RAMSEY, MINNESOTA
DEVELOPMENT STATUS
EXISTING DEVELOPMENT
PROPOSED DEVELOPMENT
ACTIVE DEALS
UNDER CONTRACT
COMPLETED
ACCESS
EXISTING SIGNALIZED INTERSECTION
FUTURE SIGNALIZED INTERSECTION
FULL INTERSECTION
NO LEFT OUTBOUND MOVEMENTS
PARKING RAMP
TRAFFIC INFORMATION
ADT INFORMATION TAKEN FROM 2009 ACTUAL COUNTS AND 2030 PROJECTED VOLUMES
NORTH
0
300
600
LANDFORM
From Site to Finish
DEVELOPMENT PLAN 6.1
09.06.2012
RAMSEY BOULEVARD
BUNKER LAKE BLVD.
ARMSTRONG BLVD
US HIGHWAY 10
NORTHSTAR COMMUTER RAIL
SUNWOOD DR.
RHINESTONE COMMONS
BUSINESS PARK
CITY HALL
REGIONAL PARK
FUTURE PEDESTRIAN OVERPASS
LAKE RAMSEY COMMONS
LEGACY CHRISTIAN ACADEMY
PAGE No. 1 of 1

Overall Framework – Street Hierarchy

Overview

The Development Master Plan defines a specific strategy for the layout of streets and blocks within, and around The COR. The size, type and configuration of this street hierarchy (See Figure 1: Street Hierarchy) is based on a combination of projected traffic volume, level of service at intersections, proposed adjacent land use (destination commercial, residential, civic, recreation, etc.) and desired aesthetic character.

Great streets are essential components of an attractive and inviting public realm. These guidelines promote a street system that balances pedestrian and vehicular use. Providing streets that support traffic flow is important, but also creating ample space for street-side activities, strolling promenades, pockets of green and other amenities is critical to the success of The COR. Streets will promote convenient access by car – to storefronts, to parking lots and ramps, to entertainment attractions – but will also encourage foot traffic as a primary way to move about and conduct business in the core area.



Guideline Recommendations

The proposed street and block pattern reflects a compact urban character, not allowing dead end streets or cul-de-sacs, in favor of a traditional grid pattern and connected streets including the following:

- Provide a street network that distributes pedestrian and vehicular traffic throughout the various districts in The COR and encourages a more dispersed and less congested traffic flow (many choices or travel paths).
- Provide a clear hierarchy of streets resulting in a simple and understandable system for movement – easy access and convenient circulation throughout The COR.
- Work with Anoka County to convert primary perimeter streets (arterials such as Ramsey, Armstrong and Bunker Lake Boulevards) to urban street sections, providing sidewalks and street trees to replace roadside ditches.
- Promote improvements that invite pedestrian and bicycle use including wide sidewalks, streetscape amenities and designated bicycle trails (both on and off-street).

Objectives

Creative design solutions for public realm improvements should reflect these basic street classifications (street hierarchy) including:



- Arterial street – these streets provide the boundary of The COR and all access into The COR will be from one of these three streets:
  - Bunker Lake Boulevard
  - Armstrong Boulevard
  - Ramsey Boulevard
- Destination street – signature addresses for shopping, entertainment, services, work place and other primary amenities
  - Sunwood Drive

- Parkway – premier 'green streets' adjacent to primary public park / green space, with more landscaping than other streets in The COR
  - Ramsey Parkway
  - Center Street (north of the roundabout)
- Connector street – primary routes that link various districts within The COR, usually providing the most direct means of getting from point A to point B
  - Rhinestone Street
  - Zeolite Street
  - Veterans Drive
- Downtown street – the most urban of street sections where high pedestrian traffic is intended and traffic calming measures such as on street parking, bump outs and other methods will be employed
  - Center Street (south of the roundabout)
  - Sapphire Street (north of Sunwood)
  - Other streets as shown on the Street Hierarchy Map
- Local street – neither destination nor primary connector routes, these streets provide much of the rest of the street grid throughout The COR.





These street hierarchy classifications are intended to provide guidance regarding the streetscape, but it should be noted that within a street classification, there may be construction or design distinctions, based on the sub-district classification. For example, Sunwood Drive is defined as a destination street throughout The COR, but the design may be different between the COR1 and COR2 sub-districts. The Master Streetscape Map will provide design direction.



Figure 1: Street Hierarchy Map

Transit Overview

The COR is designed to be a Transit Oriented Development (TOD) in a variety of ways that go beyond providing a walkable public realm and connected street grid. The Master Plan also includes a multimodal transit station, with dedicated commuter parking, integrated with other uses at the heart of the retail, restaurant and entertainment district. This station functions as a hub where local circulator transit comes together with regional transit service and the Northstar Corridor. The COR is the Twin Cities' first and only transit-oriented development along the new Northstar Commuter Rail Line. Ramsey Station at The COR will open for riders boarding the train in November 2012. As Northstar's most visible station, The COR will immediately bolster the ridership on the line and continue to build recognition for this regional service.

Transit components include the following:

- Ramsey Star Express service provides peak period, peak direction bus service between downtown Minneapolis and Ramsey until the Northstar Commuter Rail station stop is complete
- Northstar Commuter Rail provides train service between Big Lake and downtown Minneapolis
- 350 park and ride parking spaces are provided for commuters adjacent to the transit station
- Pedestrian and bicycle connections are emphasized in the Master Plan as major links between the transit station, various districts within The COR and into the surrounding neighborhoods
- The COR can accommodate Metro Mobility, citywide circulator bus or town trolley connections as part of local and regional service to the transit station



The COR also encourages developers to participate in a Travel Demand Management (TDM) program to both assist and encourage residents and visitors to take advantage of the various modes available for their commuting and travel needs. The TDM program draws from incentives and services available through Anoka County and Metro Commuter Services that match riders with carpools and vanpools, provide discounted transit passes and manage work hours among other functions.

- Developers shall submit a TDM plan with their site plan application for new development and work with the City to implement their plans.

Transit Guideline Recommendations

Transit is an important component of the overall plan, with expectations for more ridership, using a greater range of transit options as they become available. More people, together with the mix of activities and amenities in The COR, encourages better designed, better connected transit service. It is a shared responsibility between city, county and developer to promote transit use, with both policy and bricks-and-mortar attention to the following framework:

- Understand and take advantage of opportunities to use existing and proposed transit components

- Provide transit related facilities specifically linked to uses and character within each COR district, including signage and lighting for way-finding and bicycle amenities
- Building future Northstar Commuter Rail riders through the Ramsey Star Express bus service

Transit Objectives

The primary objective is to provide a balance of transit service, bicycle and pedestrian connections and lanes to move traffic. The framework for The COR promotes public transportation as part of the solution and suggests a variety of street improvements and other amenities to invite increased use. Photographs throughout the framework suggest some of the many possibilities.

Overall Framework - Streetscape

Overview

The Master Plan defines a specific strategy for the layout of streets and blocks within and around The COR. The amenities within the public right-of-way -and immediately adjacent -play an important role in the aesthetics of The COR. Great streets are essential components of an attractive and inviting public realm. Developing a streetscape that is comfortable and inviting to pedestrians is important to realizing the vision for The COR. The framework will encourage interesting and inviting places for the public.

The Streetscape framework defines the visual character and physical improvements for all public spaces within The COR. The document also provides the general framework and examples for design of proposed quasi-public and private space located within each development parcel.



Public realm/streetscape framework focus on the following elements:

- Parks, plazas and other public gathering spaces
- Street/sidewalk character and streetscape elements
- Bicycle/pedestrian connections (on-street and off-street)
- Residential courts, pocket parks and other private green space

The goal is to foster a safe and interesting public realm that will invite pedestrian activity, promote traffic calming, increase transit use and encourage community gathering. Street trees, lighting and decorative fencing provide the backbone for streetscape improvements. Added detail, such as special pavements, street furniture, public art and layered plantings will highlight specific nodes or uses. The City has developed a series of street cross -sections to illustrate these design expectations. Typical street sections are provided in Appendix A as a reference.

Destination and Connector streets must balance a high level of service for the automobile with attractive and inviting amenities for the pedestrian including:

- Provide gracious sidewalk width to support intensity of pedestrian traffic in the core
- Install street trees to frame the street and provide shade
- Provide street lighting that meets all safety standards and design criteria, while creating a signature character for this district
- Explore a range of options for streetscape improvements including special pavements, interesting concrete tinting or scoring patterns, additional plantings, ornamental fencing and other features (note, however, that simpler is better and too much clutter is a negative)



The COR includes a network of bicycle/pedestrian trails and walkways (both on and off-street) that connect adjacent sub-districts to the Mixed Use Core. As you approach the core, these connections tend to become part of the shared right of way along the major streets, or become part of the urban park spaces. Bicycle riders may choose to share the street with vehicular traffic, or dismount and walk their bicycles along with the other pedestrians using the sidewalks. Providing and maintaining these bicycle and pedestrian connections should be a key component for all development projects in the core.

Figure 2: Master Lighting Plan

Guideline Recommendations



The proposed street and block pattern reflects a compact urban character, including the following:

- Bike racks interspersed throughout The COR to encourage cycling as an alternative mode of transportation.
- Benches on the public sidewalks to encourage people to linger in The COR
- Trees and planters along the streets to create an inviting space
- Wide sidewalks and both on- and off-street bicycle trails
- Kiosks and other way finding tools for visitors and residents in The COR
- Outdoor dining is encouraged on the street side of buildings within all districts.
- Public plaza space is strongly encouraged to be located adjacent to the streets

Objectives

Creative design solutions for streetscape improvements should include:

- Streetscape improvements that provide traffic calming, particularly along Destination and Downtown streets
- Inviting streets that draw you into and through The COR
- A marriage of building design and streetscape design that encourages active spaces near the streets



Street Trees and Plantings

Street trees and planter boxes are a critical element in the unique character of The COR and will be used to help distinguish between different street types and sub-districts within The COR. However, there may be variety within the same street when the street crosses into sub-districts.

- Street trees will be chosen to ensure that the species allow for clear pedestrian access along the streets and require minimal maintenance.
- Along Destination, Downtown, Parkway and Local streets, where regularly spaced blocks exists, one (1) tree species shall be provided per block. In order to provide variety and protect against disease, adjacent blocks shall not be allowed the same street tree. Initial development along a block shall establish the tree species for that block, subject to City review and approval.
- Along streets without regular block space or longer blocks, such as Connector and Arterial streets, the City may approve groupings of 3-6 trees of one (1) species in lieu of the regular block spacing.
- Alternatives to the above mentioned planting plan shall be subject to review and approval by the City Council.

Destination Street Trees:

- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Bicolor Oak (*Quercus bicolor*)
- Sienna Glenn Maple (*Acer x freemanii* 'Sienna')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Ginko (*Gingko biloba)*
- Accolade Elm (*Ulmus x '*Accolade')

Parkway Street Trees:

- Valley Forge Elm (*Ulmus americana* 'Valley Forge')
- Bitternut Hickory (*Carya cordiformis)*
- Siouxland Poplar (*Populus deltoides* 'Siouxland')
- Sienna Glen Maple (*Acer x freemanii* 'Sienna')
- Boulevard Linden (*Tilia americana* 'Boulevard')
- Northern Catalpa (*Catalpa speciosa)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Korean Mountain Ash (*Sorbus alnifolia)*
- Ohio Buckeye (*Aesculus glabra)*
- Ginkgo (*Gingko biloba)*

Connector Street Trees:

- Bicolor Oak (*Quercus bicolor*)
- Northern Red Oak (*Quercus rubra)*
- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac (*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Downtown Street Trees:

- Princeton Elm (*Ulmus americana* 'Princeton')
- Accolade Elm (*Ulmus x* 'Accolade')
- Autumn Blaze Maple (*Acer x freemanii* 'Jeffersed')
- Skyline Honeylocust (*Gleditsia triacanthos var. inermis* 'Skyline')
- Kentucky Coffeytree (male) (*Gymnocladus dioicus)*
- River Birch (single stem) (*Betula nigra)*
- Black Alder (*Alnus glutinosa)*
- Black Cherry (*Prunus serotina)*
- Spring Snow Crabapple (*Malus* 'Spring Snow')
- Kelsey Crabapple (*Malus* 'Kelsey')
- Japanese Tree Lilac(*Syringa reticulate)*
- Thornless Cockspur Hawthorne (*Crataegus crus-galli* var. inermis)

Local and Arterial Street Trees:

Local and Arterial Street trees may be chosen from any species on the above lists.

Planter Beds/Boxes/Tree Grates

- Planter beds, tree grates and planters shall be as shown on the Streetscape Master Plan. Details and specification shall be added to Appendix A as developed and approved by the City. Appendix A shall be amended as needed.
- Irrigation shall be provided to ensure survival of plant materials. The City shall provide irrigation systems along the Parkway and Destination streets. Unless otherwise approved, all other irrigation shall be the responsibility of the landowner.

Street Furniture

Bike racks, trash enclosures and benches are encouraged on all streets, but will be required on Destination, Connector and Parkways and other streets as shown conceptually on the Streetscape Master Plan.

Bike racks shall be the standard bike rack (see Appendix A for specifications).

Trash enclosures shall be the standard trash enclosures (see Appendix A for specifications).

Benches shall be the standard bench (See Appendix A for specifications). Benches shall be grouped in twos that face each other and provide an opportunity for an outdoor conversation space.



Alternative bike rack, trash enclosures and bench designs will be considered on a case-by-case basis. The City will review alternative designs as part of the site plan review and will evaluate these alternatives based on the following:



- Does the design maintain the character of the district?
- Does the alternative design maintain the quality of the standard feature?
- Does the design provide a relationship between the public elements of the streetscape and the building that would not otherwise be possible?

Sidewalks and Boulevard

In the design framework, the term “boulevard” is defined as “the space between the sidewalk and the curb.” The boulevard area provides the required space for public features such as street lights, benches, fire hydrants, street signs, etc. The boulevard will have different characteristics based on the street hierarchy.

The street width and layout within different zones may affect the ability of a particular development to provide the minimum boulevard width and the minimum sidewalk width within the existing public right-of-way. In those cases, the landowner shall provide a permanent public easement over the portion of the sidewalk that is located on private property.

Street Lights

Street lights are owned and installed by Connexus Energy. The streetlight design was developed in conjunction with the City of Ramsey and Connexus (See Figure 2: Master Lighting Plan). The standard street lights are designed to accommodate banner arms should banner signage be desired. The banner arms should be the manufacturer's standard break-away banner arms to ensure safety and minimize maintenance costs. Connexus provides street light maintenance for the City. Connexus bills the City of Ramsey for the cost of installation and maintenance.

The choice of street light was intended to emphasis the pedestrian scale of The COR. Light poles within the public right-of-way should be planned to accommodate banners, flowers, hanging artwork and electrical outlets.

There are three (3) different streetlight types within The COR:

- 24-foot high poles at intersections
- 14-foot high poles at mid-block
- 12-foot high poles at The Draw



The City will ensure that the appropriate streetlights are installed on all public streets as described by the Design Framework. Private developers shall provide parking lot or other project lighting that retains these design objectives. All lighting shall comply with City Code performance standards for lighting. All lighting shall be reviewed by City staff to ensure compliance with the Design Framework and City Code standards described above.

Standards for Outdoor Dining.

Outdoor dining is encouraged as an attractive addition to a pedestrian- and retail-friendly, vital COR. Such dining is encouraged subject to the standards in Section 117-118 of the Zoning Ordinance.

Overall Framework - Parking

Overview

Balancing the realities of car-related necessities (streets, parking and so on) with future transit service and the desired character of The COR is a significant challenge. The goal is to provide adequate parking; both quantity and location, while promoting new strategies that support the overall needs of The COR. Parking will be provided through a combination of on street spaces, off-street surface lots, underground lots and structured ramps to support the mix of uses at the core.

Parking structures should contribute to the overall character and image of The COR. Ramp design should include elements, colors and materials that reflect, or complement surrounding buildings. Liner stores or other street level uses should be integrated into ramp design along important street frontages. The City also encourages developers to wrap the ramp with multi-story uses that will provide commercial and residential opportunities and help to define the street edge.

Guideline Recommendations

Parking guidelines encourage the following:

- Locate surface parking lots away from the major streets, either behind or to the side of primary buildings; surface parking lots along major street frontage are not allowed in the core area
- Minimize surface parking lots in favor of other solutions including underground parking to serve residential buildings, on-street parking to serve retail shops and parking ramps
- Provide a combination of fencing, landscaping and landform to screen parking areas from major streets and important views, soften parking area edges, provide shade, integrate native plantings, offset islands and reduce to 'sea of parking' image
- Create strategies for shared parking between adjacent uses, taking advantage of peak and off-peak cycles, business hours, nighttime activities, special events and other needs
- Provide alternative surfaces for secondary (less frequently used) parking areas including porous pavements, green pavements and so on
- Provide facilities or services that respond to and connect with future transit to reduce required parking, including shuttle/circulator bus, bicycle lockers
- Provide flexibility including hours for on-street parking, security and enforcement practices, permit or metering
- Provide parallel parking on both public and private streets throughout The COR, to add parking and create a traffic calming, pedestrian buffer; Bumpouts are encouraged as a traffic calming measure on all streets within the COR.
- Explore options to integrate stormwater management requirements into parking area design
- Provide parking spaces for typical daily use, satisfying both quantity and location needs through a mix of on street, small surface lot, underground and ramped parking solutions
- Provide options for additional/overflow parking to support holiday traffic and special events including porous pavements, turf parking areas (Netlon and other soil amendments) or shuttle service from nearby parking areas
- Encourage shared parking solutions that target around the clock shifts in destination, audience or take advantage of peak/off-peak hours of operation for various uses within the core area

- Promote municipal parking ramps as the primary facility to meet public parking needs within the core area
- Discourage driveway access to parking facilities along Arterial, Destination and Parkway streets, in favor of side streets.

Objectives



The primary objective is to provide a balance of surface lots, on-street and structured parking, with ample quantities and close proximity to serve the mix of uses in The COR. The Design Framework anticipates the construction of a total of 3 parking structures in COR1 to serve the needs of the area by providing structured parking that can be shared among users, allow developers to maximize the development on each individual lot. As discussed later in this section, sizing and timing of the structured parking will be finalized as the area develops and parking demand grows. In addition to providing adequate space, excellent design is a major factor as well. The framework for The COR encourages creativity, innovation, quality and attention to detail in every aspect of project development, including parking solutions. Photographs throughout the Design Framework suggest some of the many possibilities.

Figure 3: Streetscape Master Plan

Figure 4: Parking District Map

Minimum Standards

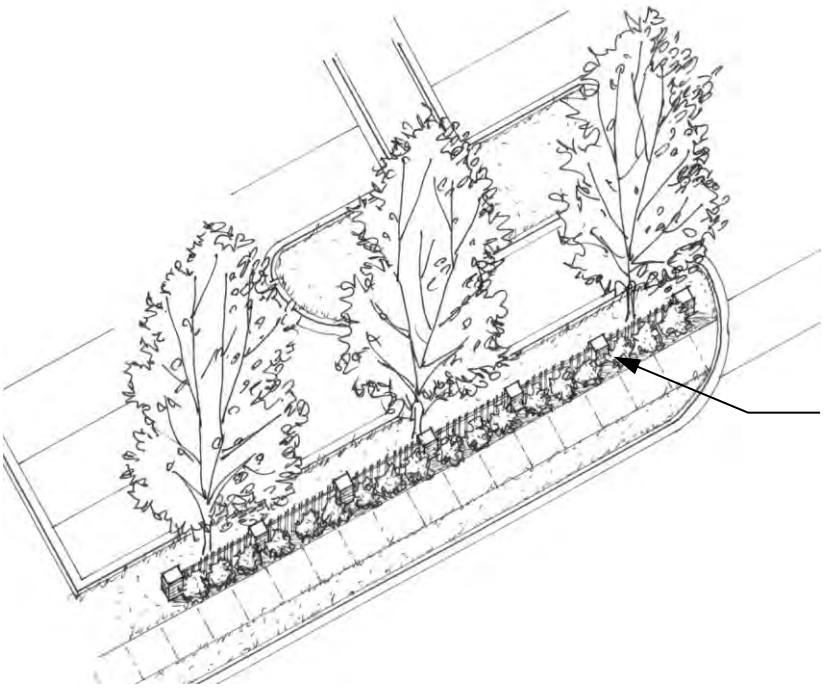
Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public street parking and reduction allowances for the proximity to the transit station. A parking plan has been prepared to identify the planned number, location, sharing arrangements and public use (see Figure 3: Streetscape Master Plan and Figure 4: Parking District Map). The parking plan provides information that can be used to help address longer term parking arrangements where the possibility of use conversion or building expansion exists. Parking shall be provided under any of the following arrangements:

A. No parking shall be located between the front of the principal structure and the street on parcels abutting Destination and Downtown streets in COR1.

B. Not more than fifty (50%) percent of the parking shall be located in front of the principal structure and the street on parcels abutting Arterial, Parkway, Connector and Local streets.

    1. In the COR2 district, developments may be allowed more than fifty (50%) percent parking in the front yard, provided all other design standards have been met, including the use of a wall, railing, hedge or combination to create a street edge and screen parking.

C. Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line required for the property. The amount of required screening may vary by sub-district and street frontage and is described in Part Two of this document.



Landscaped edge that combines fence with trees, low shrubs and ground cover for parking lot screening and buffering along sidewalk to screen parking

D. No parking spaces shall be located on corner lots at the point of street intersections.

E. Shared parking in COR1 will be accomplished through a Parking Use and Maintenance Agreement (PUMA).

F. Off-street parking in the COR2 and COR3 sub-districts shall be secured for public use through parking easements and other appropriate conveyances. Shared parking arrangements between nearby uses are encouraged in both sub-districts.

1. The City may approve joint parking for one or more businesses where the total number of parking stalls provided for joint use is less than the sum of the total required for each business should they provide them separately. The applicant must demonstrate the feasibility of the arrangement in a written report. Such a permit shall not be granted except when the following conditions are found to exist:
    i. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300') feet of such parking facilities, excluding public rights-of-way.
    ii. Conflict in Hours. The applicant shall demonstrate in documented fashion that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
    iii. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as

to title of grantors or lessors, and in a form and manner of execution approved by the City Attorney, shall be filed with the City Clerk and recorded with the Anoka County Recorder or Registrar of Titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City or the interim use permit shall be considered null and void.

G. On-street parking adjacent to buildings shall not be used for the purposes of calculating parking requirements.

H. Within the COR-4 sub-district, parking on individual parcels serving individual uses may be provided if designated and approved as part of the master plan.

I. Within all sub-districts, a minimum driveway length of twenty-five (25') feet is required to limit conflicts between vehicles parked in the driveway and street or sidewalk users.

J. In order to ensure the pedestrian orientation of the COR Districts, minimum/maximum on-site parking standards are set based on the following table:

Table 1

Use		Minimum number of parking stalls	Maximum number of parking stalls*
Retail		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Restaurants		1 per each 2 seats	1 per each 1 seats.
Offices		2 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Medical offices, clinics		2 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Health clubs		3 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Theaters, places of assembly		1 per 5 seats	1 per 3 seats
Residential			
	Attached or detached	1 per unit	2 per unit
	Multifamily units	1 per unit	2 per unit

*If a parking structure is provided on site, maximum parking stalls do not apply.

K. Non-Specified Uses. For uses not specifically listed above, off-street parking requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. In such cases, the Zoning Administrator shall also consult off-street parking reference materials including, but not limited to, manuals prepared by the American Planning Association and Institute of Transportation Engineers.

L. Handicap Parking. The size, number, and location of stalls reserved for handicapped parking shall be provided and identified as required by applicable regulations. These spaces are included in the computation for the minimum parking space requirement.

M. Change in Land Use. When the site intensity or use of a building and/or property is increased with consequential effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

N. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

O. Transit Service Reduction. The minimum number of parking stalls required on site may be reduced by 10% for any parcel located within ¼ mile of a transit stop. To qualify for this reduction, the transit stop must provide regular service on all days of the week and direct pedestrian access must be provided between the building and the transit stop.

P. Bike Racks. In addition to the bike racks provided as part of the streetscape, individual businesses are encouraged to provide bike racks for customers. Bike rack locations will be reviewed and approved by the City as part of the site plan review.

Q. Increase to Maximum Required Parking. If additional parking is sought to exceed these maximum requirements, a conditional use permit can be sought to increase maximums up to twenty-five (25%) percent.

    1. In the COR-2 sub-district, an increase of twenty-five (25%) percent in the maximum number of parking stalls is permitted without the issuance of a conditional use permit if approved as part of the site plan.

R. In the COR1 sub-district, a PUMA (Parking Use and Maintenance Agreement) shall be applied to all development as follows:

    1. It is the City's intent to maximize development on individual lots. In order to help landowners accomplish this goal, the City will develop public parking ramps, which will be available for public parking within The COR. In order to minimize the amount of the site required for parking, the landowner may choose to enter into the PUMA for utilization of the public parking ramps to meet all or a portion of their minimum parking requirements.

    2. Each development shall be subject to a PUMA that specifies that each property in the COR1 shall be financially responsible for its proportionate share of a shared parking facility. The proportionate share shall be determined on the basis of the property's off-street parking needs, as determined by the parking requirements of Item J above.

3. The City shall establish fees by ordinance. The developer shall be responsible for payment in an amount equal to the value of the required parking on a per-stall price basis for ramp parking through the PUMA. The City will determine the appropriate contribution.

4. Funds collected by the City shall be deposited in a special fund used only to acquire and/or develop off-street parking facilities for the COR. Financial responsibility shall cover the construction and continuing maintenance of the parking facility.

5. The parking facility may be constructed and maintained by the City or by a private management entity acceptable to the City.

Private Streets

Private streets may be allowed within residential subdivisions, subject to the standards in Section 117-112 (e)3.b. of the Zoning Ordinance.

Loading Areas

A. Loading areas and docks shall be located in the rear of the building.

B. Loading areas shall not be located in the front yard and shall be fully screened from public streets, public parks and residential areas through landscaping and building design measures.



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Overall Framework – Building Design

Overview

The COR Development Plan 5.03 identifies the preferred mix and approximate location of a variety of land use types. Together with the Zoning Code, this Design Framework focuses on the following overall objectives:

- Promote vertical and horizontal mixed use (within a building, within a block, within a district)
- Provide a variety of housing types, styles, pricing
- Encourage increased density in and around the central core area
- Promote an interesting mix of building styles, scales and massing for each sub-district
- Support creative, innovative, high quality design solutions as the benchmark for success
- Integrate mix of uses with public green space within each district
- Provide a variety of commercial types
- Mix residential and commercial uses to promote street-level activity throughout the day

Guideline Recommendations

The mix of land uses in The COR will encourage activity during the day and into the evening and nighttime hours. As a focus of commerce, employment, recreation and housing, The COR resembles a small to medium size Midwestern downtown in scale and character. Land uses are intentionally mixed, to bring shoppers and workers into the area during the day and attract new residents and visitors to entertainment venues in the evening.

The civic component of The COR, anchored by City Hall, Police Station and variety of public spaces and squares, adds an important element to the land use mix and brings a level of authenticity to the district.

Objectives

- Encourage vertical mixed-use in the core with housing and office space over retail uses along the street, particularly in the center of the district.
- In residential districts, particularly closer to the core, a limited amount of retail uses will be encouraged to service residents and provide nearby places to gather.
- Promote innovative models for housing that include a mix of townhomes, flats and lofts within single buildings or on the same block.
- Accommodate larger, 'big box' retailing and auto-oriented uses within the COR2 sub-district only if innovative design approaches are used including two story buildings, use of liner stores facing the street, minimal blank walls, creative parking strategies, etc.
- Where similar uses create a 'family' or campus of buildings (e.g. medical campus), buildings should reinforce the street edge and parking should be set within the core of the block.
- Uses shall promote pedestrian friendly streets, contributing to street level activities and overall visual character of each district.
- All uses should reinforce the street edge.





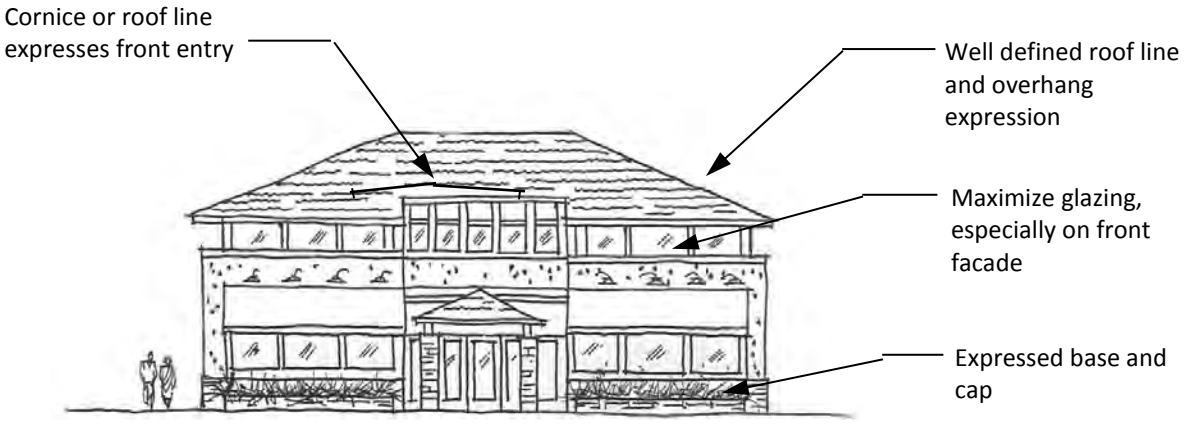
Architectural Overview

High quality architecture is an essential component in fulfilling the objectives of the Design Framework. Rather than prescribing a particular style, these architectural guidelines are intended to encourage an integration of both traditional and contemporary design. Architectural designs should provide a consistent quality, measured, to a great degree, by the pedestrian experience along the street and by an architectural expression that provides character without being thematic, obtrusive, or artificial. Architectural character should strive to be authentic and varied, but not 'thematic'.

Architecture Recommendations

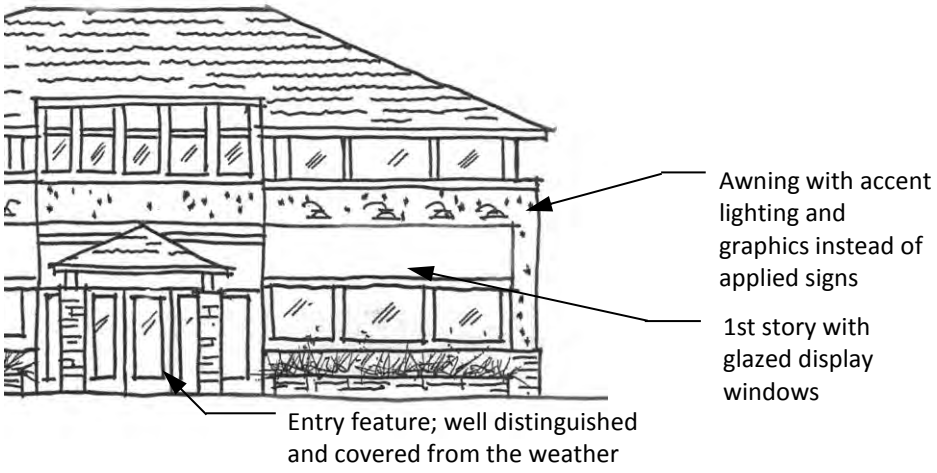
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

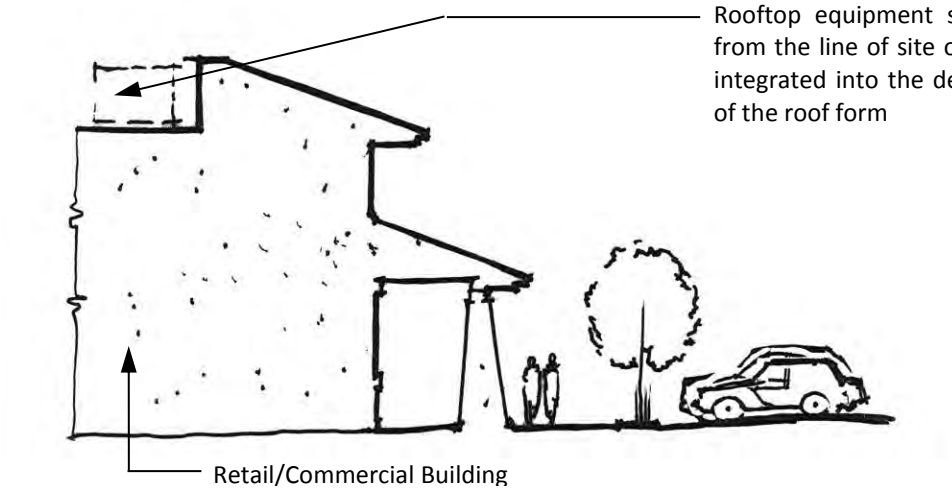
- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience



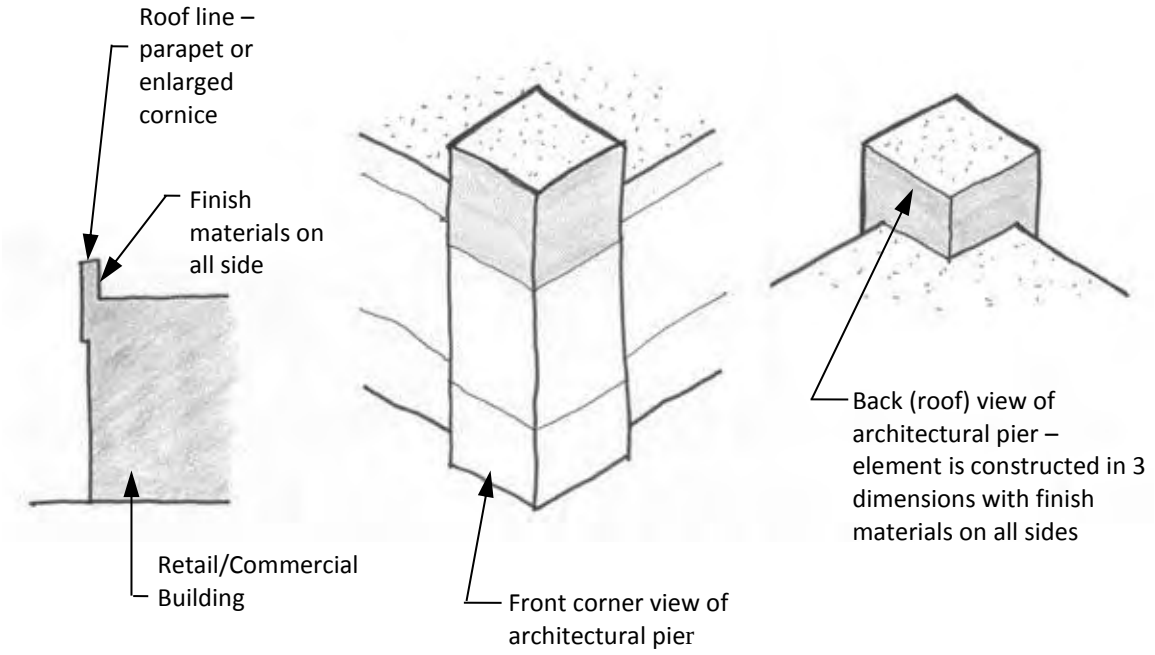
- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment venues, civic structures and other COR uses
- Use of high quality materials, suggesting a preference toward native materials and masonry elements, with respect for local building techniques
- Building location is as important as building style; special architectural elements, character, transparency and a higher level of materials and detailing should be used to highlight key streets and important crossroads throughout The COR
- Buildings should always be located at all four corners of intersections.
    - In the COR2 sub-district, if the City finds that there are unique circumstances where buildings cannot be located on the corner, the City may approve the use of fences, walls or other design elements to create that "street edge"

- Buildings will be located at the street right-of-way line (zero setback), but also allow recessed space for outdoor dining and other street level activities providing some minor deviation for variety
- Greater emphasis should be given to architectural elements, materials and other design features for buildings located at primary intersections, or where streets intersect with parks, such as the streets that front on or end near the Municipal Plaza. These locations can often be seen from several directions, perhaps terminate a view from a distance down the street or sit at a prominent node; They will likely become future landmarks or helpful orientation/wayfinding icons as The COR develops
- Encourage both vertical mixed use (within each building) and horizontal mixed use (within each block) throughout this district
- Include a mix of housing, civic, retail, restaurant, entertainment, performance and other uses that encourage a variety of activities throughout the day.
- Minimize openings between buildings, although limited driveway access and some provision for pedestrian connections through blocks are encouraged – gaps between buildings to accommodate surface parking lots, greater building setbacks or other purposes are discouraged
- Use recessed entries and windows to create street-level interest, variety and enhance pedestrian scale along street frontage





- Equipment, mechanical systems, transformers, etc. must be screened from view in a way that is integral to the architecture of the building. Screening should be accomplished with materials similar to or compatible with materials used on the main structure; metal fencing or mechanical vent screens alone are not sufficient.
- Roof lines and cornice details shall be completed in a 3-dimensional manner so that the back of roof features or similar unfinished areas are not visible.



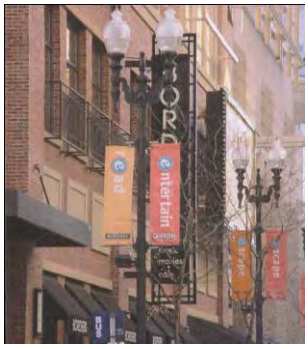
Overall Framework - Signage

Overview

Signage within The COR should provide a system for clear wayfinding for all modes of transportation and should ensure successful business operation while maintaining the design aesthetic of this unique project. These sign standards are intended to allow flexibility and creativity while maintaining the design concepts of The COR. Due to the distinctive nature of The COR, the sign standards from the City Code are not applicable and signage shall be allowed as prescribed by the Design Framework. A Master Sign Plan identifies the location of key sign locations (see Figure 5: Signage Plan).

Guideline Recommendations

The COR development manager shall prepare a Master Sign Plan for the public elements of the project, which are in compliance with the design framework and will be adopted by reference. The Master Sign Plan will specifically address public signs including:



- The three (3) off-site community signs
- Banner signs on light poles
- Signage for public parks
- Signage for public parking ramps
- Signage for public buildings
- Community kiosks

Objectives

Signage should be used as a tool to help identify businesses and neighborhoods with The COR and should have elements that are focused on the pedestrian nature of The COR as well as the signage needs for businesses.

- Signage and lighting which is integrated into the design of the building is encouraged.

Definitions

Awning Sign means a sign incorporated into or attached to an awning.

Community sign means an off-site sign identifying the development name and key tenants. Community signs may also include public information. Reader boards are allowed to be incorporated into community signs within The COR. Gateway and kiosk signs are part of this category.

Temporary Sign means a sign which is erected or displayed for a limited period of time and not affixed to a Minnesota State Building Code approved structure.

Project sign means a freestanding area identification sign which identifies a single-family or multifamily residential subdivision, a commercial development or an industrial park or office park and which is located on the same site as the development it identifies. A site shall be identified as the block in which the use is located.

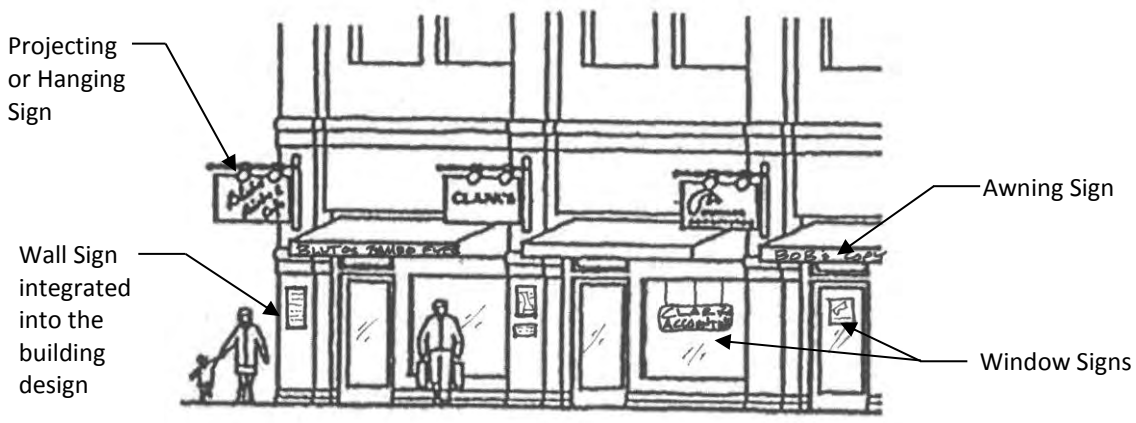
Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

Public Realm/Streetscape sign means any sign erected and maintained by public officials or public agencies, or approved and authorized for use by state or local governmental authorities.

*Sandwich Board Sign*s means a self-supporting, freestanding temporary sign with only two (2) sides that are situated adjacent to a business with the intent to attract pedestrian traffic to businesses. Sandwich board signs are not meant to be read by vehicular traffic.

Wall sign means any sign which is affixed to a wall of any building. This definition includes individual letter signs and signs on mansards.

Window sign means a sign installed inside a window, or any sign placed within a building for the purpose of being visible from the public right-of-way. This does not include merchandise on display.



Pedestrian-Oriented Tenant Signs

Figure 5: Signage Plan

Standards

Public Realm/Streetscape Signs

The pedestrian oriented nature of The COR requires unique signage the will build on the design concepts for The COR. These types of signs in include banner signs on the streetlights, kiosks, street signs, wayfinding signs, signage for public parking ramps, etc. As the design concept for The COR has been refined, so has the signage plan. The Master Sign Plan is included as Appendix B. Size, location, and construction specifications of these signs shall be determined by the Master Sign Plan, which must be approved by the City Council, after a recommendation by the Planning Commission. Careful foresight has been given to size of signs based on needs of the adjacent roadways in order to maintain adequate safety standards that may otherwise be compromised by poor design. Roadways with higher speeds warrant larger lettering to maintain safe travel.

Community and Gateway signs

Community signs include are planned to include three (3) signs on Highway 10, as shown on the Signage Plan (see Figure 5: Signage Plan). The signs include the existing Community Sign near the future transit plaza, the sign at the northwest corner of Highway 10 and Ramsey Boulevard and the planned sign at the northwest corner of Highway 10 and Armstrong Boulevard.

Gateway signs are planned at multiple locations at entrances to The COR from major roadways, as shown on the Signage Plan. General gateway signs may identify The COR only. Retail Gateway signs may include provisions for off-premise, tenant sign panels.

These off-site signs, part of a unified development, are allowed as shown on the signage plan and shall have consistent materials and colors. Community and Gateway Signs shall conform to the design of the Master Sign Plan. Tenants within the unified development shall be allowed to utilize tenant panels on the Community and Retail Gateway Signs.

Amendments to the Master Sign Plan and Approved Community Signs. As the Master Sign Plan is adopted as part of the zoning ordinance, and has the effect of being a zoning ordinances, amendments to the Master Sign Plan must be processed by Ordinance and approved by City Council after review and recommendation by the Planning Commission.

Sign Type	Allowable Size	Architecture	Allowable Height
Community Sign	300 Square Feet	Per Appendix B	30 Feet *
Gateway Sign	50 Square Feet	Per Appendix B	10 Feet
Retail Gateway Sign	150 Square Feet	Per Appendix B	12 Feet
Community Kiosk	32 Square Feet	Per Appendix B	10 Feet*
Parking Ramp Signage	100 Square Feet	Per Appendix B	(Wall Signage)

* From highest point of adjacent road centerline



Desirable signs are designed to be architecturally compatible with buildings within the development and other signage within the development

Project Signs

Project signs are permitted within all COR sub-districts.

One (1) freestanding sign is allowed per building, provided that the following standards are met:

A. The building in which the advertising business is located, shall be set back a minimum of six (6) feet from a public street right-of-way.

B. The area of each face of the signboard shall not exceed six (6) square feet and the signboard shall not have more than two (2) readable faces. The signboard may exceed six (6) square feet, but not more than 32 square feet, provided that the sign consists of individual letters, without internally illuminated box letters. Lighting may be achieved through 'halo' lighting effects.

C. The height of the top of the signboard, or of any posts, brackets, or other supporting elements shall not exceed six (6') feet from the ground.

D. The signboard shall be constructed of wood, acrylic, aluminum or metal and shall be architecturally compatible with the style, composition, materials, colors and details of the building.

E. No part of the sign shall encroach on the right-of-way and its location shall not interfere with pedestrian or vehicular circulation.

F. Limited to one (1) sign per building and shall not be in addition to wall-mounted, applied letter or projecting signs.

G. The readable faces of the sign shall be perpendicular to the adjacent street.

In the COR2 District, the following signage shall be allowed:

A. Ground sign. There shall not be more than one (1) ground sign for each parcel. The gross surface area of a ground sign shall not exceed one hundred (100) square feet for each exposed face nor exceed an aggregate gross surface area of two hundred (200) square feet. Ground signs may be shared and combined at areas of shared entrances for multiple users. Shared ground signs shall not exceed 150 square feet. A shared sign shall be allowed for each entrance to the site (defined as bordered by public streets).

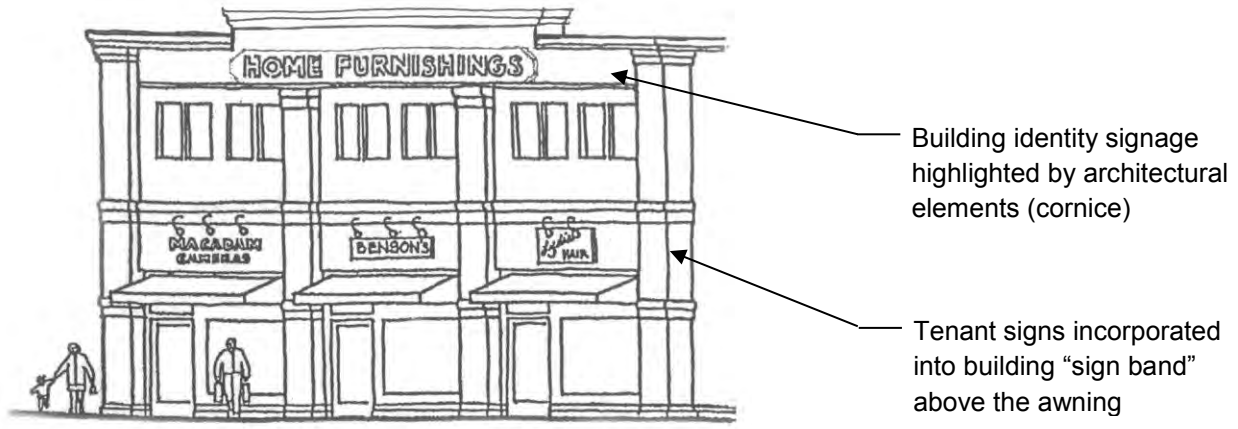
B. Menu board. One (1) on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of thirty-two (32) square feet each and a maximum height of three (3) feet. Menu boards are allowed a message on one (1) side only and cannot contain an advertising message.

C. Directional signs.

1. Directional or instructional signs are permitted in accordance with Section 117-463(l).

2. Parking lot directional signs designating parking area entrances and exits are limited to one (1) sign for each entrance and/or exit and shall not exceed four (4) square feet for each exposed face. Parking lot directional signs shall not project higher than five feet (5') in height, as measured from the established grade of the parking area to which such signs are accessory.

3. Parking lot instructional signs designating the conditions of use or identification parking areas shall not exceed eight (8) square feet and shall not project higher than ten (10) feet in height for wall signs and seven (7) feet in height for ground signs, as measured from the established grade of the parking area to which such signs are accessory.



Wall Signs

Wall signs are permitted within all COR sub-districts.

Wall signs shall be permitted on one (1) wall, except that lots with frontage on more than one (1) street may have signage on one (1) wall per street frontage.

Within the COR1, COR3, COR4 and COR5 districts, the following standards apply:

A. Wall-mounted or painted signs, provided the following standards are met:

1. The sign shall be affixed to the front facade of the building, and shall project outward from the wall to which it is attached no more than six inches (6").

2. Single Tenant Buildings. Each building shall be allowed one (1) wall sign per street frontage. Signage must be located on the street elevation. The area of the sign shall not exceed fifteen (15%) percent of the ground floor building facade area. Individual signs may not exceed.

3. Multi-Tenant Buildings.

    a. Each building shall be allowed wall signage on the street frontage elevation. For buildings with multiple street frontages, the allowable signage is per street frontage. Signage must be located on the street elevation.
    b. Each building is allowed wall signage that shall not exceed 5% of the wall area of the building façade adjacent to the street. Individual signs may not exceed 50 square feet.
    c. Tenant signage must be located on the tenant lease space.
    d. At least fifty (50%) percent of the allowed signage must be allocated to ground floor tenants and located on the ground floor.
    e. Signage is limited to a maximum of one (1) sign per business/tenant, except that tenants with frontage on multiple streets may be permitted to have signage on each street frontage.
    f. Multi-tenant buildings must have wall signs of similar design. Sign permits for

tenants in multi-tenant buildings shall only be permitted by the City after the building owner has submitted a comprehensive sign plan approved by the Zoning Administrator. The comprehensive sign plan for the building shall include similar design standards including sign material, color, style, spacing and size.

4. Signs for buildings facing Highway 10. Single or multi-tenant buildings that have frontage on Highway 10 or are separated from Highway 10 only by other public right-of-way, shall be allowed to have signage on that street elevation that is up to fifteen (15%) percent of the wall area of that building façade with no maximum square footage.

B. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses, provided the following standards are met:

1. The sign is located next to the entrance.

2. The sign shall project outward from the wall to which it is attached no more than six inches (6").

3. The sign shall not extend above the parapet, eave, or building facade.

4. The height of the lettering, numbers, or graphics shall not exceed twelve inches (12").

5. One (1) such sign is allowed per public building entrance and is allowed in addition to other permitted wall signage.

C. Applied letters may substitute for wall-mounted signs, if constructed of painted wood, painted cast metal, bronze, brass, acrylic or black anodized aluminum. The height of applied letters shall not exceed 12 inches.

D. Logos are considered signs and shall be included in the maximum allowable sign area.

E. Window or door signs, provided that the following standards are met:

1. The sign shall not exceed ten percent of the window or door area or four (4) square feet, whichever is less.

2. The sign shall be silk screened, hand painted, applied letters/graphics, neon tubing or other sign technologies that meet these standards.

3. Limited to one (1) sign per business, applied on either the window or the door, but not on both.

4. The sign shall not have an opaque backing of any type although smoked glass is allowed.

5. Window signage (includes graphics) shall be permitted on the same building walls that have, or are allowed to have, wall signage pursuant to Item A above. Window signage

shall be deducted from the allowable wall signage area.

Within the COR2 district, where more conventional suburban development is expected, rather than the neo-traditional development planned for the other COR sub-districts, the following standards apply:

A. Wall, canopy or marquee sign. Total sign area may not exceed 15 percent of the front building facade. At least 50 percent of the signage area must be placed on the measured wall with remaining signage area, if desired, distributed on any other wall. Sign height shall not exceed the top of the parapet wall or, if no parapet wall, sign height shall not exceed the height of the eaves. The gross surface area of a wall, canopy or marquee sign may be increased by ten percent if such wall sign:

    1. Consists only of individual, outlined alphabetic, numeric and/or symbolic characters without background except that provided by the building surface to which the sign is to be affixed;

    2. Illumination, if any, is achieved through shielded illumination, shielded silhouette lighting, or shielded spot lighting but not any lighting where the light source is visible or exposed on the face or sides of the characters; and

    3. A wall, canopy or marquee sign may be located on the outermost wall of any principle building but shall not project more than 16 inches from the wall to which the sign is to be affixed. A wall sign shall not project higher than the parapet line of the wall to which the sign is to be affixed.

B. Window signs are restricted to 30 percent of the area of the window in which the sign is to be displayed.

In all COR sub-districts, restaurants and cafes shall be permitted one (1) wall-mounted display featuring the actual menu as used at the dining table, to be contained within a shallow wood or metal case and clearly visible through a glass front. The display case shall be attached to the building wall, next to the main entrance, at a height of approximately five feet (5’), shall not exceed a total area of two square feet, and may be lighted. This signage is allowed in addition to other permitted wall signage.

Projecting Signs

Projecting signs are permitted within all COR sub-districts.

Projecting signs, including graphics or icon signs, mounted perpendicular to the building wall, are encouraged in all sub-districts, provided the following standards are met:



A. The sign area shall not exceed thirty-two (32) square feet.

B. The distance from the ground to the lower edge of the signboard shall be ten feet or greater.

C. The height of the top edge of the signboard shall not exceed the height of the wall from which the sign projects, if attached to a single story building, or the

height of the sill or bottom of any second story window, if attached to a multistory building.

D. The distance from the building wall to the signboard shall not exceed six inches (6”).

E. The width of the signboard shall not exceed three (3) feet.

F. Limited to one (1) sign per business. Projecting sign area shall be deducted from the allowable wall signage area.

G. Granted to ground floor commercial uses only.

Awning Signs

Awning signs are allowed in all COR sub-districts. Awning signs are allowed for ground floor uses only, provided that the following standards are met:

A. If acting as the main business sign, it shall not exceed 24 square feet in area.

B. If acting as an auxiliary business sign, it shall be located on the valance only, shall not exceed four (4) square feet in area, and the height of the lettering, numbers, or graphics shall not exceed four inches (4”).

C. Limited to two such signs per business, per frontage.

D. If acting as the main business sign, it shall not be in addition to a wall-mounted or applied letter sign.

Sandwich Board Signs

Sandwich board signs are permitted within all COR sub-districts.



A. One (1) sandwich board sign per business is permitted in any business, commercial and mixed use district and shall be located within five feet (5’) of the main building entrance to the business it advertises.

B. Sandwich board signs shall be displayed only during open business hours and must be removed daily.

C. Sandwich board signs shall be no more than a total of two feet (2’) in width and three feet (3’) in height

D. Sandwich board signs must leave a minimum of five feet (5') of clearance for pedestrian access if placed on a public or private sidewalk. Sandwich board signs may not hinder the ability of persons to access vehicles parked at the curb and/or access to a building.

E. Acceptable materials for sandwich board signs shall include the following: metal, wood synthetic materials such as a chalk board and whiteboard. Sandwich board signs shall not be illuminated, nor shall they contain moving parts, or have balloons, streamers, stringers, pennants or similar adornments attached to them. Sandwich board signs shall be maintained in a good appearance at all times.

F. No sandwich board sign shall be secured, tethered or installed on traffic devices, utility equipment, street furniture, street lights, or any other public fixture.

G. Sandwich board signs are temporary signs and shall not be counted towards the total sign area of the site for permanent signage.

Temporary Signs

Temporary signs are allowed per Section 117-465 (Temporary signs) of the Zoning Ordinance, except as noted below:

A. Freestanding temporary signs shall only be allowed in the COR2 and COR3 Districts.

B. In all other COR districts, temporary signs shall be limited to temporary sandwich board signs or temporary wall signage, without interchangeable letters.

C. Real estate and leasing signs shall be exempt from temporary and permanent sign regulations, provided that these signs do not exceed thirty-two (32) square feet.

Off-Site Signs

Off-site signs are prohibited except for wayfinding and community signage specifically allowed by the Design Framework.

Table 2

Sign Standards					
Development Standard	**COR1**	**COR2**	**COR3**	**COR4**	**COR5**
Project Signs					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign (maximum)	6 sq. ft./6 feet high***	100 sq. ft./6 feet high	6 sq. ft./6 feet high***	6 sq. ft./6 feet high	6 sq. ft./6 feet high
Menu Board**	N/A	1 per drive-through lane/40 sq. ft. max.	N/A	N/A	N/A
Directional Sign	N/A	Per 117-463(I)	N/A	N/A	N/A
Wall Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign					
Single Tenant Building	15% of the ground floor façade area, -or- 15% of the front façade area when facing Highway 10.	15% of façade area	15% of the ground floor façade area,	5% of the ground floor façade area,	5% of the ground floor façade area,
Multi-Tenant Buildings	15% of the façade area,	15% of façade area	15% of the façade area,	15% of the façade area,	15% of the façade area,
Building Facing Highway 10	15% of the façade area	15% of façade area	15% of the façade area	15% of the façade area	15% of the façade area
Window Sign					
Number of signs allowed	1	1	1	1	1
Size of Sign	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	30% of area of window. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.	10% of area of window or 4 sq. ft., whichever is less. Deducted from allowable wall sign area.
Directory Sign					
Number of signs allowed	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance	1 per building entrance
Size of Sign	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum	3 sq. ft. maximum
Projecting Sign					
Number of signs allowed	1*	1*	1*	1*	1*
Size of Sign	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide	6 sq. ft./3 feet wide
Awning Sign					
Number of signs allowed	2 per business	2 per business	2 per business	2 per business	2 per business
Size of Sign	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.	24 sq. ft./max. letter height 12-inches for main business sign or 4 sq. ft./max letter height 4-inces if auxiliary. Area is deducted from allowable wall sign area.

*One (1) sign is allowed per street frontage (either wall or project)

**Restaurants and cafes in all districts are allowed one (1) wall mounted menu board not to exceed 2 sq. ft. in addition to other permitted wall signage.

***See Page 32, 'Project Signs' for allowances up to 32 square feet.

Additional standards

A. Businesses with service entrances may identify these with one (1) wall-mounted or applied letter sign not exceeding two square feet.

B. One (1) directional sign, facing a rear parking lot. This sign may be any type of permitted sign other than a freestanding sign, but shall be limited to four (4) square feet in area.

Creative Sign Standards

A. *Purpose.* This section establishes standards and procedures for the design, review, and approval of creative signs. The purposes of this creative sign program are to:

1. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.

B. *Applicability.* An applicant may request approval of a sign permit for a creative sign to authorize onsite signs that employ standards that differ from the other provisions of this chapter but comply with the provisions of this section.

C. *Application Requirements.* A sign permit application for a creative sign shall include all information and materials required by the City.

D. *Procedure.* A sign permit application for a creative sign shall be subject to review and approval by the City as part of the Site Plan review process. When the creative sign is proposed after site plan review is complete, a creative sign may be approved by the Zoning Administrator when the proposed sign is fifty square feet or less, and shall be approved by the City Council when the sign is larger than fifty square feet.

E. *Design Criteria.* In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:

1. Design Quality. The sign shall:
    a. Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
    b. Be of unique design, and exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
    c. Provide strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.

2. Contextual Criteria. The sign shall contain at least one (1) of the following elements:
    a. Classic historic design style;

b. Creative image reflecting current or historic character of the City;
c. Inventive representation of the use, name, or logo of the structure or business.

3. Architectural Criteria. The sign shall:
   a. Utilize or enhance the architectural elements of the building; and
   b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.

4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

Prohibited signs

The following signs are prohibited:

A. Box signs or cabinet signs, whether on a wall, projecting or on canopies are prohibited except for logo signs permitted as part of an overall sign plan.

B. Signs employing mercury vapor, low pressure and high pressure sodium and metal halide lighting; plastic panel rear-lighted signs.

C. Signs on roofs, dormers, and balconies.

D. Billboards.

E. Signs painted or mounted upon the exterior side or rear walls on any principle or accessory building or structure, except as otherwise permitted hereunder.

F. Free standing pylon signs over six (6) feet in height, except community signs.

G. Back-lit awnings.

H. Interchangeable letter boards or panels.

I. Flashing signs.

J. Off-premises signs, except community signs.

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Overall Framework – Stormwater Management

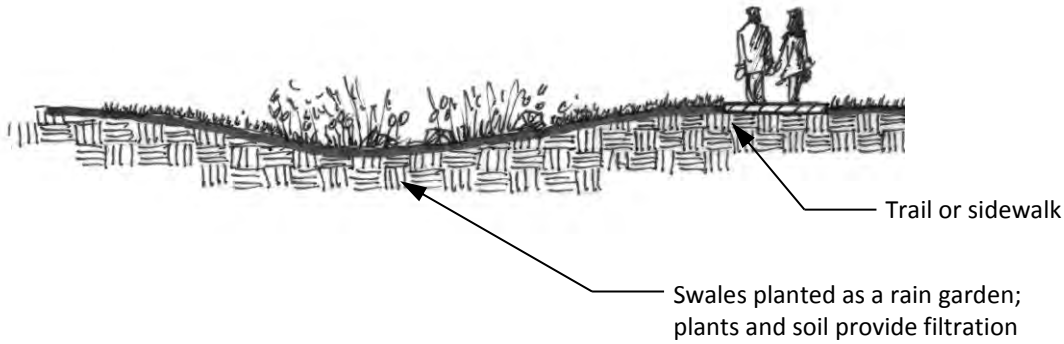
Overview

Water features and drainage systems are essential components of The COR Master Plan. The mix of ponds, streams, fountains and other water elements will provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Because the Mississippi River is a restricted discharge water of the state, and because we are creating a new discharge from this development, each sub-district and each site has a responsibility to utilize 'best management practices' (BMP) to pretreat run-off, reduce erosion and encourage infiltration, with the understanding that regional treatment will be provided. Water elements are not intended to be separate stand-alone features, but instead should be integrated with the variety of parks, trails and public open space proposed for The COR. Water and landscape should be designed and utilized within multipurpose areas that accommodate both active and passive recreational use.

Objectives

Integration of water and landscape, design creativity, use of high quality materials and safety concerns are the critical objectives to be met – the following examples illustrate only a few of many possibilities:

- Innovative new products, such as special soil systems (Netlon, structural soils), pervious pavements for parking areas, storm ceptors, underground storage and other creative techniques should be used to BMP standards
- 'Green architecture', expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems
- Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds, streams, waterfalls) and should explore creative ways to integrate wetland/rain garden landscapes with active, urban spaces.



Guideline Recommendations

This framework not only defines the overall role and character of The COR, but also encourages each development parcel to address the following:

- **Create** signature water features (ponds, pools, fountains, waterfalls, etc.) as major visual amenities throughout The COR
- **Promote** high quality, creative and appealing aesthetics for all system elements
- **Integrate** stormwater management components (meeting both water quality and quantity requirements)

A great deal of time and effort has gone into the calculation and design of a 'watershed-based' stormwater management plan to support COR development. While this overall strategy addresses the water quantity issue for the entire COR by providing storage and conveyance facilities for storm events, individual development projects (block-by-block) have an equal responsibility to meet water quality standards as a primary goal. Each project should integrate a variety of techniques, materials and methods to promote multiple use, maximum flexibility, improved aesthetics for parking areas, park spaces, drainage swales and other site features.

Overall Framework – Parks/Public Spaces

Overview

The overall design framework of The COR is based on a system of linked parks, trails and open space. The City of Ramsey, Anoka County, and to some extent, the State of Minnesota all play a role in local and regional parks programming, design review, construction sequencing, implementation and ultimately maintenance and operation of key public spaces within this framework. The goal is to link existing and proposed parks and trails defined in regional park plans with proposed new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this network of green, adding a variety of private, semi-private, and perhaps some additional public space throughout The COR. Private development will share the responsibility to provide inviting, innovative and useable green space as integral parts of individual parcel site design.

Guideline Recommendations

The Design Framework encourages the following:



- Work with the City to create an integrated, comprehensive open space system that links with existing city and county trails and open space networks
- Encourage private development (block-by-block) to share in the responsibility to provide inviting, innovative and useable green space as integral parts of each development project
- Integrate stormwater management components (meeting water quality and quantity requirements) within both public / private park and open space improvements

Together, the system of public and semi-public green space will result in a welcoming public realm throughout the new community.

Objectives

Based on the Development Master Plan for The COR, a variety of public and private green space is proposed including:

- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the demands of adjacent, or nearby buildings. Elements such as gardens, gazebos and fountains should characterize these more intimate public spaces.
- At the neighborhood scale, parks will provide space for more active recreation, and should be flexible enough to accommodate a variety of recreational activities.
- Playgrounds, game fields and park buildings are park amenities that will target a wider user demand from the surrounding community.

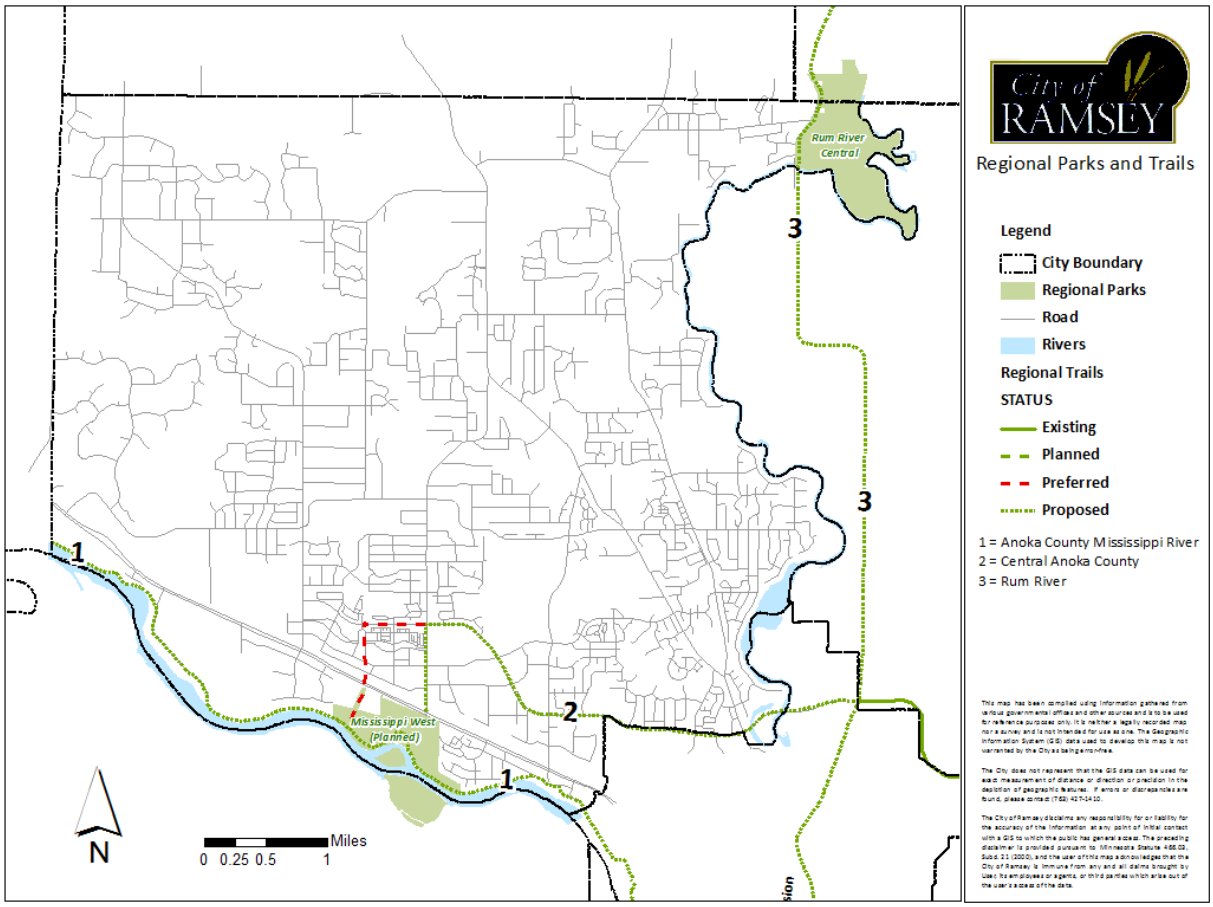


- The Municipal Plaza will connect with all other parks and open space elements, providing a focal point for activity and a sense of place. Gardens, public pavilions and shelters, play lots and open play fields are amenities that will provide built-in flexibility to meet the demands of both the local population and regional visitors to The COR.

Regional Systems

The COR is the heart of several regional systems that are either located within or adjacent to The COR. These regional systems include the Northstar Commuter Rail, the Central Anoka County Regional Trail, the Mississippi West Regional Park, and the Mississippi River Trail.

A number of these systems have a pedestrian component. As such, Ramsey desires to locate the future Central Anoka County Regional Trail through the heart of The COR, along Center Street. The map below indicates Ramsey's preferred route for this trail. As this trail requires crossing Highway 10, it is imperative that a safe, grade-separated crossing is realized. This pedestrian overpass is envisioned to be connected to the Northstar Commuter Rail – Ramsey Station, and has been named the 'Mississippi Skyway'.



Part Two: Sub-district Framework

Overview

The Master Plan and Zoning Ordinance identify five (5) distinct sub-districts within The COR. Each of these sub-districts is defined by a unique mix of uses, specific site development patterns and perhaps a distinctive character or image. The sub-districts complement one another as part of the overall plan. The sub-districts are shown the attached Sub-district Map (**Error! Reference source not found.**). They include:

- **COR1 Mixed Use Core** – provides the broadest variety, highest density and greatest intensity of development, encouraging both vertical and horizontal mixed use
- **COR2 Commercial** – provides a location for larger scale retail and other auto-orientated commercial uses
- **COR3 Workplace** – provides a location for uses with high concentrations of employees, such as medical/technology related office, and other corporate or institutional uses
- **COR4 Neighborhood** – provides opportunities for a range of housing types from small lot single family to townhouse, to high density senior or rental apartment
- **COR5 Park and Open Space** – preserves environmental features and provides neighborhood/community amenities throughout The COR

Development plans must respond to the overall COR Design Framework described in Part One of this document, but also must address the following detailed framework standards for each sub-district. To further clarify and illustrate proposed features in the Master Plan, these sub-district guidelines are organized under the following categories:

- Public Realm / Streetscape Framework
- Site Design Framework
- Architectural Framework

In all cases, the sub-district framework must be applied in harmony with the overall COR framework and with other existing city, county, state codes, design criteria, plans and studies that support broader goals for regional growth and development. However, within each district, development standards shall be based, in part, on the street hierarchy established in The COR.

Public Realm/Streetscape

A. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape improvements, such as trails, sidewalks, benches, bike racks, etc., as well as street trees and other greenscape.

B. The landowner shall be responsible for maintenance of the streetscape improvements along adjacent streets. Such maintenance may be managed as part of a Special Service District (SSD) or similar.

Plazas

A. All properties with principal buildings in excess of 30,000 square feet shall be required to have a public plaza space.

B. The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public.

C. These plaza spaces should be visible from the public street.

Architecture

These architectural framework standards provide an important balance between design continuity, desirable variety and the notion that buildings should complement, and perhaps contrast, but not compete with one another. The lasting appeal of the final outcome must be grounded in the authenticity of the design and the acceptable level of 'messiness' that comes with creating a real downtown over time; 'faux' second floors, stage set or themed solutions, and large faceless buildings are not acceptable.



Auto Versus Human Design: Providing rear alleys or side loaded garages enables the home to present itself to the street, which promotes sociability and walkability.

Minimum Standards

Definitions

Build to line: The line at which construction of a building facade is to occur on a lot. The build to line provides a maximum setback for all building facades from the right-of-way or inside edge of the sidewalk, whichever is greater. The build to line applies to all facades abutting a street right of way. Build to line standards are based on the sub-district the parcel is located and the street in which the building is located upon.

Setback: The minimum required distance between a parking lot or the vertical wall of a building and a lot line. Setbacks are typically more flexible than build to lines and allow a building to be set further back from the lot line and street right-of-way.

Requirements:

A. Additional development standards shall be defined within each sub-district.

B. Provide a diverse mix of materials, applied in a variety of proportions, exposures and detailing within a block, or along a street.

C. Buildings should be articulated to break up the mass of the building façade on all elevations. Large blank exterior walls shall be prohibited. Windows are encouraged to be used to break up the mass of the building. Rooflines and building elevations should be articulated to break up the mass of buildings. Buildings must be broken at a minimum of every fifty (50) feet. This variation can be accomplished through one (1) or more of the following:

1. Wall face variations (minimum depth of two (2) feet)
2. Pilasters or columns (minimum depth of two (2) feet)
3. Upper wall break in color and/or materials (minimum of 2/3 up the height of the wall)
4. Wainscot (minimum of four (4) feet high)
5. Canopies (minimum four (4) foot width)
6. Corner and demising wall or building separations



More Desirable

D. Each development application must list building materials, roofing materials and building colors on the plans. Building articulation, mechanical screening by architectural elements and design elements on all building elevations must be identified on the plans. The plans shall be subject to City review and approval to ensure that the design intent of the Framework has been met.



Less Desirable

E. Building materials shall be high-quality durable materials, such as glass, stone, brick, windows, canvas awnings, etc.

1. Use local sources if available
2. Siding is not allowed (vinyl, metal, wood) except as a complimentary use
3. Use clear or lightly tinted glass for all windows and doors – mirrored, reflective or highly tinted glazing is not acceptable
4. Metal and wood components are acceptable as a complimentary, not primary, building material
5. COR1 sub-district buildings shall be primarily brick or a comparable alternative and shall comprise a minimum of fifty (50%) percent of the non-glazed wall area

F. Residential development should provide variety within the subdivision to avoid monotony. Developers will include front porches and windows that face all streets. Corner units shall have more than one (1) window per side of building to help create a sense of place in the community and promote safety on the street.

G. Garage forward or “snout houses” are highly discouraged on all residential development as they dominate the view from the street and sidewalk.

H. All sides of buildings shall have an equal finish in terms of materials and general design.

I. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



J. Building massing shall be oriented parallel to the street frontage of the lot.



K. Trash and recycling areas shall be designed internal to the building.

L. Provide recessed entries wherever possible.

M. Buildings shall have a base and top to the architecture.

N. Multi-story buildings are preferred in the COR1 sub-district, but occasional single story buildings are acceptable; single story buildings should not dominate any street frontage and should be a minimum of twenty (20) feet to the roofline.

O. Maximize glass openings for all ground level, street front façades – especially for retail, restaurant and other commercial uses – fifty (50%) minimum of total ground level façade, or demonstrate great design through other means.

P. Provide real window openings for all street facing façades above ground level in all districts–a minimum of forty (40%) percent of total façade.

Residential uses in COR4 and COR5 must also comply with the following:

A. Location of main entrance

1. A building must include a front porch or covered balcony/patio at all main entrances that face a street. The porch or stoop shall adjoin the main entrance and the main entrance shall be accessible from the porch.
2. The main entrance of each principal building must face the street. On corner lots, the main entrance may face either of the streets or be oriented to the corner. With buildings that have more than one (1) main entrance, only one (1) entrance must meet this requirement.



B. *Porches*: Porches used to satisfy the design criteria shall comply with the following:

1. Porches shall be covered by a solid roof. The roof shall not

be located more than 12 feet above the floor of the porch. If the roof of a required porch is developed as a deck or balcony, it may be flat.

2. The porch shall have minimum dimensions of 6 feet by 6 feet. (6' x 6'). For single-family detached dwelling units, the covered area provided by the porch must be at least forty-eight (48) square feet and a minimum of eight (8) feet wide. If the main entrance is for more than one (1) dwelling unit, the covered area provided by the porch must be at least sixty-three (63) square feet and a minimum of nine (9) feet wide.



C. *Covered balconies/patio:* The covered area must be at least forty-eight (48) square feet, a minimum of eight (8) feet wide, and no more than fifteen (15) feet above grade. The covered area must be accessible from the interior living space of the house.

D. *Openings between porch floor and ground:* Openings of more than one (1) foot between the porch floor and the ground must be covered with a solid material or lattice.



E. Roofs

1. *Slope:* Principal structures must have a roof that is sloped, with a pitch that is no flatter than six (6) units of horizontal run to twelve (12) units of horizontal rise.
2. *Architectural features:* The roof of a principal structure shall include the following architectural details:
   a. At least one (1) dormer facing the street. If only one (1) dormer is included, it shall be at least five (5) feet wide and shall be centered horizontally between each end of the front elevation. If more than one (1) dormer is provided, a dormer at least four (4) feet wide must be provided on each side of the front elevation; or
   b. A gabled end, or a gabled end of a roof projection, facing the street.
3. *Roof eaves:* Roof eaves must project from the building wall at least twelve (12) inches, measured horizontally, on at least the front and side elevations.

THE COR
AT RAMSEY
DISTRICT BOUNDARIES
BOUNDARY LABELS
NORTH
LANDFORM
From Site to Finish
Sub-District Map
Version 6.2
11/07/2012
RAMSEY BLVD.
ARMSTRONG BLVD.
US HIGHWAY 10
LAKE RAMSEY COMMONS
BUSINESS PARK
CITY HALL
FUTURE PEDESTRIAN OVERPASS
FUTURE RIVER CROSSING
WEST MISSISSIPPI REGIONAL PARK

Sub-District Framework - COR1 Mixed Use Core

Public Realm / Streetscape

Public realm and streetscape improvements define the character of The COR and create a memorable signature for the Mixed Use Core sub-district. This is the most urban of all sub-districts in The COR and will be developed with a very urban pattern. Great parks and great streets, encourage intensified levels of activity, support the proposed mix of uses, invite community gathering and accommodate special events throughout the year.

Site Development

Framework standards that address building location, organization of space and parking options tend to focus on what can be measured – dimensions, setbacks, number of spaces and so on. But in addition to these issues, the Design Framework also describes the aesthetic qualities and design character of a preferred 'urban form' for the Mixed Use Core. The compact and higher density blocks that define this sub-district encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. Together these elements will promote the core area as the center of activity – the place to see and be seen within The COR.

Architecture

Buildings in the Mixed Use Core will play a major role in defining the overall character of The COR. The proposed mix of uses for this signature destination suggests the potential for a variety of building types, demanding creativity and innovation to highlight unique architecture, while knitting the entire sub-district together as a coherent whole. Overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 3

COR1 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR2 Commercial

Public Realm / Streetscape

While the Commercial Sub-district encourages a mix of large and small floor plates accommodating auto-oriented uses, this suggests even greater attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. Surface parking lots provide convenient access to storefronts, but present an additional challenge to the overall visual character and aesthetic appeal of this area. While no large public parks are identified for this sub-district, small pocket parks, squares or other gathering spaces are encouraged. A consistent, attractive streetscape is also essential.

Site Development

Site Design Framework for this sub-district focus on a unique opportunity to recast typical commercial development patterns into a contemporary and innovative strategy that responds to overall objectives for The COR. Specifically, this suggests that the majority of buildings front on the primary through streets, with parking and service areas on the side or in the back, away from view. However, the market realities suggest that the types of auto-oriented users in this district will have the potential for larger parking fields and drive-throughs that will make a true urban model challenging. The City will hold all users to this design vision while modifying the COR2 standards slightly to accommodate these types of more typical suburban land uses. A mix of uses within individual blocks, including retail, restaurant and residential, further enhances this model, addresses design character/aesthetics and promotes activity throughout much of the day and evening hours.

Architecture

Buildings in the Commercial Sub-district make a significant contribution to first impressions of The COR. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey a certain character and the scale or massing of structures begins to define the feel or experience of this place. These are not just 'commodity' buildings, but instead should raise the bar in terms of overall design and specific details that make The COR unique, inviting and memorable. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 4

COR2 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum lot depth	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet
Allowable residential density in dwelling units per acre [1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	30 feet as measured from building front to right-of-way[2][3] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)	15 feet as measured from building front to right-of-way[2] (40% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Boulevard Sod	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	6 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least forty (40%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply only to one (1) street frontage.
   1. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.
   2. The City may approve a variation from the required build to line if the applicant provides a street edge consisting of fencing, decorative wall and/or landscaping with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the forty (40%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the

level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the forty (40%) percent required on all street frontages.

Sub-District Framework - COR3 Workplace

Public Realm/Streetscape

The Workplace Sub-district also encourages a mix of large and small floor plate buildings, but instead of commercial or entertainment, this area of The COR is dominated by office and institutional uses. With opportunities for corporate or medical campus development comes the attendant auto-related infrastructure – easy access, bigger streets and large surface parking lots. Once again, this suggests that equal attention be paid to public realm and streetscape improvements that not only accommodate vehicles, but also invite bicycle and pedestrian traffic. The Draw, an active, neighborhood scale, recreational play space has been included in this sub-district, but small pocket parks, squares or other gathering places are also encouraged. In addition, streetscape improvements provide an important public amenity and inviting pedestrian connection to adjacent sub-districts.

Site Development

The mix of medical, office, institutional and other uses in this sub-district suggest the potential for a campus-like arrangement of buildings on some blocks. These blocks would tend to be more internally oriented than in other districts, with driveways, parking lots, courtyards and walkway connections in the center, ringed by buildings around the outside. Buildings would still face adjacent streets, with both primary and secondary entries provided to animate these important façades, particularly along Ramsey Boulevard, Sunwood Drive and Rhinestone Street. While the Workplace sub-district also encourages mixed use, this desired development objective will likely occur mostly within blocks, not within individual buildings as seen in other districts.

Architecture

Buildings in the Workplace Sub-district also make a significant contribution to first impressions as people enter The COR via Highway 10, Ramsey Boulevard and Sunwood Drive. Buildings form gateways at the major entries into the site, architectural elements and choice of materials convey quality and permanence, and the scale or massing of structures begins to define the feel and character of this place. The proposed mix of uses within this sub-district suggest a variety of potential building types – blending medical campus with small office, storefront and some housing -- demands design creativity and innovation to highlight unique architecture, and knit the entire sub-district together as a coherent whole. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 5

COR3 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	40 feet	40 feet	40 feet	40 feet	40 feet	40 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [(1)]	none	none	none	none	none	none
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[(4)]	30 feet as measured from building front to right-of-way[(2)(3)] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	15 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.	2 - 4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. At least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR4 Neighborhood

Public Realm/Streetscape

Two prominent public parks supply much of the informal green space for The COR, and more specifically, provide the valuable park frontage and mix of amenities needed to support housing development within the Neighborhood Sub-district. North Commons surrounds an existing wetland and provides open space for year-round activities including a proposed sledding hill. The sub-district is adjacent to The Draw, which is characterized by wetlands, ponds and a meandering stream channel surrounded by gently sloping hills. Other park features include active and passive recreation areas, natural and manicured landscapes, education and interpretation opportunities, pedestrian and bicycle trails and many other amenities. Tree-lined streets connect these parks to surrounding residential neighborhoods and to nearby parks and amenities throughout The COR.

Site Development

The Neighborhood Sub-district emphasizes residential development. To support the proposed mix of housing, a framework of streets and blocks, based on the traditional grid system, encourages compact development patterns with increasing densities closer to the heart of The COR. Typical blocks either front onto signature parks or include some private green space within the site; many blocks have both. The arterial streets that frame this property, including Ramsey, Armstrong and Bunker Lake Boulevards, provide an important 'face' for this sub-district. Residential front doors will connect with public walks along each of these streets promoting the urban character of The COR.

Architecture

The largest in terms of overall acreage, the Neighborhood Sub-district will define the character and quality of the entire northern half of The COR property. With prominent street frontage along most of the major thoroughfares that serve this site, the variety of choices for building type, architectural style and design detailing are crucial decisions that together will promote a safe and attractive residential neighborhood. Integrating contemporary and traditional styles is also an important consideration, central to the notion that a unique and creative model for housing development will be a signature for The COR. Architecture to be '4-sided' at all locations visible to public areas. Emphasis will be on great design along public street frontage.

Table 6

COR4 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre [1]	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC	4-15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.25	.25	.25	.25	.25	.25
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	20 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.	1-4 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

Sub-District Framework - COR5 Parks & Open Space

Public Realm/Streetscape

The overall structure of The COR is based on a system of linked parks, trails and open space. This includes existing and proposed parks and trails defined in city and regional parks plans, joined with new parks and trails within The COR. Of equal importance is the contribution from each block and each development project to this green structure, adding a variety of private, semi-private and perhaps some additional public space throughout each sub-district. Great strolling streets provide connections between commercial, workplace, entertainment and residential neighborhoods and encourage shared use for cars, pedestrians and bicycles.

Site Development

The COR Master Plan illustrates a strong framework of green space, including a mix of public parks, destination amenities, courtyards, commons and other features. As a key component of the overall plan, this integrated system of parks, trails and open space provides the framework around which all other land uses are organized. Placemaking and connectivity are important site development considerations, linking each block and each sub-district with major public spaces nearby and with many other amenities and attractions in The COR.

Architecture

There are numerous opportunities to include buildings and other structures as significant design features within the proposed parks, trails and open space system for The COR. These could range from simple picnic shelters and landscaped arbors to more complex park buildings that might contain meeting rooms, rest rooms, storage areas and other facilities. Design of these important buildings should respond to the specific setting and landscape features in each park, and complement the overall character and quality of buildings located within surrounding blocks. Additionally, limited retail is planned along the perimeter of the park.

Table 7

COR5 Development Standards	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	0.5	N/A	0.5	0.5	0.5	0.5
Minimum lot width	N/A	N/A	N/A	N/A	N/A	N/A
Minimum lot depth	N/A	N/A	N/A	N/A	N/A	N/A
Allowable residential density in dwelling units per acre [(1)]	N/A	N/A	N/A	N/A	N/A	N/A
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	N/A	N/A	N/A	N/A	N/A	N/A
Build to Line						
Front yard[(4)]	30 feet as measured from building front to right-of-way[(2)(3)] (60% of front facade w/in max.)	N/A	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)	10 feet as measured from building front to right-of-way[(2)] (60% of front facade w/in max.)
Side yard	no req.	N/A	no req.	no req.	no req.	no req.
Rear yard	no req.	N/A	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet	N/A	25 feet	25 feet	25 feet	25 feet
Building height (min. - max.)	1-2 stories.	N/A	1-2 stories.	1-2 stories.	1-2 stories.	1-2 stories.
Planter Style	N/A	N/A	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	N/A	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	N/A	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	N/A	6 feet	10 feet	10 feet	10 feet

1. Residential density is based on the net area of the parcel in question for parcels. In the event that public open space that is not dedicated to the City is developed independently of any particular residential project, the land area of the open space shall be divided equally among those abutting projects for purposes of density calculations.
2. Build to line shall be measured from building front to edge of right-of-way, or edge of sidewalk easement as defined by the City and said sidewalk must be encumbered by a sidewalk easement recorded with the office of the Anoka County Recorder.
3. The City may approve up to a 60-foot setback if it finds that topography or other factors require that a building be set back further to achieve acceptable grades or buffer between the street, the site entrance and the building.
4. In order to address vision clearance standards on higher speed roadways, parcels that are located at an intersection with an arterial roadway are allowed a build-to line of 35 feet from both streets.

A. Where commercial buildings are planned, at least sixty (60%) percent of street frontage of any lot shall be occupied by building facades meeting this build-to-line. On lots with more than one (1) street frontage, the build to line shall apply on each side fronting a street. An enclosed open area plaza space or outdoor seating with a decorative wall with a minimum height of three feet (3') and a maximum of four and one-half feet (4 ½') can be used to meet the sixty (60%) percent street frontage requirement.

B. Screening Of Parking Areas: Wherever a surface parking area faces a street frontage, such frontage shall be screened with a decorative wall, railing, hedge, or a combination of these elements, to a minimum height of three feet (3') and a maximum height of four and one-half feet ($4^1/_2$') above the level of the parking lot, at the build-to line. This screening may be broken into sections along the street edge provided it meets the sixty (60%) percent required.

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Implementation

Introduction

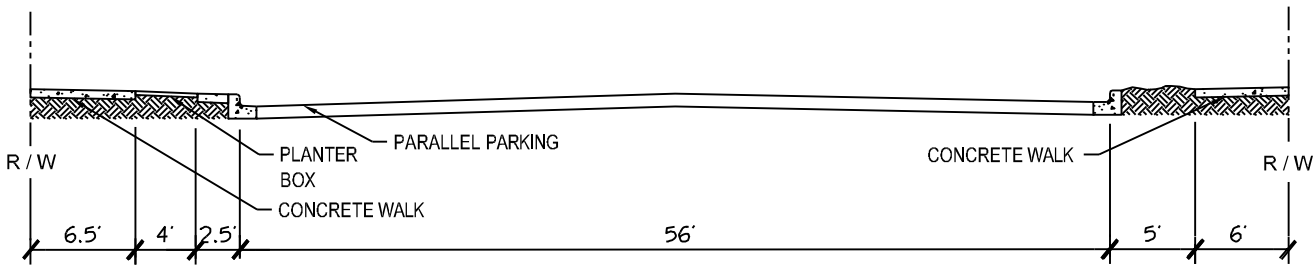
This framework provides distinct strategies for guiding The COR's form and appearance. This framework's vision for the COR will take several years to implement. Successful implementation will require consistent application of the Design Framework by City staff. Zoning enforcement and design framework standards will not succeed without the cooperation and commitment of landowners, development interests, and the rest of the community.

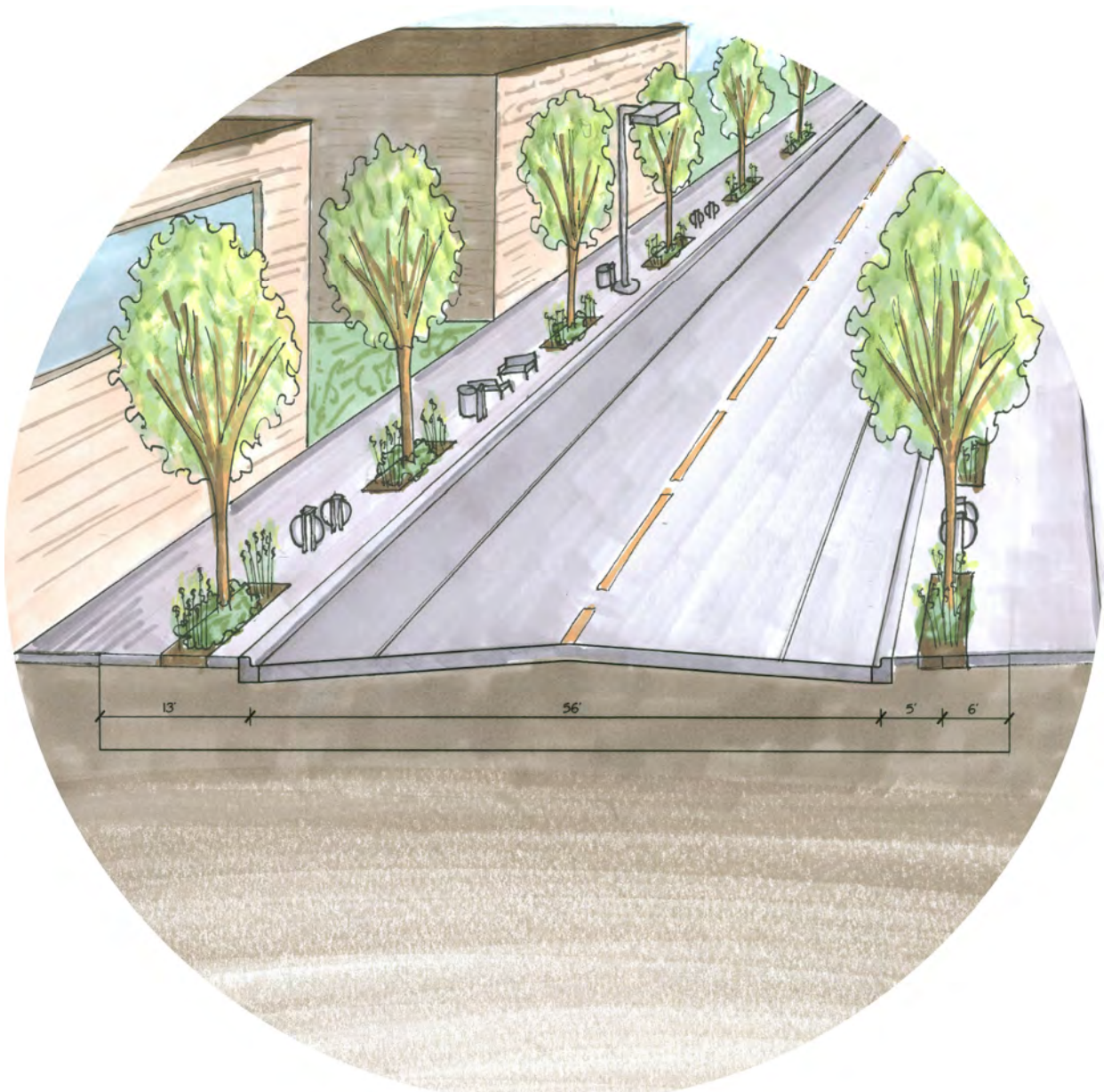
Design Review

The Design Framework will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the Design Framework as a standard step in the development review process.

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APPENDIX A:
SPECIFICATIONS AND DETAILS



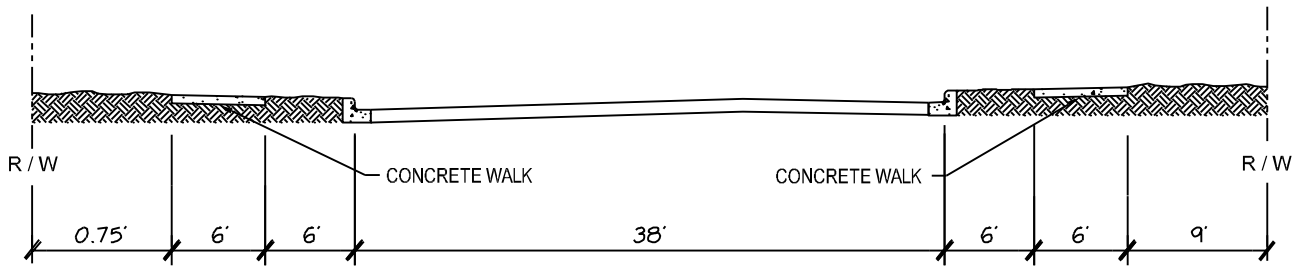


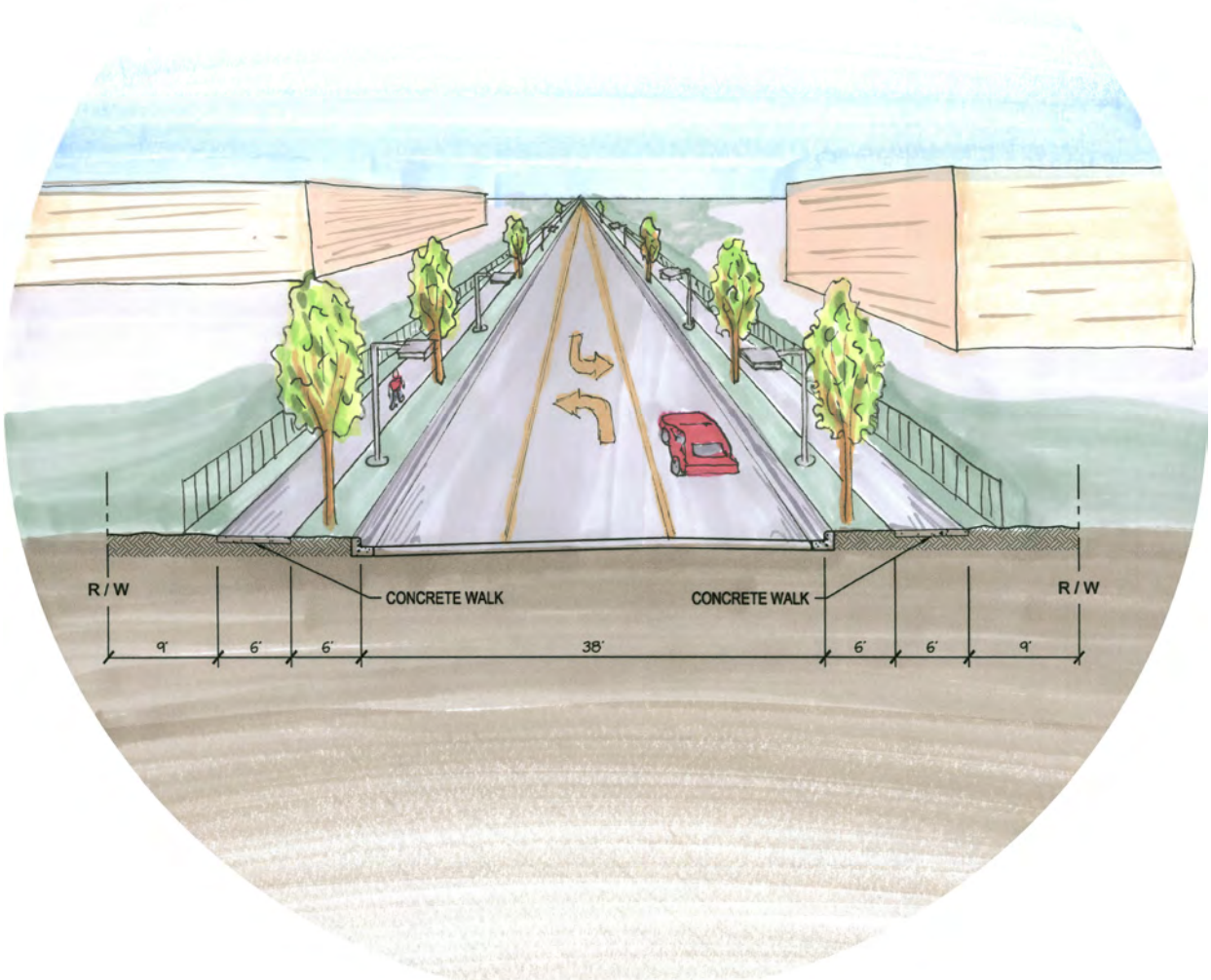
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #1
Sunwood Dr. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



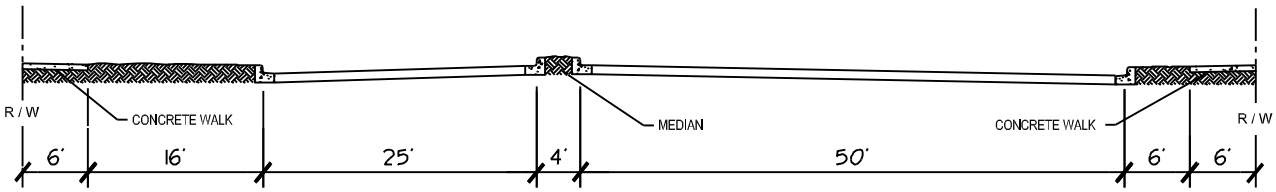


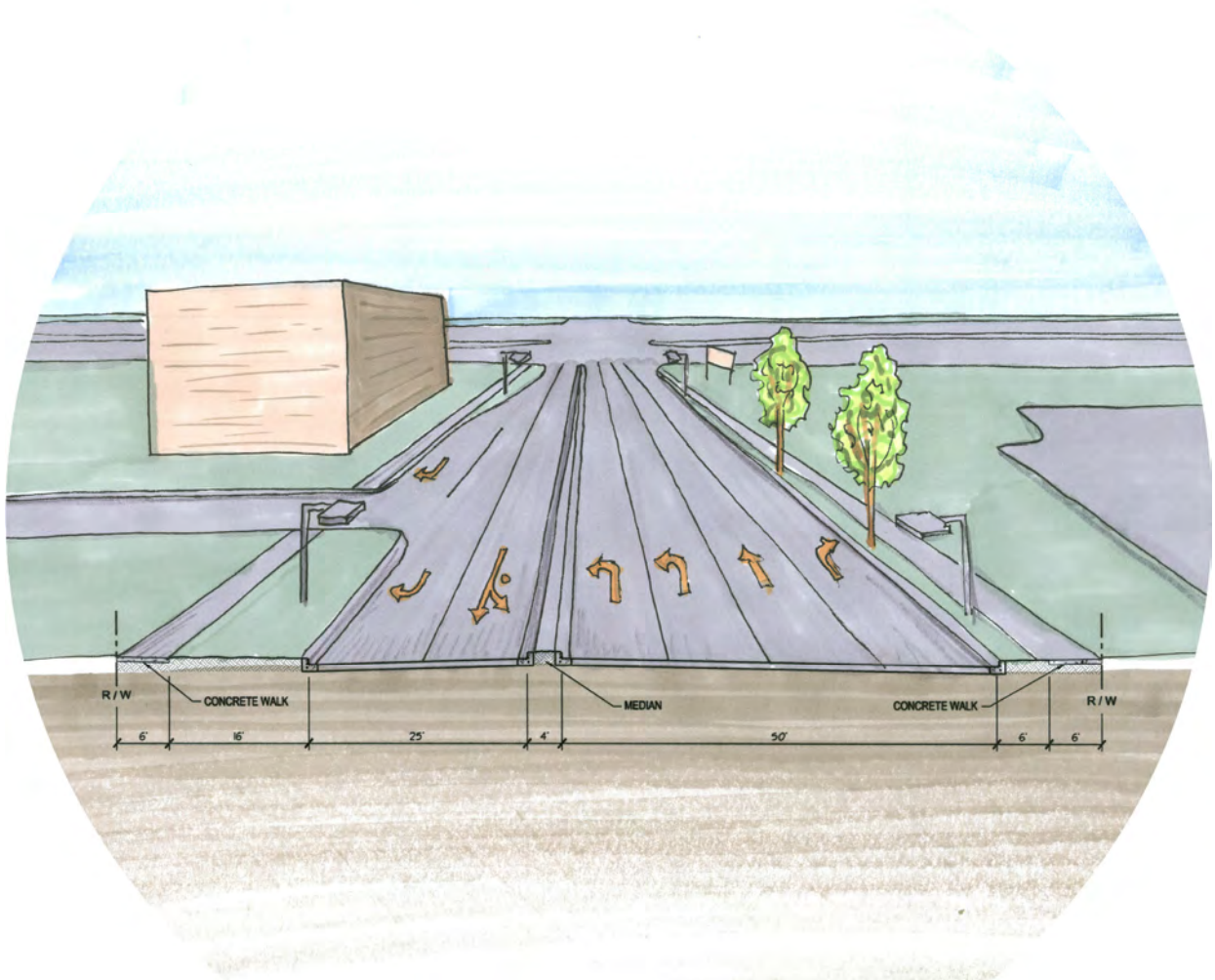
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #2
Sunwood Dr. West of Zeolite St.

THE COR
RAMSEY, MINNESOTA



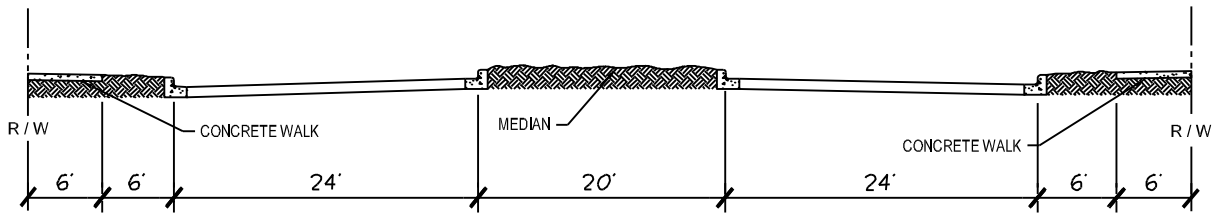


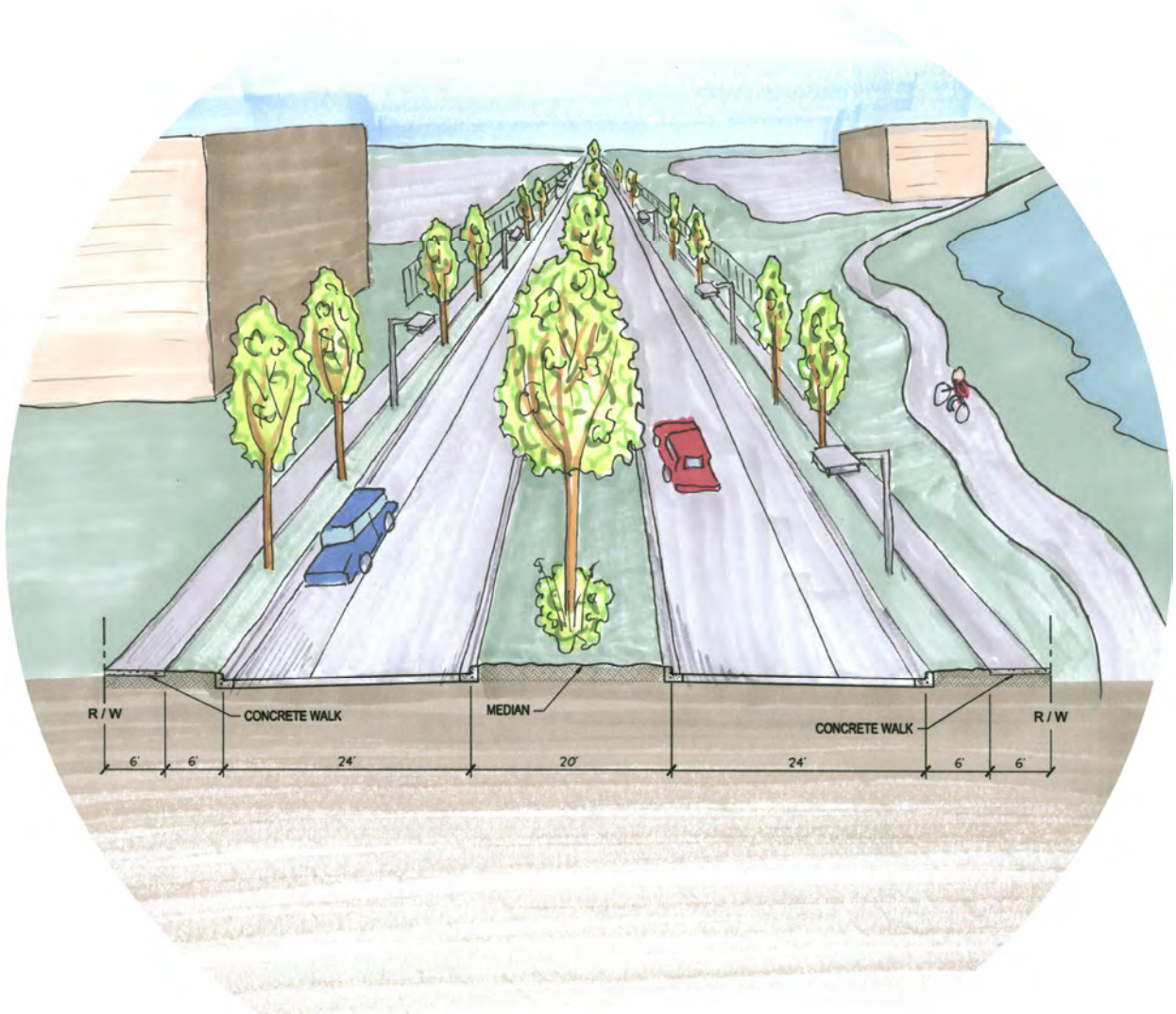
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #3
Ramsey Pkwy. West of Roundabout

THE COR
RAMSEY, MINNESOTA



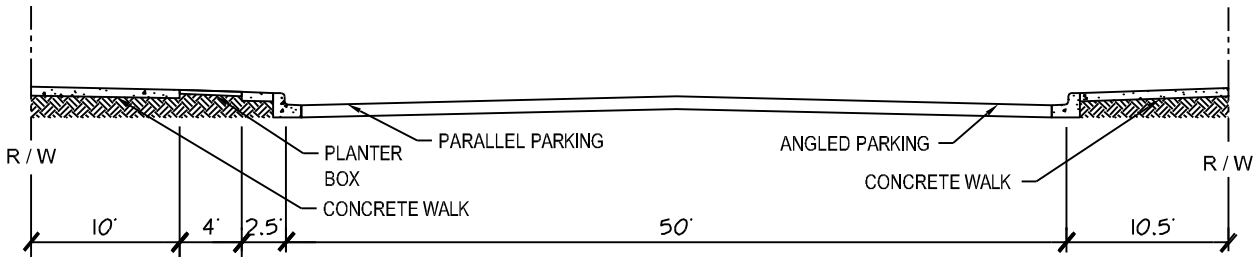


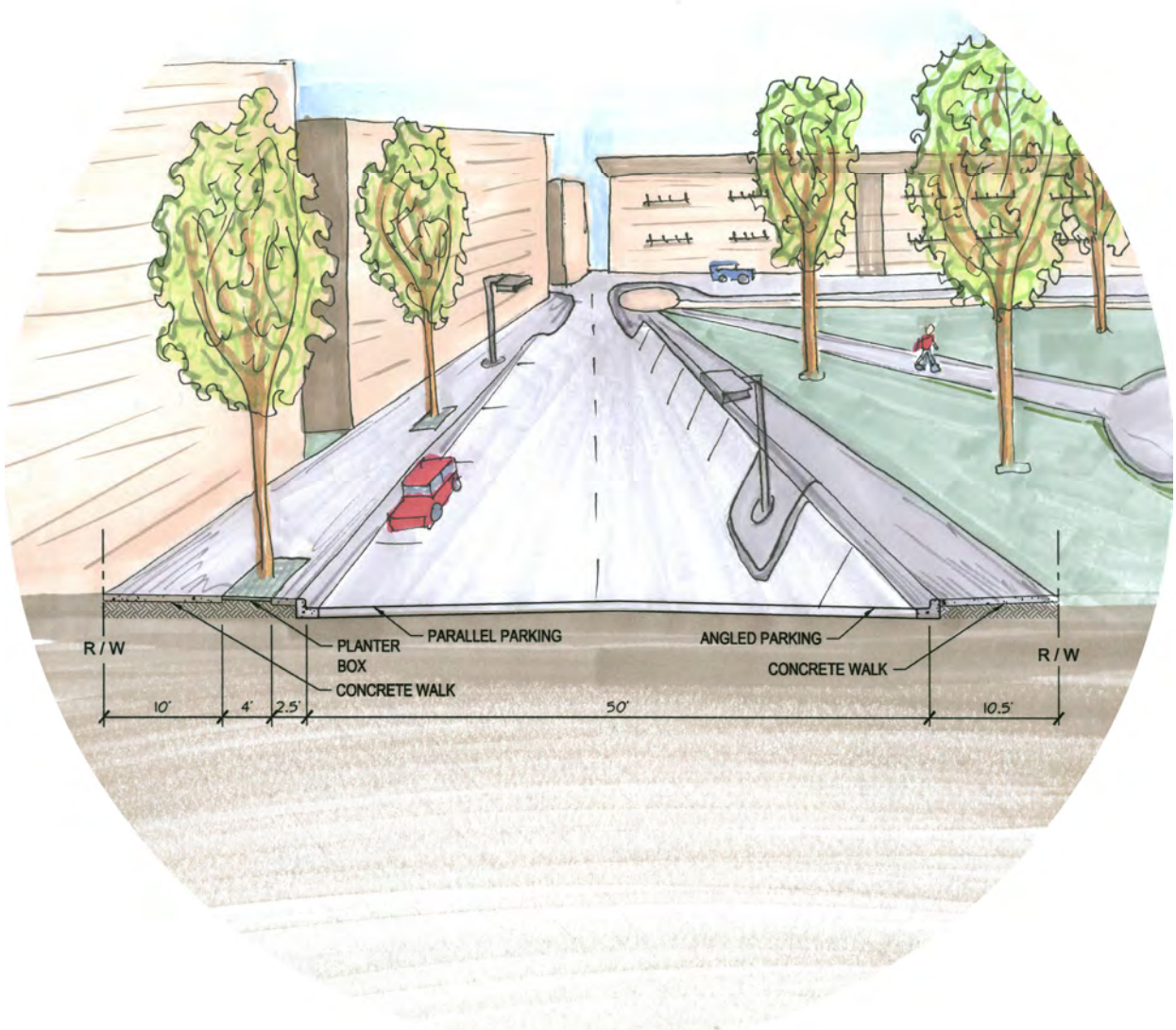
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #4
Ramsey Pkwy. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



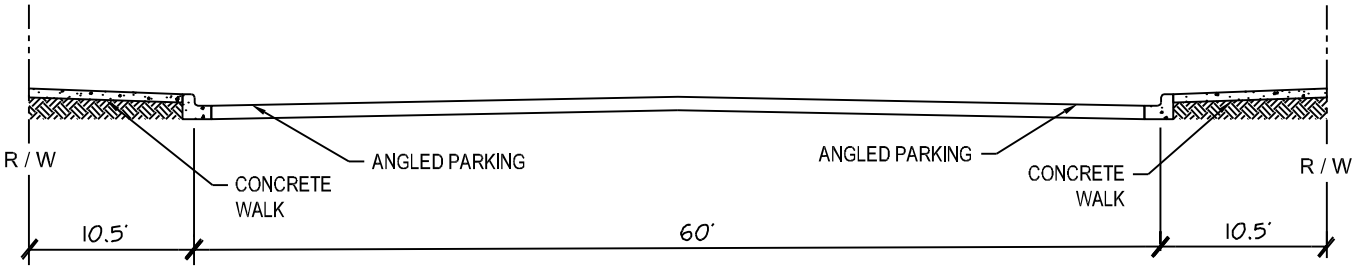


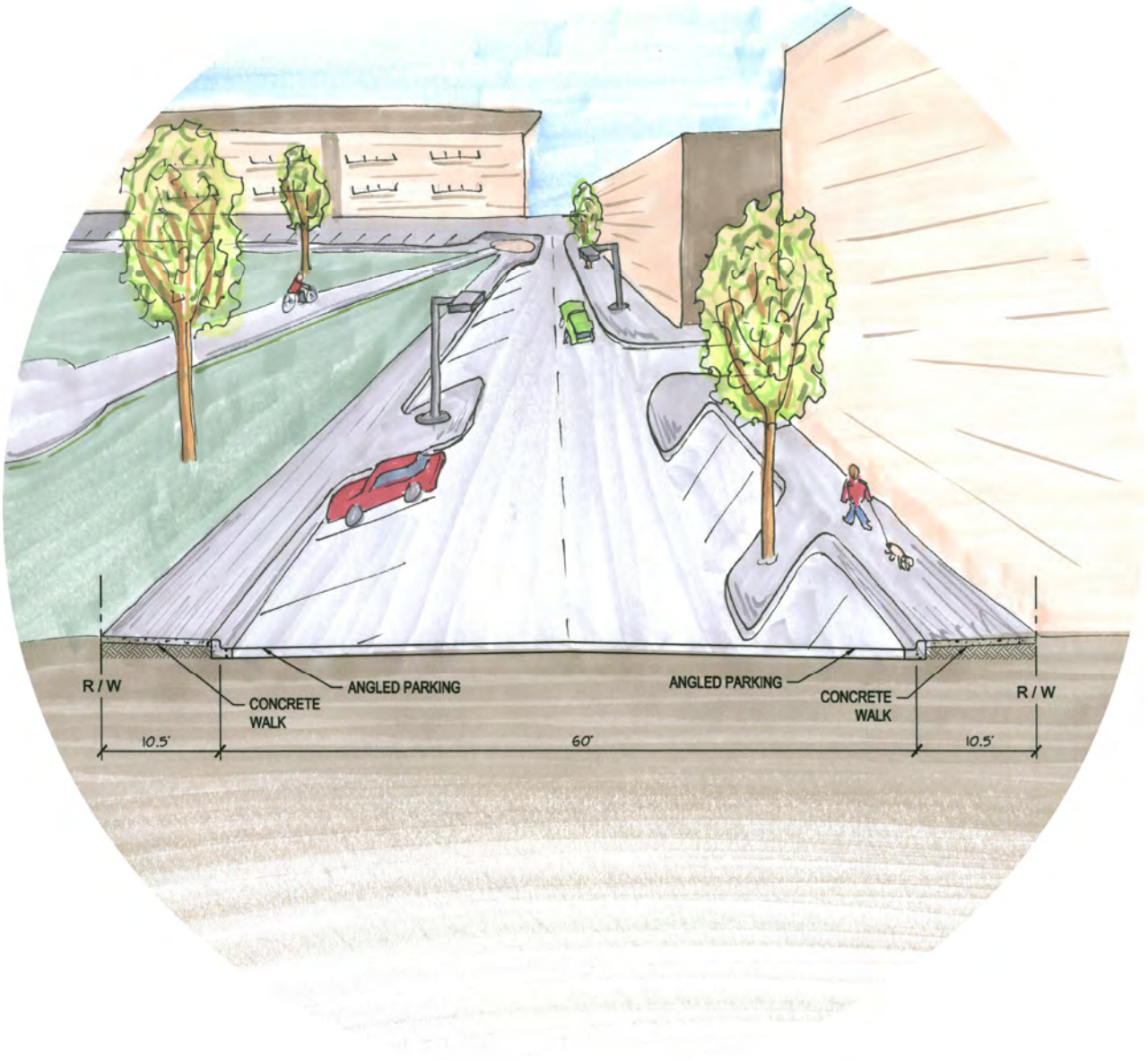
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #5
West of Municipal Plaza

THE COR
RAMSEY, MINNESOTA



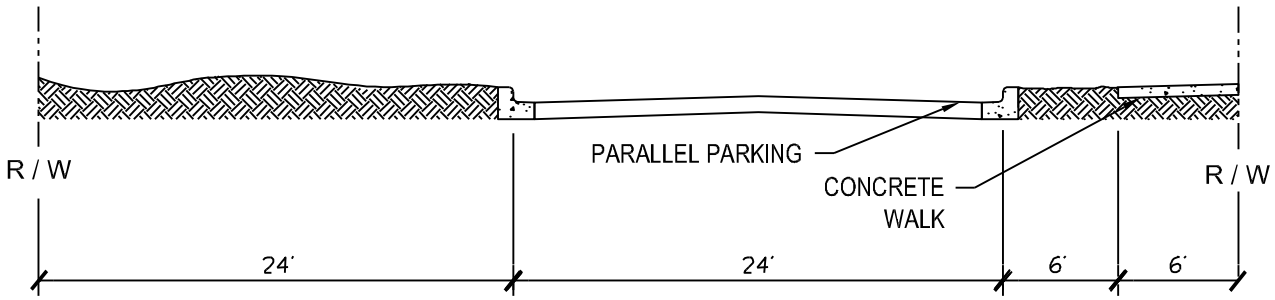


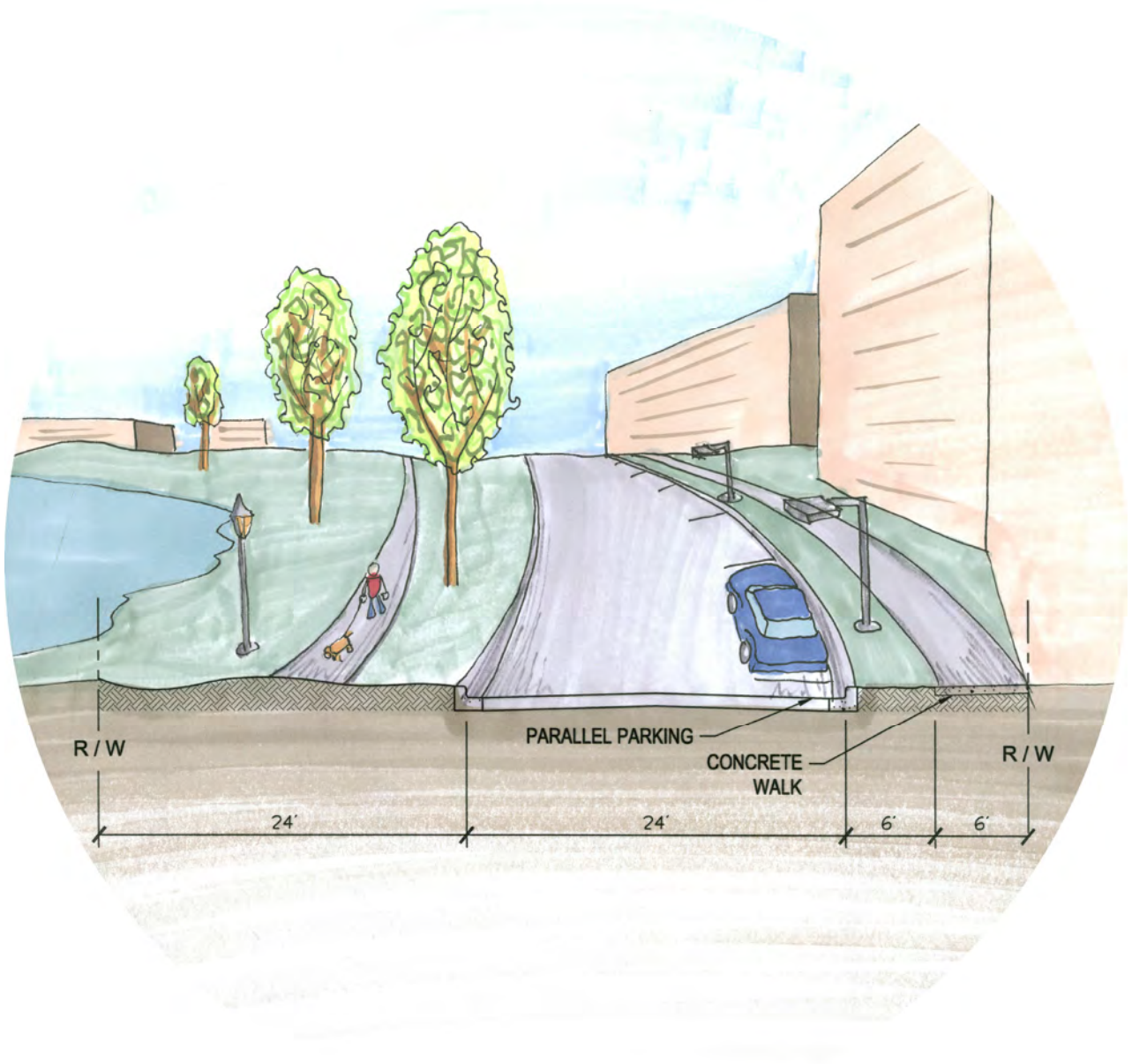
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #6
Center St. East of Municipal Plaza

THE COR
RAMSEY, MINNESOTA





LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #7
Ramsey Pkwy. South of The Draw

THE COR
RAMSEY, MINNESOTA



DRAFT

EXHIBIT B.1

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'A'
Armstrong Blvd. & Highway 10

THE COR
RAMSEY, MINNESOTA



Eastbound



Westbound

DRAFT

EXHIBIT B.2

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'B'
Commuter Rail & Highway 10

THE COR
RAMSEY, MINNESOTA



DRAFT

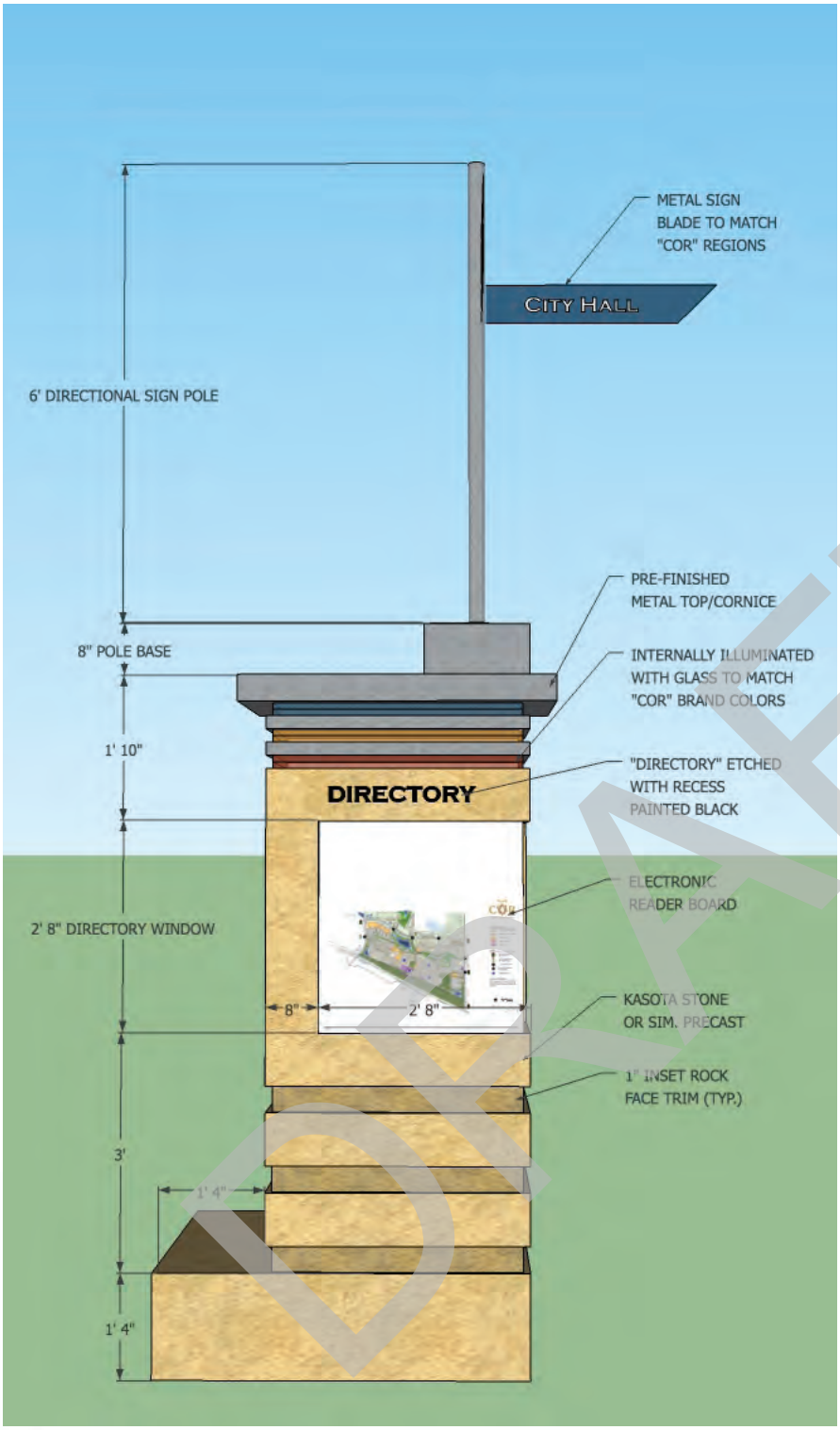
EXHIBIT B.3

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PYLON/COMMUNITY SIGN 'C'
Ramsey Blvd. & Highway 10

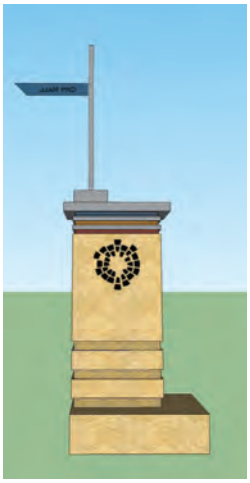
THE COR
RAMSEY, MINNESOTA



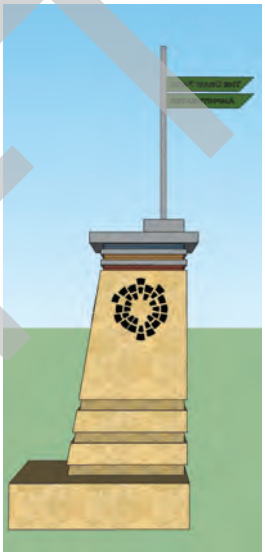
DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



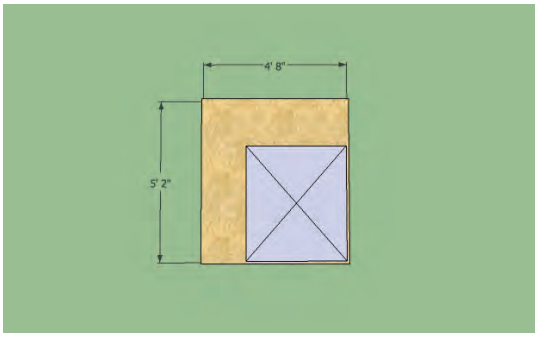
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

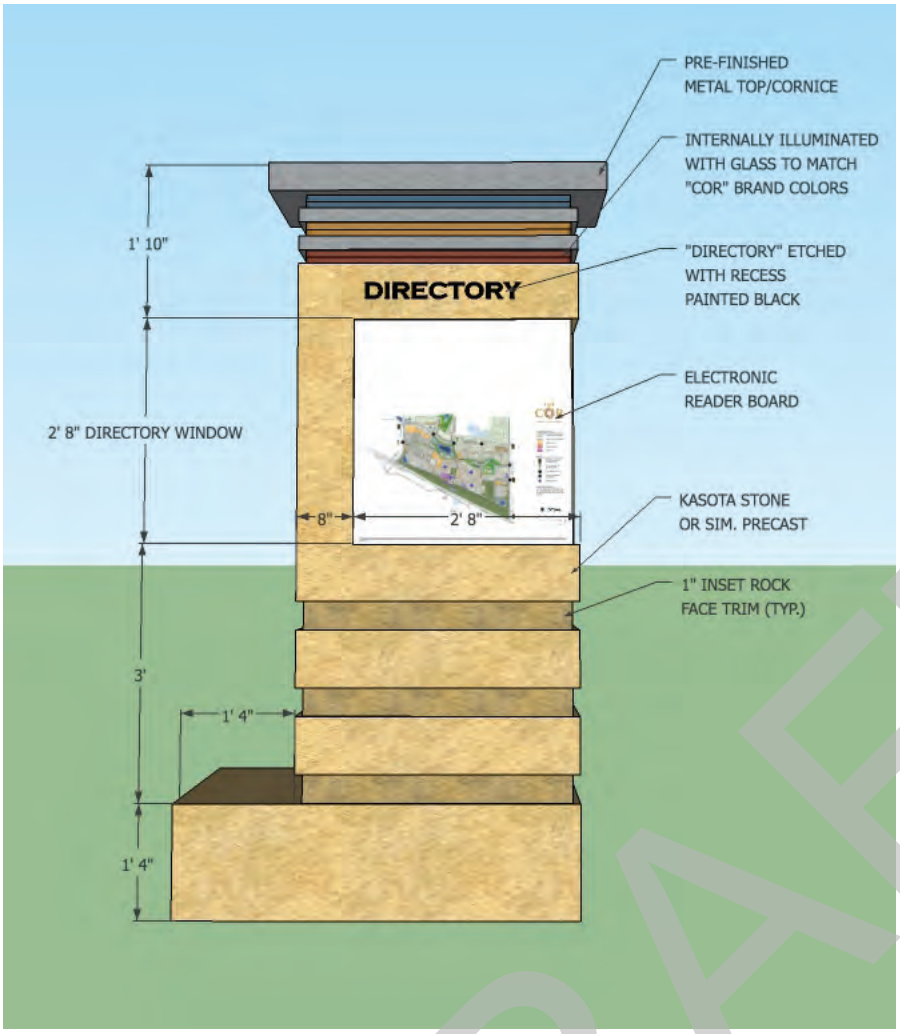
EXHIBIT B.4

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'A'
Commuter Rail & Veterans Dr.

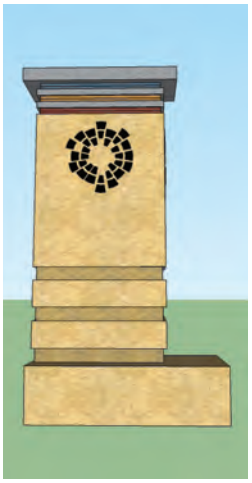
THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



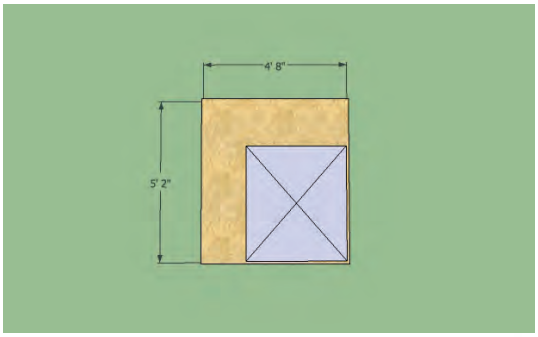
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

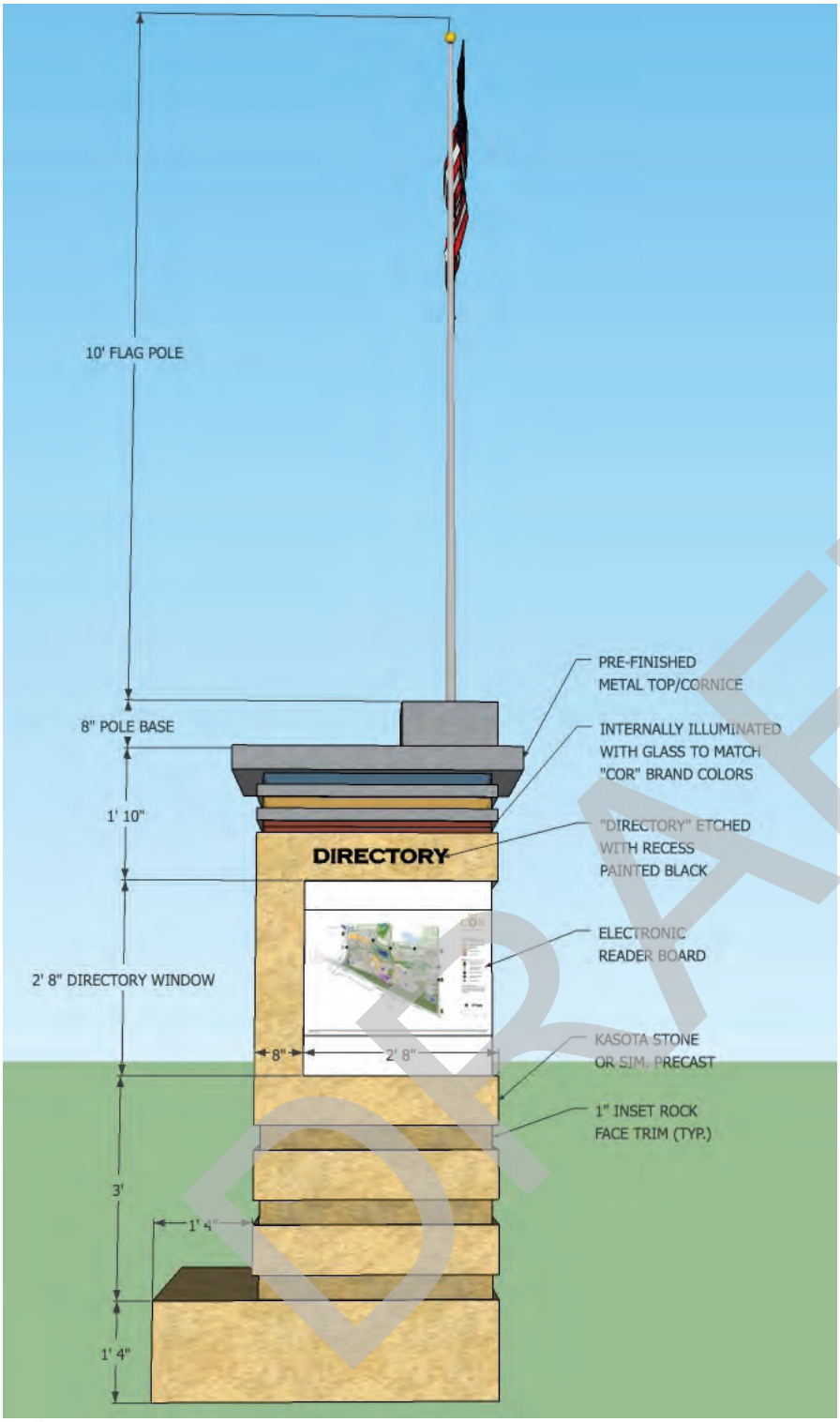
EXHIBIT B.5

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'B'
Sunwood Dr. & Center St.

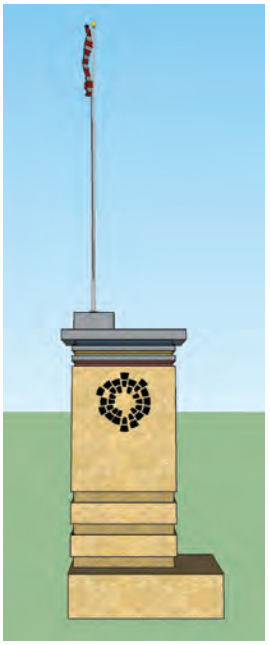
THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW



EVENTS PANEL VIEW



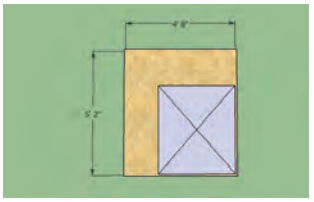
REAR VIEW



SIDE VIEW



PERSPECTIVE



PLAN VIEW

DRAFT

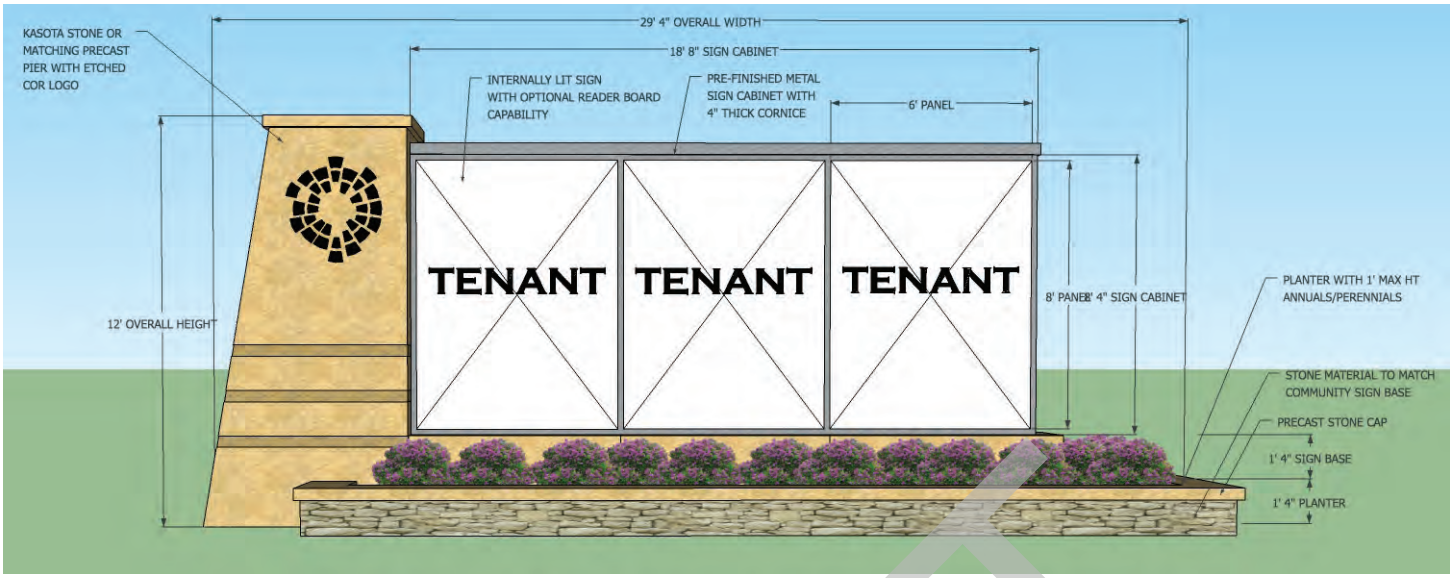
EXHIBIT B.6

LANDFORM
From Site to Finish

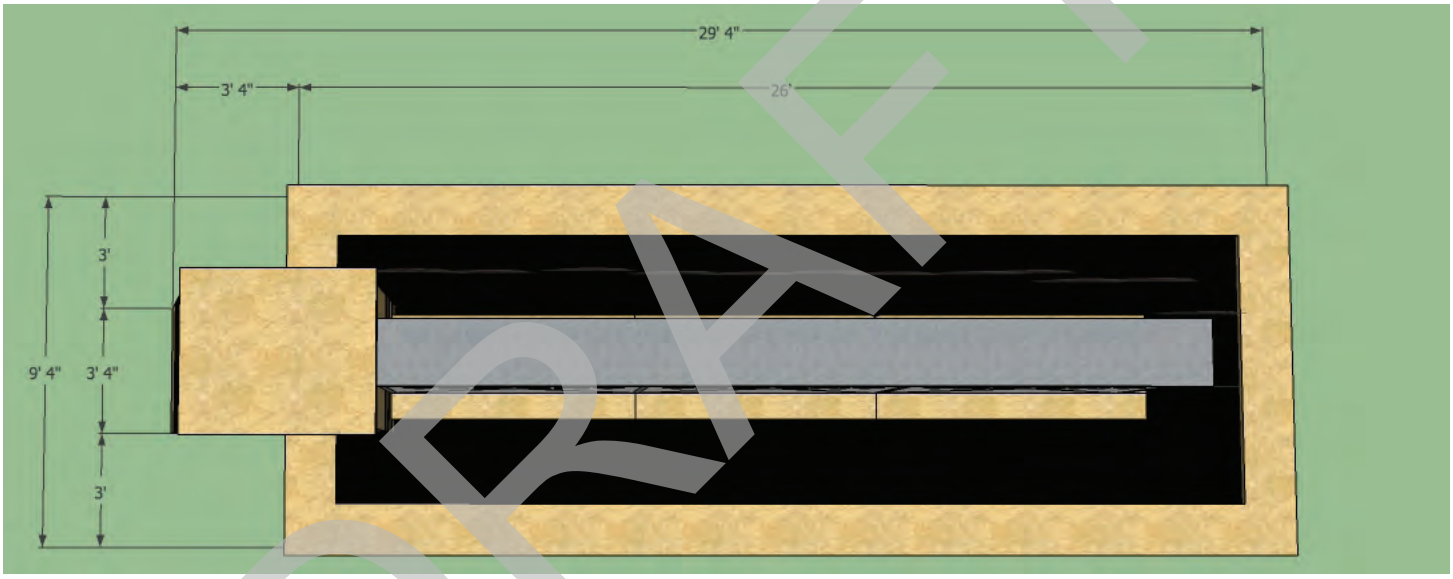
DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'C'
Sunwood Dr. at Municipal Plaza

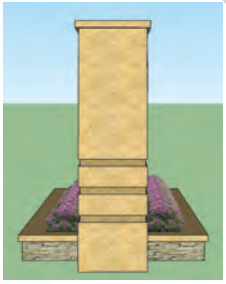
THE COR
RAMSEY, MINNESOTA



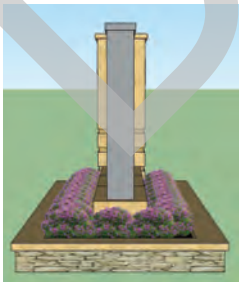
ELEVATION AT SUNWOOD



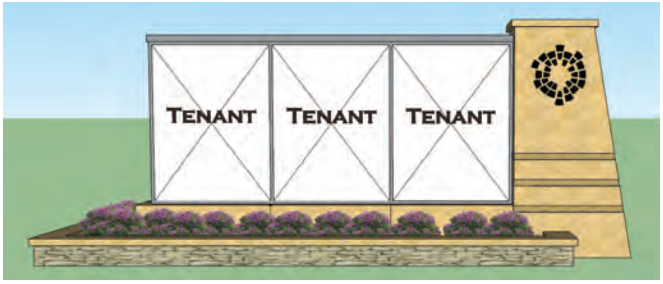
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7

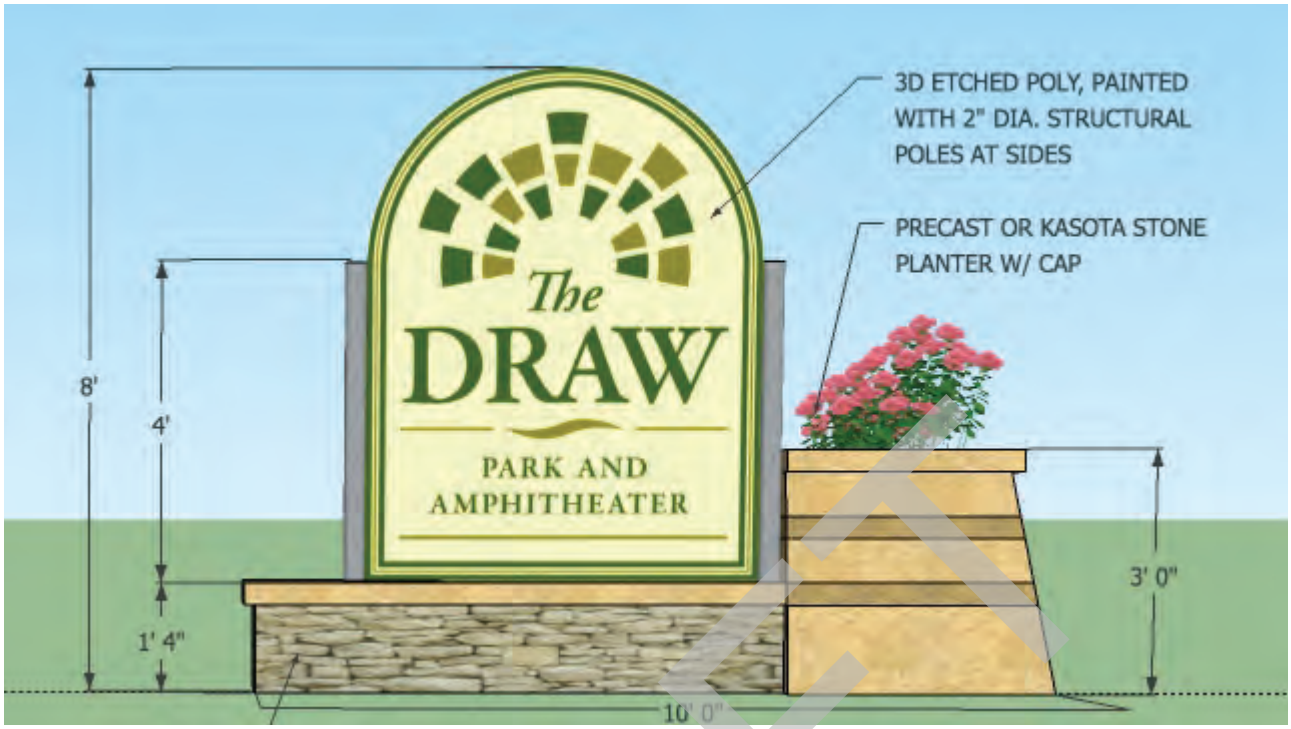
DRAFT

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'A'
Sunwood Dr. & Armstrong Blvd.

THE COR
RAMSEY, MINNESOTA





DRAFT

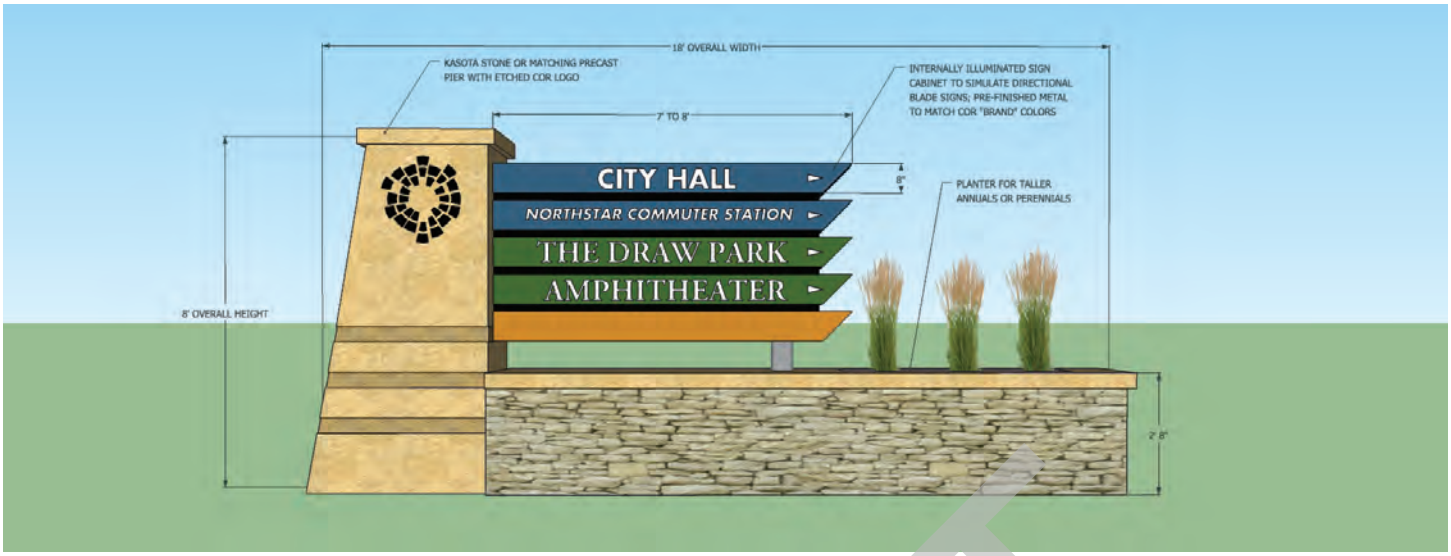
EXHIBIT B.8

LANDFORM
From Site to Finish

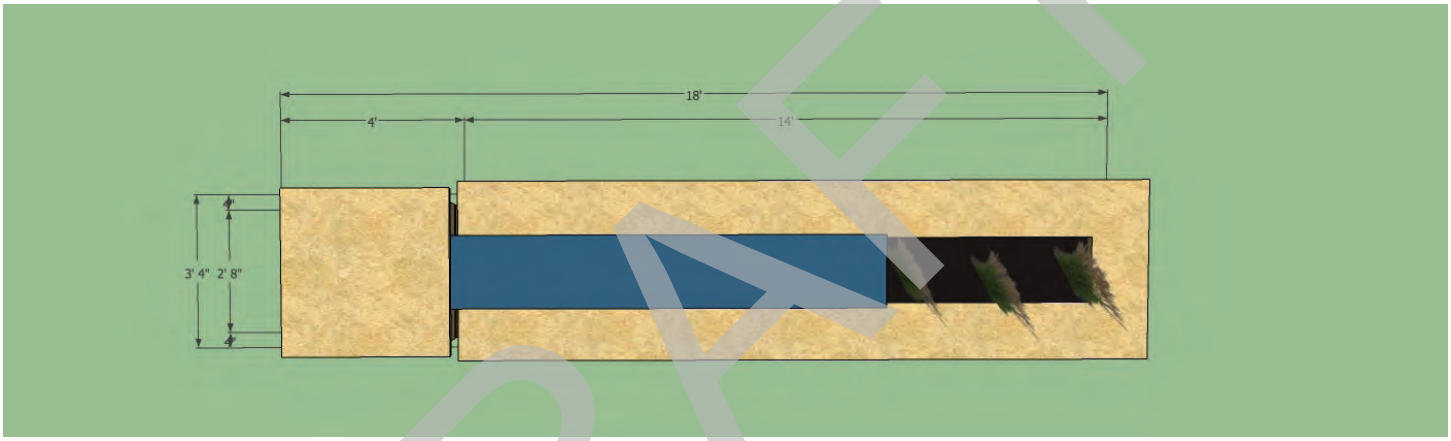
DESIGN FRAMEWORK
The COR at Ramsey

PUBLIC PARK SIGNS

THE COR
RAMSEY, MINNESOTA



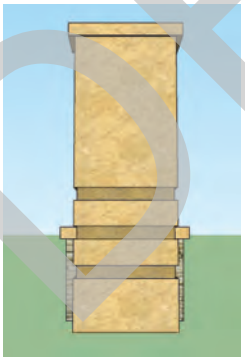
ELEVATION AT EASTBOUND BUNKER LAKE



PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT WESTBOUND BUNKER LAKE

DRAFT

EXHIBIT B.9

LANDFORM
From Site to Finish

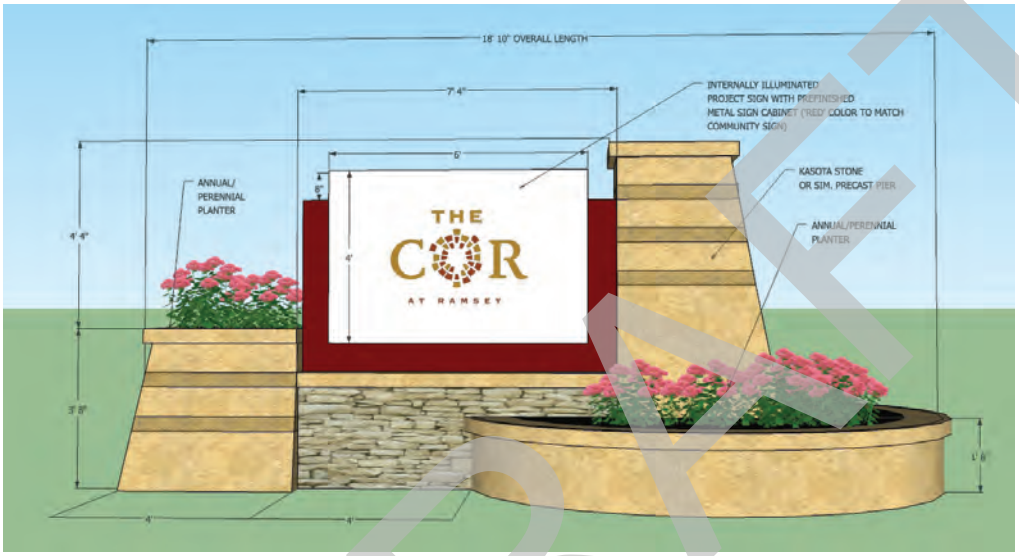
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'C'
Bunker Lake Blvd. & Center St.

THE COR
RAMSEY, MINNESOTA



ELEVATION AT SOUTH BOUND RAMSEY



ELEVATION AT WESTBOUND BUNKER LAKE



PERSPECTIVE

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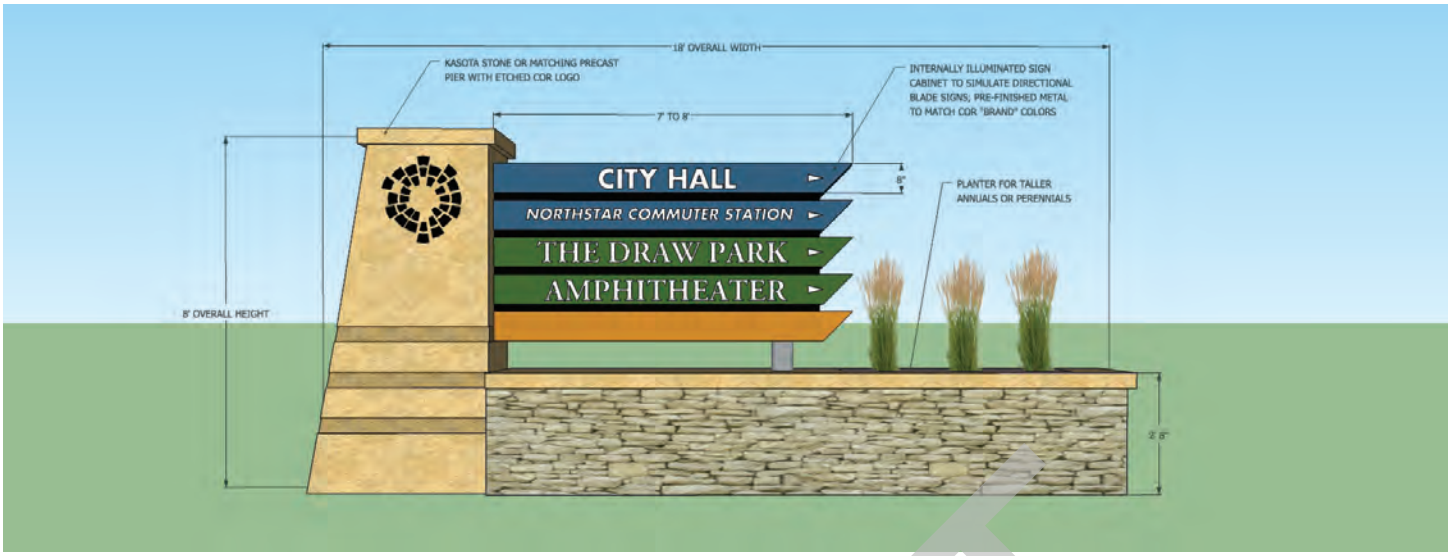
EXHIBIT B.10

LANDFORM
From Site to Finish

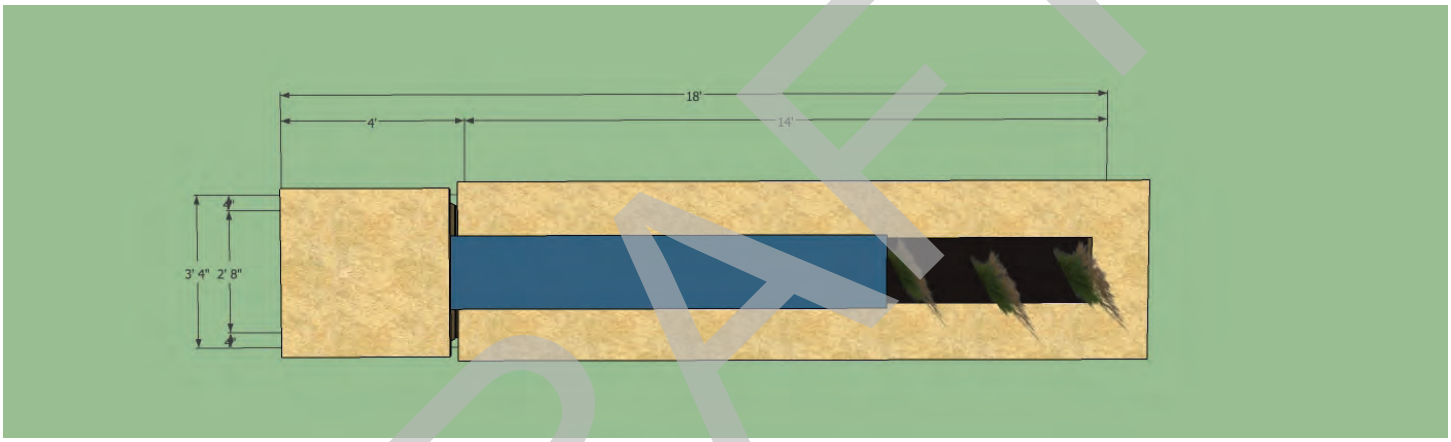
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'D'
Bunker Lake Blvd. & Ramsey Blvd.

THE COR
RAMSEY, MINNESOTA



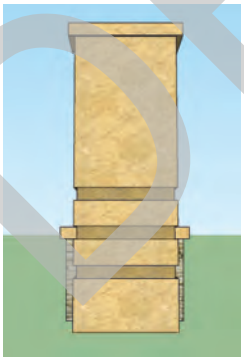
ELEVATION AT SOUTHBOUND RAMSEY



PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION AT NORTHBOUND RAMSEY

DRAFT

EXHIBIT B.11

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'E'
Sunwood Dr. & Ramsey Blvd.

THE COR
RAMSEY, MINNESOTA



DRAFT

EXHIBIT B.12

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PUBLIC PARKING SIGNAGE
Standard Signage

THE COR
RAMSEY, MINNESOTA



DRAFT

EXHIBIT B.13

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

LIGHT POLE BANNER SIGNS
Standard Signage

THE COR
RAMSEY, MINNESOTA

Regular Planning Commission **6. 4.**

Meeting Date: 07/06/2017

Submitted For: Alec Henderson, Community Development

By: Alec Henderson, Community Development

Information

Title:

Discuss Concerns Raised on Accessory Building Architectural Standards

Purpose/Background:

At the June 13, 2017 City Council Meeting, concerns about the architectural standards for accessory buildings were brought up by a resident of Ramsey. The comments concerned a metal paneled pole barn that was recently constructed on his neighbor's property and whether these metal panel structures should be allowed on smaller lots. The City Council suggested the Planning Commission review the standards associated with accessory building and metal panel structures in particular to determine whether any additional design and architectural controls are warranted.

Notification:

Observations/Alternatives:

Sec 117-349 of the zoning code outlines the standards for accessory buildings. In the R-1 Residential (MUSA) zoning district, detached accessory buildings need to be the same general design and materials as the home if the lot is under two (2) acres. If a lot is at least two (2) acres in size, a detached accessory building can have the "same general design and materials as home or color compatible metal panels". In the R-1 Residential (Rural Developing) zoning district, regardless of lot size, detached accessory buildings can have the "same general design and materials as home or color compatible metal panels".

In 2011, the accessory building standards were amended to provide additional flexibility regarding the use of metal paneled finishes. This amendment eliminated the two (2) acre threshold (in the Rural Developing zoning district) that previously was required to have color compatible metal panels. This same amendment also enhanced the architectural standards for detached accessory buildings by requiring them all to have soffit, fascia, and eave overhangs to match the home.

Staff is not suggesting that revisions or amendments are needed at this time. Rather, the purpose of this discussion is to update the Planning Commission about recent feedback the City has received regarding a metal sided accessory building that was recently erected and for the Planning Commission to provide direction to Staff as to whether these regulations need to or should be updated.

Several points to contemplate and provide direction on include:

- Should metal paneled buildings (pole buildings) be allowed on any parcel regardless of acreage (currently, no minimum size required in the Rural Developing district and a two [2] acre minimum in the MUSA district)?
- Should additional architectural features be employed (such as requiring a minimum roof pitch and/or a roof pitch that matches the home)?
- What is meant by color compatibility? Color and compatibility can be very subjective; is the intent really to be the same general color as the home (if home is gray, accessory building should be a shade of gray)?
- There are provisions in City Code that allow a pole barn to be located in front of a home with enhanced features (minimum of three of the following: at least three [3] compatible colors, 35% brick on front/street facing side[s], 10% window coverage on front/street facing side[s] and common property lines, 100% vegetative screening). Should this provision remain and if so, are there other features that could be included in the menu of options to choose from?

Funding Source:

This case is being handled as part of Staff's regular duties.

Recommendation:

Staff does not have a recommendation as this is intended to be a discussion topic only.

Action:

Provide Staff with feedback about the current architectural standards for detached accessory buildings and direction as to whether any amendments to City Code should be pursued.

Attachments

City Code Section 117-349

DRAFT City Council Meeting Minutes Dated June 13, 2017

Images of Structure that Prompted Comments

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	06/30/2017 09:17 AM
Tim Gladhill	Tim Gladhill	06/30/2017 09:35 AM
Form Started By: Alec Henderson		Started On: 06/26/2017 09:25 AM
Final Approval Date: 06/30/2017		

Sec. 117-349. - Accessory uses and buildings.

(a) Sport courts and other impervious surfaces must meet the minimum setbacks established for accessory buildings in section 117-111 unless otherwise specified by this Code.

(b) Every commercial fishing pond shall be enclosed by a fence or wall not less than four feet high to prevent uncontrolled access by small children.

(c) Swimming pools and spas (also see chapter 105, article III).

(1) *Setback requirements.*

a. Swimming pools and spas shall be set back a minimum of ten feet from all adjoining lots. For corner lots, swimming pools and spas shall meet the required side yard setback for buildings in the applicable zoning district (section 117-111(d)). Swimming pools and spas may not extend closer to the front lot line of the parcel than the principal structure located on said parcel, except that on residential parcels of one acre or more in size, a swimming pool or spa may be constructed closer to the front lot line than the principal structure, provided that such swimming pool or spa can maintain a 200-foot setback from the property line.

b. A swimming pool or spa may not be located closer than four feet to the principal structure located on the parcel where the swimming pool or spa is to be constructed.

c. No swimming pool or spa may be constructed within 20 feet of any portion of an on-site sewer system or any private water well.

d. No person shall build, construct, locate or install a swimming pool and walkway or spa within any easement.

(2) *Fencing.*

a. *Temporary fencing.* During the construction of any in-ground swimming pool or spa, the construction area must be secured with a portable fence which is not less than four feet in height.

1. Temporary fencing shall be flush with the ground and securely anchored.

2. Supportive posts shall be placed no more than eight feet apart.

b. *Permanent fencing.*

1. All aboveground swimming pools that have a minimum side-wall height of four feet need not be fenced, but shall have removable steps, which steps shall be removed when the swimming pool is unattended. In the event that an accessory deck to the swimming pool is constructed, which is adjacent to any part of the swimming pool, said deck shall include, on its entire outside perimeter, a 36-inch-high guard rail. The guard rail shall be constructed so that no open space within it is wider than six inches.

2. All outdoor spas shall have either a fence as described in subsection (c)(2)b.1 of this section, or a secured cover.

(3) *Noise.*

a. The swimming pool or spa shall be designed, constructed and sited in such a way as to limit noise generated by its mechanical equipment, so as not to create a nuisance and/or affect the reasonable use and enjoyment of adjacent property owners.

b. The swimming pool and/or spa shall be sited on the parcel so that its mechanical equipment, including heating and filtering equipment, is located at least 30 feet from the inhabited portion of neighboring residential structures.

(4) *Pool walkway deck and deck drains.* Unobstructed deck areas not less than 48 inches wide shall be provided to extend entirely around each in-ground swimming pool. Swimming pool decks shall be constructed above, but not more than nine inches above, the normal water line. The required

deck area shall be constructed of impervious material. The deck shall have a pitch of at least one-fourth inch to the foot, designed so as to prevent back drainage into the pool. If deck drains are provided, drain pipe lines shall be at least two inches in diameter; drain openings shall have an open area of at least four times the cross sectional area of the drain pipe. Deck drains shall not be connected to the re-circulation system pipe.

(5) *Swimming pool drainage.* To the extent feasible, back flush water or water from pool drainage shall be on the owner's property or into approved public drainage ways. Water shall not drain onto adjacent or nearby private land.

(6) *Lighting.* Lights used in conjunction with a swimming pool and/or spa shall be located and constructed so as to deflect away from adjacent property and in such a manner that they do not create a nuisance or affect the reasonable use and enjoyment of adjacent property.

(7) *Permits.* Swimming pools or spas that are less than 5,000 gallons shall be allowed without the issuance of a building permit; however, a zoning permit must be obtained prior to the swimming pool or spa being constructed, installed, or moved onto a property.

(d) *Accessory buildings.*

(1) *Future re-subdivision.* Any proposed accessory building should be located on the parcel of land so as to allow for orderly future re-subdivision of a parcel on which the building is to be located.

(2) *Principal building required* . No accessory building shall be constructed on any lot prior to the time of construction of the principal building.

(3) *Permits.* A permit is required prior to constructing or moving an accessory building on to a property.

a. *Zoning permit.* Detached accessory buildings not addressed by Minnesota State Building Code shall require the issuance of a zoning permit prior to the building being constructed or moved onto a property and shall comply with all required setbacks and zoning regulations.

b. *Building permit.* Detached accessory buildings addressed by Minnesota State Building Code shall require the issuance of a building permit prior to being constructed or moved onto a property and shall comply with all applicable building codes and zoning regulations.

(4) *Agricultural buildings.* Agricultural buildings, as defined in Minn. Stats. § 326B.103, subd. 3, shall require a zoning permit prior to the building being constructed or moved onto a property and shall comply with all other zoning regulations.

(5) *Accessory building height.*

a. The height of detached accessory buildings shall not exceed 22 feet on parcels two acres (87,120 square feet) or greater in size.

b. The height of detached accessory buildings shall not exceed 16 feet on parcels less than two acres (87,120 square feet) in size. On parcels less than two acres, the height of side walls shall not exceed 14 feet.

c. The height of attached accessory buildings shall not exceed the height of the principal structure.

d. A variance will be required to exceed the established height restrictions for accessory buildings. The variance shall be processed in accordance with the procedures established in section 117-53. Criteria governing consideration of a variance request to exceed height restrictions on accessory buildings shall include, but not be limited to the following:

1. Whether the variance will impair an adequate supply of light and air to adjacent property.

2. Whether the variance will have the effect of allowing a use that is prohibited in the applicable zoning district.

3. Whether the variance will impair established property values within the neighborhood.

4. Whether the increased height will be compatible with the principal building on the same parcel.

5. Whether the increased height will be compatible with existing development in the immediate neighborhood.

6. Whether the variance requested is the minimum variance necessary to accomplish the intended purpose of the applicant.

(6) *Architectural and exterior standards for accessory buildings.*

a. Exterior building materials for detached accessory buildings not addressed by Minnesota State Building Code shall be generally consistent with the exterior finish of the principal building or finished with hardboard lap siding, vinyl lap siding, aluminum or metal siding, metal panels, textured wood (painted) and/or masonry. Prefabricated molded plastic storage sheds shall be permissible.

b. Gambrel roofs (barn style) are permitted.

c. Where provided, accessory buildings with metal panel exterior finish must include the following:

1. If located in the front yard, shall include at least three of the following:

(i) Minimum of three complimentary colors.

(ii) Minimum of 35 percent brick on front (street facing) façade.

(iii) One hundred percent vegetative screening. Use of vegetative screening shall require an agreement, recorded against the property with the Anoka County Recorder, specifying replacement standards, species, size of plantings, and other items as required by the zoning administrator.

(iv) Ten percent window coverage on front (street facing) façade and common property lines.

(7) *Driveways.*

a. *Attached accessory buildings* . A driveway shall be required for all attached accessory buildings with a doorway opening meeting or exceeding eight feet wide by seven feet tall. The driveway must meet underlying zoning district standards in which the property is located.

b. *Detached accessory buildings* . A driveway is not required to service a detached accessory building unless said detached accessory building serves as the primary garage. If the detached accessory building serves as the primary garage, a driveway shall be installed meeting the underlying zoning district standards in which the property is located.

1. If a detached accessory building does not serve as the primary garage, class V gravel shall be permitted as an extension of an existing driveway for the sole purpose of accessing the detached accessory building if the existing driveway is in compliance with current zoning standards.

2. If a driveway is not installed to service a detached accessory building, there shall be no off-street parking unless in accordance with City Code section 117-355.

(8) Detached accessory buildings shall be prohibited from containing complete independent living facilities (accessory apartments), which would include permanent provisions for living, sleeping, eating, and sanitation. Independent living facilities shall be considered those which meet three or more of the criteria in subsection (6)d of this section and have provisions for separating the living space.

(9) Two-story accessory buildings shall be permitted on properties under the following conditions:

a. Within MUSA with the issuance of a conditional use permit in accordance with City Code section 117-51.

b. Outside the MUSA on parcels less than two acres in size with the issuance of a conditional use permit in accordance with City Code section 117-51.

c. Outside the MUSA on parcels two acres in size or greater.

(10) No part of an accessory building shall extend into a drainage and utility easement or any required setback.

(11) Any accessory building proposed to be within five feet, overhang to overhang, of the principal building shall either be made structurally a part of the principal building or the wall and soffit area of the accessory building that is within five feet of the principal building shall be constructed to a one-hour fire rating.

(12) Accessory building location.

a. On lots two acres (87,120 square feet) or greater in size, the detached accessory building may be located nearer the front property line than the principal building provided the following criteria are met:

1. The placement of the detached accessory building maintains compliance with the standard front yard structure setback requirement for the respective zoning district;

2. The exterior materials used on the detached accessory building match those of the principal building on the subject property unless otherwise provided for in this section;

3. The accessory building is designed with soffit, fascia and eave overhang; and

4. The accessory building does not exceed the height of the principal building or 22 feet, whichever is less.

b. On lots less than two acres (87,120 square feet) in size, the accessory building shall be located in the side or rear yard and shall not be located nearer the front property line than the principal building on that lot, unless a variance is obtained. This provision shall not apply to attached garages that maintain compliance with the applicable front yard setback requirement.

c. Front, side and rear yard accessory building setback requirements are outlined in section 117-111(d).

d. Detached accessory buildings may be located in the front (street facing) yard when located riparian lots in the wild and scenic, critical area, or shoreland overlay districts, provided the structure meets the underlying front yard setback and cannot exceed the height of the principal structure. Detached accessory buildings located nearer the front property line than that of the principal structure must meet the same general design and materials as the principal structure.

(13) All accessory buildings, with the exception of attached garages, shall be included when calculating the maximum square footage of accessory building space allowed on a property. All accessory buildings, excluding attached garages, shall be included when determining the total number of accessory buildings on a property.

(14) Accessory building size restrictions. Size restrictions and performance standards for accessory buildings in residential districts shall be as follows:

a. *R-1 Residential (MUSA).*

Parcel Size (sq. ft. and acres)	Maximum Square Footage Allowed	Maximum # of Acc.	Exterior Finish Permitted	Architectural Standards Required	Maximum Allowable Height in

(excl. road right-of-way)	for Accessory Buildings [1]	Bldgs. Allowed		(for buildings regulated by MN State Building Code)	Feet (one story buildings permitted, two with CUP and 2 acres)
0—21,779 (0 to 0.5 acre)	10% of lot, or 1,500 square feet, whichever is smaller	2	Same general design and materials as home	Soffit, fascia, eave overhang to match home	16
21,780—43,559 (0.5 acre to 1 acre)	1,800	3	Same general design and materials as home	Soffit, fascia, eave overhang to match home	16
43,560—65,339 (1 acre to 1.49 acres)	2,200	3	Same general design and materials as home	Soffit, fascia, eave overhang to match home	16
65,340—87,119 (1.5 to 1.99 acres)	2,400	3	Same general design and materials as home	Soffit, fascia, eave overhang to match home	16
87,120—108,899 (2.0 to 2.49 acres)	2,400	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
108,900—152,459 (2.5 to 3.49 acres)	2,700	3	Same general design and materials as home or color	Soffit, fascia, eave overhang to match home	22 [3]

			compatible metal panels [2]		
152,460—196,019 (3.5 to 4.49 acres)	3,000	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
196,020—239,579 (4.5 to 5.49 acres)	3,500	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
239,580—283,139 (5.5 to 6.49 acres)	3,900	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
283,140—326,699 (6.5 to 7.49 acres)	4,300	5	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
326,700—370,259 (7.5 to 8.49 acres)	4,700	5	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]

370,260—413,819 (8.5 to 9.49 acres)	5,100	5	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
413,820—435,599 (9.5 to 9.99 acres)	5,500	5	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
435,600—871,199 (10 to 19.99 acres)	6,000	6	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
871,200—1,742,399 (20 to 39.99 acres)	8,000	7	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
1,472,400 plus (40 acres or more)	12,000	8	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]

[1] A portion of the square footage allowed for accessory buildings shall be utilized or reserved for a primary garage. The primary garage shall be at least 400 square feet in size.

[2] If the accessory building is closer to the front property line than the principal building, then the construction must have the same general design and materials as the home.

[3] If the accessory building is closer to the front property line than the principal building, then the height of the accessory building cannot exceed the height of the principal building or 22 feet, whichever is more restrictive.

b. *R-1 Residential (Rural Developing) .*

Parcel Size (sq. ft. and acres) (excl. road right-of-way)	Maximum Square Footage Allowed for Accessory Buildings [1]	Maximum # of Acc. Bldgs. Allowed	Exterior Finish Permitted	Architectural Standards Required (for buildings regulated by MN State Building Code)	Maximum Allowable Height in Feet (one story buildings permitted, two with CUP and 2 acres)
0—21,779 (0 to 0.5 acre)	10% of lot, or 1,500 square feet, whichever is smaller	2	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	16
21,780—43,559 (0.5 acre to 1 acre)	1,800	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	16
43,560—65,339 (1 acre to 1.49 acres)	2,200	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	16
65,340—87,119 (1.5 to 1.99 acres)	2,400	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	16

87,120—108,899 (2.0 to 2.49 acres)	2,400	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
108,900—152,459 (2.5 to 3.49 acres)	2,700	3	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
152,460—196,019 (3.5 to 4.49 acres)	3,000	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
196,020—239,579 (4.5 to 5.49 acres)	3,500	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
239,580—283,139 (5.5 to 6.49 acres)	3,900	4	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
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326,700—370,259 (7.5 to 8.49 acres)	4,700	5	Same general design and materials as home or color	Soffit, fascia, eave overhang to match home	22 [3]

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370,260—413,819 (8.5 to 9.49 acres)	5,100	5	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
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871,200—1,742,399 (20 to 39.99 acres)	8,000	7	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]
1,472,400 plus (40 acres or more)	12,000	8	Same general design and materials as home or color compatible metal panels [2]	Soffit, fascia, eave overhang to match home	22 [3]

[1] A portion of the square footage allowed for accessory buildings shall be utilized or reserved for a primary garage. The primary garage shall be at least 400 square feet in size.

[2] If the accessory building is closer to the front property line than the principal building, then the construction must have the same general design and materials as the home or with metal panels as outlined in this section.

[3] If the accessory building is closer to the front property line than the principal building, then the height of the accessory building cannot exceed the height of the principal building or 22 feet, whichever is more restrictive.

(Code 1978, § 9.11.02; Ord. No. 73-05, 5-21-1973; Ord. No. 74-08, 12-21-1974; Ord. No. 79-04, 4-8-1979; Ord. No. 87-4, 8-10-1987; Ord. No. 91-09, 6-30-1991; Ord. No. 91-17, 12-23-1991; Ord. No. 92-09, 7-13-1992; Ord. No. 97-15, 12-1-1997; Ord. No. 98-04, 4-13-1998; Ord. No. 99-05, 5-31-1999; Ord. No. 01-11; Ord. No. 03-30, 9-15-2003; Ord. No. 03-01, 3-7-2003; Ord. No. 05-12, 7-25-2005; Ord. No. 06-05, 3-28-2006; Ord. No. 08-18, § 2, 7-8-2008; Ord. No. 11-08, § 1, 6-14-2011; Ord. No. 15-06, § 2, 4-14-2015)

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CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Tuesday, June 13, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: None

Also Present: City Administrator Kurtis Ulrich
Finance Director Diana Lund
Police Chief Jeff Katers
Public Works Superintendent Grant Riemer
Community Development Director Timothy Gladhill
City Planner Chris Anderson
City Engineer Bruce Westby
Asst. City Administrator/Economic Development Manager Patrick Brama
Public Information and Event Specialist Nicole Wenberg

1. CALL TO ORDER

Mayor Strommen called the regular meeting of the Ramsey City Council to order at 7:00 p.m., followed by the Pledge of Allegiance led by Mayor Strommen.

2. PRESENTATION

2.01: Recognition of Heart Safe Ramsey Volunteers for Achieving Goal of 1400 Residents Trained in CPR and AED Use

Mayor Strommen invited members of the Ramsey Heart Safe Committee to come forward. She recognized the volunteers for achieving their goal of training 1,400 residents in CPR and AED use, noting that the initiative began in 2014. She stated that the City reached certification in just nine months but kept climbing in order to reach the goal the committee had set. She recognized Tim Hoffman, who has been the champion of this cause and brought forth the idea to the City Council. She presented the certificate of achievement to the group and thanked them for their service to the community.

Tim Hoffman stated that it was not just the group but also other organizations including the City Council, Ramsey Lions and Ramsey Rotary. He stated that the sustainability of the plan is important now that they have reached this level.

Mayor Strommen stated that the slogan says, "don't wait for the help, be the help" and believed that it a great mantra. She noted that this is a wonderful example of how people can contribute to the community as this was community driven and community led. She again thanked the group for their efforts.

2.02: Presentation of the 2016 Comprehensive Annual Financial Report by the City's Auditing Firm of Malloy, Montague, Karnowski, Radosevich & Company (MMKR) – Aaron Nielsen, Principal with the Firm Will be Presenting

Aaron Nielsen, MMKR, stated that he is here to present the three reports included in the Council packet. He noted that a more detailed presentation was given to the Council prior to this meeting at the worksession. He reported that an unmodified, or clean, opinion was given on the audit. He stated that the reports required have been filed and there was one finding in the area of internal controls regarding the capture of assets received by developers the previous year. He stated that there were no findings in regard to Minnesota state legal compliance. He stated that they did testing from the finding from the previous year and they were pleased that the City had addressed the item and the finding was eliminated this year.

Councilmember Riley stated that there is a lot of information included in the reports and it can be difficult to interpret. He thanked Mr. Nielsen and Finance Director Lund and her staff.

Mayor Strommen agreed and recognized the high level of work that is needed from staff. She stated that there is an action item on the consent agenda to receive the audit and submit for excellence in financial reporting.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to approve the following items on the Consent Agenda:

4.01: Receive 2016 Comprehensive Annual Financial Report (CAFR)
4.02: Receive Cash and Investments for Period Ending May 31, 2017
4.03: Approve Licenses:

Solicitor
Maintenance Free Minnesota Inc/4220 83rd Ave N Minneapolis
Temporary On-Sale Liquor License
Ramsey Lions Club/P.O. Box 771

Temporary On-Sale Liquor License
Ramsey Lions Club/P.O. Box 771

4.04: Approve the following Meeting Minutes:
1) City Council Work Session dated May 23, 2017
2) City Council Regular dated May 23, 2017

4.05: Approve Development Agreement for Regency Commons (Project #108); Case of National Self Storage

4.06: Approve Off-Sale Intoxicating Liquor, Off-Sale 3.2% Liquor, On-Sale Intoxicating Liquor, Beer, Sunday Sales, and Optional 2:00 a.m. Closing

4.07: Approve Rental Licenses

4.08: Approve Aeon Purchase Agreement: Multiple Actions

4.09: Adopt Resolution #17-06-135 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of May 18, 2017 through June 7, 2017

4.10: Adopt Resolution #17-06-136 to Hire Seasonal Public Works Maintenance Workers

4.11: Adopt Resolution #17-06-141 International Code Council (ICC) Nonexclusive License Agreement

4.12: Adopt Resolution #17-06-143 to Approve Participation in the Public Employees Retirement Association Phased Retirement Option

4.13: Report from the Public Works Committee Meeting dated May 16, 2017:
1) Review Pedestrian Safety Concerns at Variolite Street and 161st Avenue – *Ratify the recommendation of the Public Works Committee to request that the Police Department use the speed trailer at Variolite Street/161st Avenue NW intersection periodically to help reduce traffic speeds, and to consider an amendment to the Capital Improvement Plan regarding lowering the grade at the Variolite Street/161st Avenue NW intersection to improve the site line to the north.*
2) Parking Concern Near Rhinestone Street and Ramsey Parkway – *Ratify the recommendation of the Public Works Committee to recommend that the yellow curb marking be extended, as needed, to ensure uniform "No Parking" restrictions on all legs of the intersection at Rhinestone Street/Ramsey Parkway.*
3) Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-03, 2017 Crackseal and Sealcoat Improvements – *Ratify the recommendation of the Public Works Committee to approve plans and specifications for Project #17-03 – 2017 Crackseal and Sealcoat Program, and to recommend that the following related items be funded through the 2017 Street Maintenance Contract under the Streets Department Budget: Analyze payment sections using ground penetrating radar - $35,000; Spray patching machine rental - $35,000.*

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Johns, LeTourneau, Riley, Shryock, and Williams. Voting No: None.

5. APPROVE AGENDA

Motion by Councilmember Shryock, seconded by Councilmember Johns, to approve the agenda as presented.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Shryock, Johns, Kuzma, LeTourneau, Riley, and Williams. Voting No: None.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Consider Adopting of Resolution #17-06-127 Approving Preliminary Plat for COR Stonebrook Academy (Project #17-101): Case of Michael and Kristen Johnson

Community Development Director Gladhill reviewed the staff report and recommendation to adopt Resolution #17-06-129 approving the Preliminary Plat request as recommended by the Planning Commission. He stated that the proposed project appears to comply with the bulk standards of The COR Design Framework and the proposed use would be an asset to The COR development as well as the City of Ramsey.

Councilmember Riley stated that there were a few members of the Planning Commission that did not vote in favor and asked for additional details.

Community Development Director Gladhill stated that there are different aspects which include the minimum zoning requirements and the fact that the City owns the parcel and has more control. He stated that some of the comments were regarding whether this is the right location for this business and whether more than the base minimum should be required. He stated that there seems to be more concern with pitched roofs in the central corridor of The COR.

Councilmember Riley stated that the City does have the flexibility and this does meet the requirements, therefore this could be built.

Community Development Director Gladhill noted that with the comments being addressed from the staff review letter and Planning Commission conditions the request would meet the standards.

Councilmember LeTourneau noted that he attended the Planning Commission meeting and there was robust discussion. He stated that while not everyone agreed, the item did pass. He stated that the comments he heard were around the location of the main door and whether that should be on the Sunwood side. He stated that the decision showed flexibility in the City's standards that would best fit that use and would not set precedent. He agreed that it would not be appropriate for the main door to be off Sunwood Drive. He referenced the glass and believed that the building should have more glass. He wanted to ensure that the building meets the minimum standard of glass for The COR. He believed that the proposal in front of the Council is very reasonable.

Councilmember Williams stated that she does not see a reference to the cross-access easement.

Community Development Director Gladhill noted that easement will come forward in a separate document at the time of Final Plat.

Mayor Strommen referenced the facing of the building and access from Sunwood. She stated that she is less concerned with the pitch roof but does agree with the statement requesting more glass, especially on the Sunwood facing side. She explained that would make it appear more as the front of the building, she does agree that for safety and operating reasons that is not the right location for the door.

Motion by Councilmember LeTourneau, seconded by Councilmember Williams, to Adopt Resolution #17-06-129 Granting Preliminary Plat Approval of COR Stone Brook Academy.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Williams, Johns, Kuzma, Riley, and Shryock. Voting No: None.

7.02: Consider Adoption of Resolution Approving Final Plat of Covenant Meadows and Rezoning of the Subject Property (Project #17-102): Case of Eric Thomsen

City Planner Anderson reviewed the staff report and recommendation to approve the Zoning Amendment and Final Plat for Covenant Meadows. He stated that the Final Plat is generally consistent with the approved Preliminary Plat. He stated that the Zoning Amendment would rezone the subject property to a Planned Unit Development with the public benefit for being about 15 acres of land that would be deeded to the City for permanent protection of open space. He stated that this area also includes a portion of land that is classified as having conservation value based on the Minnesota Biological Survey. He stated that furthermore this would preserve in perpetuity another segment of a greenway corridor along the Trott Brook.

Councilmember Riley applauded staff for protecting a resource that is known to be precious while still allowing this parcel to develop.

1. Adopt Ordinance #17-08 Approving Zoning Amendment to Planned Unit Development (PUD)

Motion by Councilmember Shryock, seconded by Councilmember LeTourneau, to waive the charter requirement to read the Ordinance aloud and adopt Ordinance #17-08 Amending Section 117-90 "MAP" of Chapter 117 of the City Code of Ramsey, Minnesota.

A roll call vote was performed by the Recording Secretary:

Councilmember Riley	aye
Councilmember Shryock	aye
Councilmember Williams	aye
Councilmember LeTourneau	aye
Councilmember Johns	aye
Councilmember Kuzma	aye
Mayor Strommen	aye

Motion carried.

2. Adopt Resolution #17-06-138 Approving Final Plat

Motion by Councilmember Johns, seconded by Councilmember LeTourneau, to Adopt Resolution #17-06-138 Granting Final Plat Approval of Covenant Meadows.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Johns, LeTourneau, Kuzma, Riley, Shryock, and Williams. Voting No: None.

7.03: Consider Approvals for a Building Expansion at 17301 Nowthen Blvd NW (Project #17-03): Case of Trott Brook Hall

City Planner Anderson reviewed the staff report and recommendation to approve the CUP, Minor Plat, Site Plan, and Development Agreement contingent upon compliance with the Staff Review Letter and subject to review and approval as to legal form by the City Attorney. He stated that the church has been operating in this location for a number of years with no known issues. He stated that the proposed building expansion complies with all building setbacks as does the plat.

Councilmember LeTourneau stated that this is a well thought out plan and he is pleased that the Planning Commission views this as a positive measure. He stated that he does like the elimination of the access points, which will be a benefit for the community. He asked if there is any concern from engineering regarding the access points.

City Engineer Westby stated that staff did not see any issues and believes that the elimination of an access point along Highway 5 will be a benefit and therefore support the request.

1. **Conditional Use Permit**
2. **Site Plan**
3. **Minor Plat**
4. **Development Agreement**

Motion by Councilmember LeTourneau, seconded by Councilmember Johns, to Adopt Resolution #17-06-142 Approving a Conditional Use Permit Allowing the Operation of a Religious Institution in the R-1 Residential District, Site Plan for Expansion of an Existing Facility, and Final Plat for Trott Brook Addition.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Johns, Kuzma, Riley, Shryock, and Williams. Voting No: None.

7.04: Consider Adoption of Resolution #17-06-126 Approving Conditional Use Permit and Site Plan for Danner's Cabinet Shop, Inc. on the Property Located at 16735 Quicksilver St NW (Project No. 16-37): Case of Danner's Cabinet Shop, Inc.

City Planner Anderson reviewed the staff report and recommendation to adopt Resolution #17-06-126 granting approval of the Site Plan and Conditional Use Permit for the expansion of a lawful, nonconforming use on the subject property. He stated that the cabinet shop has been operating in this location for over 40 years and while it is tight in terms of expansion, it appears that all minimum setbacks are being met and that the additional two parking stalls required can fit on site. He stated that as long as the applicant provides a Certificate of Survey from a licensed surveyor that confirms this information and revises the plans as outlined in the Staff Review Letter.

Councilmember Kuzma asked the applicant for more details on the landscaping for the project.

Troy Danner stated that he is open to suggestions but is willing to plant trees or shrubs.

Councilmember Kuzma asked if a fence would be feasible.

Mr. Danner stated that he would be open to a section of fence but would still need to maneuver a forklift.

City Planner Anderson stated that there was discussion regarding fencing of the dumpster. He noted that the applicant needs access to maneuver equipment to access the dumpster and therefore the fence could end up in the right-of-way. He stated that for that reason staff would prefer to work with landscaping plantings.

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to Adopt Resolution #17-06-126 Approving a Site Plan and a Conditional Use Permit for the Expansion of a Lawful Nonconforming Use in the B-1 General Business District for Danner's Cabinet Shop, Inc.

Further discussion: Councilmember LeTourneau stated that Troy is the third generation of the Danner family to be involved with the cabinet business. He stated that it is great to see the business continue to be a success in the community. Mayor Strommen echoed the comments that it is great to see a local longtime family business thriving in the community.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Riley, Kuzma, Johns, LeTourneau, Shryock, and Williams. Voting No: None.

7.05: Consider Approvals Related to Homestead Road Addition (Project #16-23): Case of CTW Group

City Planner Anderson reviewed the staff report and recommendation to approve the Final Plat for Homestead Road Addition. He noted that this is a challenging site to work with based on the amount of wetland and floodplain and the proposed subdivision seems a reasonable use of the property. He noted that the Final Plat is consistent with the approved Preliminary Plat.

Councilmember Riley asked for additional information on the rain gardens and how enforcement would occur.

City Planner Anderson stated that it is a challenging site to work with and rather than entirely regrading the site, this would seem to be the best fit. He was unsure that this had been done with any other single family residential development. He stated that it has been done with multi-family developments. He stated that this will be a good exploration and could be an element that could be built into future road projects. He stated that enforcement will probably be built into an annual inspection. He noted that a maintenance schedule was borrowed from the conservation district and the number of species will be limited to make maintenance easier. He stated that this will be a pilot project that will provide the City with additional information for the future.

Councilmember Johns asked the downside if someone does not maintain the rain garden.

City Planner Anderson noted that financial surety would be in place to ensure that the rain gardens are designed and installed correctly. He noted that the rain gardens would fall within the drainage and utility easement and therefore that could be used as enforcement. He confirmed that this would be an element of the Lower Rum River Water Management Organization permit as well.

1. **Final Plat**
2. **Development Agreement**
3. **Rain Garden Maintenance Agreement**

Motion by Councilmember Johns, seconded by Councilmember LeTourneau, to Adopt Resolution #17-06-137 Granting Approval of the Final Plat, Development Agreement, and Maintenance Agreement for Homestead Road Addition.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Johns, LeTourneau, Kuzma, Riley, Shryock, and Williams. Voting No: None.

7.06: Consider Actions for Riverstone Addition Located Near Bunker Lake Boulevard and Puma Street: Case of Capstone Homes (Project No. 17-106)

Community Development Director Gladhill reviewed the staff report and recommendation to approve the Preliminary Plat as presented. Staff believes that the proposed contingencies are appropriate for approval, acknowledging that additional steps are forthcoming. He stated that the Preliminary Plat is focused on giving approval to layout with specific agreements and construction plans approved with Final Plat. He thanked the developer for their cooperation throughout this process which has helped to make the process run smoothly.

Councilmember Kuzma asked if there will be a sidewalk as part of the process.

Community Development Director Gladhill replied that all public streets will have a sidewalk on one side of the street.

Councilmember Kuzma stated that his concern would be because the density is tight, future homeowners may have guests and parking may be tight with only allowing parking on one side

of the street. He stated that he would prefer to see a wider street with parking allowed on both sides.

Councilmember Riley stated that a narrower roadway would have less impervious street. He stated that public works supports a wider street. He asked how that would help public works and public safety.

Public Works Superintendent Riemer stated that it is not just cars that park on the road but people also put their trash cans down at the road. He stated that there will be a lot of no parking signs in the neighborhood that would need to be enforced and parking would be at a premium. He stated that he also has concern with the turning radius for public works vehicles, trash vehicles, fire trucks, and school busses.

Police Chief Katers stated that there is concern for multiple large equipment vehicles responding to an emergency. He stated that parking can be an issue, especially with enforcement. He noted that for enforcement, one side would need to be adequately signed for no parking to be properly enforced and not everyone wants a sign in their yard.

Councilmember LeTourneau stated that he appreciates the additional feedback from public works and public safety but noted that the 29-foot width is something that public works and public safety are willing to work with to ensure everyone is safe and the surface is reasonably being used. He stated that he would therefore support the 29-foot width. He asked the width of the Sunfish Lake subdivision.

Community Development Director Gladhill stated that the width varies from 28 to 29-foot width. He stated that parking is not restricted in that development which has caused issues. He noted that if the 29-foot width is approved there should be restricted parking.

Councilmember Kuzma asked for input from the developer.

Steve Bona, Capstone Homes, stated that they sent a letter to staff on April 6th to provide background information. He noted that their position comes from the experience they have in other communities. He stated that the roadways in the other communities have 28 foot roadways and there have not been problems. He noted that this is a common practice throughout the growing cities in the metropolitan area. He stated that this will slow traffic down in a neighborhood and that is why they do the narrower width. He stated that big roads make traffic go faster.

Councilmember Kuzma stated that he is still concerned with the density and the restricted parking as that could be problematic for homeowners and therefore would support the wider streets.

Mr. Bona stated that he visited Sunfish Lake and measured the roadway, which was 28 feet, and that development does not have restricted parking.

Councilmember Johns stated that she does not like a lot of signage and asked if painted curbs could be used rather than a multitude of signage.

Community Development Director Gladhill stated that not everyone will know what a yellow curb means and that comes with additional maintenance. He stated that these residents would be moving into the neighborhood with restricted parking.

Mayor Strommen stated that she likes restricting parking to one side as that will assist with pedestrian safety when people are attempting to cross.

Councilmember Johns asked if the placement of the sidewalk is known and whether parking would be allowed on the side with the sidewalk or the alternate side.

Community Development Director Gladhill noted that a recommendation for that element will be known when Final Plat comes back.

Councilmember Riley asked if enforcement would be built into the median language.

Community Development Director Gladhill confirmed that the language would be built into the Final Plat/Development Agreement for the ongoing maintenance of the medians. He noted that he did receive a comment from the public that they did not want to see another roundabout.

Community Development Director Gladhill stated that there are no plans for a roundabout at this time.

Councilmember LeTourneau stated that this development is a major movement for the City of Ramsey and commended staff, the developer and those that have been involved in this process. He noted that this is just the beginning of the process and he would like to continue to see this move on.

1. **Introduce Ordinance #17-06 Approving Zoning Amendment to Planned Unit Development (PUD)**
2. **Adopt Resolution #17-06-144 Declaring Environmental Impact Statement Not Needed and Approving Preliminary Plat**

Motion by Councilmember LeTourneau, seconded by Councilmember Williams, to introduce Ordinance #17-06 approving a zoning amendment to planned unit development and Adopt Resolution #17-06-144 Determining That an Environmental Impact Statement is not Necessary and Granting Preliminary Plat Approval of Riverstone Addition.

Further discussion: Matt Kuker stated that PSD is in the process of doing an industrial project adjacent to this project. He was concerned that this project would use half of the Puma Street vacation. He stated that he has been in discussion with Capstone Homes on how to cost-share a landscaping berm to help buffer the noise. He stated that he is attempting to be proactive to create a noise buffer and eliminate that issue from the start. He stated that he does not have a signed agreement with Capstone. He stated that he is held to a City spec when building roads

and there is not an option to shrink the width. Mayor Strommen noted that the Puma Street vacation is noted in the staff report and could require a change to the plat if an agreement is not reached. She noted that this would not foreclose the opportunity for the parties to work something out. Mr. Bona stated that they are working with PSD and there will not be any problems creating the berm. He stated that they are working through details on trail crossings with staff. He noted that a new trail was proposed at the last minute between Alpine and the park and because of the significant topography the cost would be high. He stated that they will continue to work with staff but simply wanted those items noted. Mayor Strommen asked if the applicant is in agreement with the staff review letter. Mr. Bona stated that he is simply adding to that information. Community Development Director Gladhill noted that there are cost implements to the elements that will be negotiated throughout this process. Mr. Bona stated that they really appreciate working with staff on this process and Community Development Director Gladhill has been great with meeting their schedule. He noted that City Engineer Westby, City Planner Anderson, and Asst. City Administrator/Economic Development Manager Brama have all been amazing. Councilmember Kuzma asked if there is flexibility on the road width or whether that would be settled with this motion. Community Development Director Gladhill noted that if approved tonight that would include 29-foot-wide roadways. Councilmember Shryock stated that she wants to ensure that the road width is appropriate and not something done just for this development. Community Development Director Gladhill confirmed that this narrower roadway is not appropriate for all developments and would depend on the details including density. He noted that this is a planned unit development, where the City can provide flexibility for the benefit that is received in return.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers LeTourneau, Williams, Johns, Riley, and Shryock. Voting No: Councilmember Kuzma.

7.07: Consider Adopting Resolution #17-06-139 Accepting Bids and Awarding Contract for Improvement Project #17-00, Sunwood Drive Reconstruction

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #17-06-139 accepting bids and awarding a contract for construction for Improvement Project #17-00, Sunwood Drive Reconstruction, to North Valley, Inc. in the amount of $409,385.03.

Motion by Councilmember Kuzma, seconded by Councilmember Shryock, to adopt Resolution #17-06-139 Accepting Bids and Awarding Contract for Improvement Project #17-00, Sunwood Drive Reconstruction.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Shryock, Johns, LeTourneau, Riley, and Williams. Voting No: None.

7.08: Consider Adoption of Resolution #17-06-140 Accepting Bids and Awarding Contract for Improvement Project #17-01, Alpine Drive Reconstruction

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #17-06-140 accepting bids and awarding a contract for construction for Improvement Project #17-01, Alpine Drive Reconstruction, to North Valley, Inc. in the amount of $341,407.52.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to Adopt Resolution #17-06-140 Accepting Bids and Awarding Contract for Improvement Project #17-01 Alpine Drive Reconstruction.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Shryock, Johns, Kuzma, LeTourneau, Riley, and Williams. Voting No: None.

7.09: Consider Maple Investments LLC (dba Sharp and Associates) Purchase Agreement (portions of the case may be closed to the public)

Asst. City Administrator/Economic Development Manager Brama reviewed the staff report and recommendation to consider the purchase agreement between the City of Ramsey and Maple Investments LLC for 9.33 acres of City owned land.
Williams

Councilmember Williams stated that she did have concerns when this was reviewed at the EDA and appreciated the outline of her concerns in the packet. She commented that this is not the same structure the last time a purchase agreement was negotiated for this site. She stated that this proposal is lower than the original asking price and does not have the incentives aligning in the same manner. She believed that half of the proposal is a speculative development and she felt that the City is incentivizing and subsidizing the development. She stated that she would not support the request.

Councilmember Riley stated that he has a different perspective, noting that this is a completely different deal with a different user and purchaser. He stated that this is within the deal range and there are some issues with the land. He noted that this is a quality user in the City that has done this exact thing repeatedly. He stated that there is surety that the first building will come with hope for a second building. He noted that this deal will feel different because it is different.

Councilmember LeTourneau appreciates the input from both Councilmembers Williams and Riley. He stated that it brings him back to the comment that the asking price is within the deal range and meets the other obligation of the arrangement to sell land. He agreed that Mr. Sharp is a known commodity in the community and has success with great projects. He stated that this seems like a very reasonable thing to do.

Councilmember Riley asked the amount of TIF or business subsidy being provided.

Asst. City Administrator/Economic Development Manager Brama stated that there is not explicit assistance being provided to the project. He stated that this property was never officially listed with CBRE and therefore the deal range was not adopted and therefore staff made similar assumptions for the property.

Councilmember Williams noted that this property was never marketed and offered to the general public. She believed that this is a reduction to the potential selling price because it has not been actively marketed.

Mayor Strommen appreciated the comments of Councilmember Williams regarding the previous deal structure. She noted that the previous purchase agreement incentivized the building while this purchase agreement would penalize in the case that the building is not constructed. She provided a suggested change to the language to include the correct reference. She appreciated the perspective of Councilmember Williams but agreed with Councilmember Riley that this is a different deal. She noted that this would accomplish a similar goal but from a different perspective.

Asst. City Administrator/Economic Development Manager Brama acknowledged that this is a difference from the previous purchase agreement, likening it to the carrot versus the stick approach. He noted that while this method would have risk, the City is comfortable collecting on letters of credit. He stated that this is the route the developer preferred.

Motion by Councilmember Riley, seconded by Councilmember LeTourneau, to approve the purchase agreement between the City of Ramsey and Maple Investments LLC for 9.33 acres of City owned land.

Further discussion: Councilmember Kuzma stated that there is a long history with the developer and he appreciates his willingness to bring another project to Ramsey. He stated that the City still has land to sell and wanted to welcome the opportunity for this developer to expand his business in Ramsey and therefore would support this.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Riley, LeTourneau, Johns, Kuzma, and Shryock. Voting No: Councilmember Williams.

8. MAYOR, COUNCIL AND STAFF INPUT

Mayor Strommen noted that there is a resident that was not present for open forum but would like to address the Council.

Jim Kazet, 15052 Limonite, stated that he has been a resident of Ramsey for 30 years. He stated that someone recently purchased the property across the street from him and began to construct a structure. He stated that the building is a machine shed sits 75 feet back from the street on a corner lot and is ugly. He stated that this is an established neighborhood and this is not a structure that should be in this residential neighborhood. He stated that he had no idea that this structure was going up but it is completed. He believed that there should be some regulation when constructing an accessory structure in an existing residential neighborhood. He stated that he does have photographs.

Community Development Director Gladhill noted that this item will be routed to the Planning Commission to review the regulations.

Councilmember Riley asked if this was built within the existing code.

Community Development Director Gladhill stated that the codes are being followed and noted that this has to do with metal structures. He stated that the regulations have evolved, noting that the overarching theme was that they would rather see these structures compared to junk outside. He stated that the discussion will be when a metal pole barn is appropriate and when it is not.

Mayor Strommen encouraged the Planning Commission to do a comprehensive review in attempt to prevent similar situations in the future.

City Administrator Ulrich announced upcoming meetings and events.

Mayor Strommen noted that the League of Minnesota Cities conference begins the following day.

9. ADJOURNMENT

Motion by Councilmember LeTourneau, seconded by Councilmember Williams, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 9:13 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.











Regular Planning Commission **7. 1.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

Receive Progress Report on Comprehensive Plan Update

Purpose/Background:

The purpose of this case is to review input the City has received from public workshops in preparation for the Comprehensive Plan Update.

The Comprehensive Plan Steering Committee wrapped up the first phase of public engagement in June. This first phase focused on listening and allowing the community define topics and priorities. The results of that effort are attached to this case. These materials are compilations of multiple sessions. Raw data, mark-up, comments, etc. are available upon request.

The Comprehensive Plan Steering Committee will be reviewing first drafts of the Framework Chapter, Community Background Chapter, and Land Use Chapter at their July Meeting. The Comprehensive Plan Update will also have a presence at the July 13 Draw Summer Event Series.

Notification:

Observations/Alternatives:

The following workshops were held.

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

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

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

Funding Source:

Recommendation:

Action:

No action is being requested. This case is for update only.

Attachments

Key Themes

Land Use Goals

Future Land Use Map

Transportation Goals

Transportation Topics

Economic Development
Natural Resources
Framework Chapter
Community Profile
Land Use Chapter
Sample Document Design

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 02:06 PM
Form Started By: Tim Gladhill		Started On: 06/30/2017 11:20 AM
Final Approval Date: 06/30/2017		

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Ramsey2040: Key Themes

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

TOPIC IDENTIFICATION

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

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RURAL CHARACTER

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

PARKS

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

TRANSPORTATION AND ROADS

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

SCHOOLS

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

MISCELLANEOUS COMMENTS

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

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Ramsey2040: Land Use Goals

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

STRATEGIES:

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

b) A variety of housing densities and types

STRATEGIES:

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

c) Fair and consistent land use regulations

STRATEGIES:

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

d) Walkable neighborhoods

STRATEGIES:

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

e) Efficient growth

STRATEGIES:

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

f) The COR is constructed in accordance with its vision

STRATEGIES:

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

g) Adequate retail and commercial services

STRATEGIES:

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

h) New development is well-integrated with existing development

STRATEGIES:

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

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

STRATEGIES:

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

j) Property rights are protected along with natural resources

STRATEGIES:

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

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Ramsey Comprehensive Plan
Future Land Use Map
Ramsey, MN

- Area Of Interest
- Ramsey Boundary
- Parcel Boundary
- Lakes And Rivers
- Low Denisty Residential
- Medium Density Residential
- High Density Residential
- Office Park
- Commercial
- Business Park
- Mix Use
- Public
- Rural Developing
- Rural Preserve
- Park
- Closed Landfill

Changed Future Land Use

N

0 3,000 Feet

WSB

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Ramsey2040: Transportation Plan Goals and Strategies

A safe and efficient motorized transportation system throughout our community

STRATEGIES:

1. Implement the Highway 10 Access Planning Study.
2. Complete Corridor Studies for Trunk Highway 47 (Saint Francis Boulevard) and Anoka County State Aide Highway 5 (Nowthen Bouelvard).
3. Complete Corridor Study for Anoka County Road 63 and 27.
4. Consider an additional east/west connection in the northern section of our community.
5. Complete Collector Road improvements in and around The COR.
6. Proactively advocate for funding for regional roadway systems.
7. Consider alternative road designs where appropriate.

A safe and efficient non-motorized transportation system throughout community

STRATEGIES:

1. Update standard requirements for road and trail design for road reconstruction projects and future developments to ensure capacity to accommodate automobiles, pedestrians, and bicyclists.
2. Complete the Master Parks and Trail Plan to ensure adequate pedestrian and bicyclist connectivity.
3. Secure funding for transportation projects such as additional trails, bike paths, and pedestrian connections.
4. Include a review of infrastructure, including parking for walking and other non-motorized transportation modes when reviewing any transportation improvement projects
5. Advocate affordable, dependable and efficient means of public transit in the community
6. Continue efforts to establish the Mississippi River regional trail.
7. Explore options for constructing a pedestrian bridge over Highway 10 and the Mississippi River (Mississippi Skyway)
8. Ensure trail connections to transit stops, employment centers, shopping and other services

Connectivity with regional transportation corridors and transit

STRATEGIES:

1. Officially map parcels impacted by the Highway 10 Access Planning Study and Future Mississippi River Crossing (Armstrong Boulevard)
2. Collaborate with adjacent communities and county, state, and federal agencies on the planning, design and construction of regional transportation projects
3. Establish numerous, efficient, affordable transportation connections, both within and Ramsey and connecting to other communities, that include multi-modal transportation choices
4. Continue involvement in the Northstar Corridor Marketing Group
5. Market the municipal parking facility as a park-and-ride opportunity
6. Develop an affordable, efficient, and reliable transit system that includes commuter rail and bus capabilities
7. Secure funding for transportation projects

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Ramsey Comprehensive Plan
Roadway Issues
Ramsey, MN

DRAFT FOR DISCUSSION

Shoulders on 181st

Height of Cattails Saftey Concern

Intersection Evaluation

Safety Issues for Kids and Pets. Speed Study? Shoulders

Multi Modal Corridor Study

Additional East/West Roadway Needed between Green Valley Rd & Bunker Lake Blvd

Enhance/Update Crosswalk Signs and make more visible

Expand Park More Parking

Lot Sizes too Small

Resurface and Bike Trail

Sign conflict w/ turn

Bypass Lane Review Costs To Pave Improve Safety

Keep Showing as planning effort

Drop Speed

Traffic Crossing 4-way stop?

Stop Sign Reinforcement

Noise from RR

Yes please!

Corridor Study

Left Turn Lanes

Slow Speed on Alpine

Widen to a 4 Lane

Widen to a 4 Lane

Stoplight

Slowing SB5/SB47

Right Turn Improvement

Train Approching Sign - Advance Routing

Impacts of Eagle Brook Tungsten

Concerned about truck turns

Andover Park (Destination)

NOTE: This map is out of date and needs direction.
City staff and public workshop mark-up COPY.

Possible Rum River Crossing??
(even if just ped crossing)

Nowthen
Roger's Lake
179th La NW
Roanoke St NW
Green Valley Rd NW
175th Ave NW
173rd Ave NW
Baugh St NW
Elk River
167th Ave NW
164th La NW
161st Ave NW
160th La NW
Nowthen Blvd NW
Eddy Lake
Armstrong Blvd NW
Variolite St NW
Lake Itasca
Alpine Dr
Beaudrys Pond
Ramsey Blvd NW
Sunfish Lake Blvd NW
156th Ln NW
Rum River
Andover
Waco St NW
Sunwood Dr NW
Sunfish Lake
Bunker Lake Blvd
Puma St NW
Uranium St NW
Liama St NW
Riverdale Dr NW
Jaspar St NW
Mckinley St NW
Mississippi River
Dayton
Anoka

Potential Future Signal
Existing Interchange
Proposed Interchange
Proposed Railroad Grade Separation
Proposed Pedestrian Crossing (Grade Separation)
Proposed RCUT Intersection
Possible River Crossing (Long Term)
Capacity/Safety Improvement
Proposed Connection
Proposed Frontage Road
Ramsey Boundary
Parcel Boundary

Note: The illustrated issues have been taken from existing city of Ramsey & Anoka County 2030 Transportation Plans for discussion purposes

N

0 3,000 Feet

WSB

May 2017

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Ramsey Comprehensive Plan Non-Motorized Transportation Network Ramsey, MN

City of RAMSEY

Need Safe trail across Green Valley Rd

Safety improvement for PED

PED

PED

Repair Boardwalk

Bike Trail needs to continue to park

Unsafe PED Crossing

Put Trail

Elmcrest needs lights Drainage Issues

Bike trail for new school

PED lines/ traffic concern

School Traffic

161st and variolite needs ped crossing - high speed of cars

Resurface trail

Speed Concern

PED Kings

Bike path gap

Dangerous 4 way

Splash Pad

Flashing Yellow

Sidewalk gap

Bike Racks

Turn light timing- 6 cars or less?

Work with City on RR Overpass

Trott Brook

Rum River

Rum River Central Regional Trail

Central Anoka Regional Trail

Mississippi River

Lake Itasca

Eddy Lake

Roger's Lake

Sunfish Lake

DEERWOOD PARK

CAROLINE ACRES PARK

RABBIT PARK

SHAWN ACRES PARK

FORD BROOK PARK

RIVERWOOD HILLS PARK

RIVERWOOD HILL SOUTH PARK

RUM RIVER CENTRAL REGIONAL PARK

TROTT BROOK PARK

FOX PARK

BROOKVIEW PARK

OAKRIDGE PARK

SPORT HAVEN NORTH PARK

SPORT HAVEN SOUTH PARK

TROTT BROOK TRAIL CORRIDOR

RUM RIVER HILLS GOLF COURSE

LAKE ITASCA TRAIL

CENTRAL PARK

TITTERUD PARK

FOREST HIDEAWAY PARK

RUM RIVER BOY SCOUT CAMP

WHISPERING PINES NORTH

LINKS GOLF COURSE

LAKE ITASCA PARK

REILLEY WEST PARK

WOODLAND GREEN PARK

BEAR PARK

STANHOPE RIVER HILLS

WAYSIDE REST

GREENLAND HILLS WEST PARK

GREENLAND HILLS EAST PARK

BEAUDRY'S PARK

ALPINE PARK

PELTZER PARK

COTTONWOOD PARK

Ramsey Elementary School

SOLSTICE PARK

EMERALD POND

RAMSEY TERRACE PARK

RIVERS BEND PARK

Rum River Library

Anoka High School

PROPOSED PARK

MISSISSIPPI WEST REGIONAL PARK

RIVERDALE PARK

Legend

- Ramsey Boundary
- Regional Bicycle Transportation Network Alignment
  - Tier 2 Alignment
- Regional Bicycle Transportation Network Corridor
  - Tier 1 Priority Corridor
  - Mississippi River Trail Route
- Regional Trails
  - Existing
  - Planned
  - Trott Brook Trail Corridor
- City Trails
  - Asphalt (37.52 miles)
  - Tunnel (0.05 miles)
  - Wooden Walkway (0.48 miles)
  - Proposed Pedestrian Crossing (Grade Separation)
  - On Street Bike Lanes
  - Sidewalks
- Parks and Open Space
  - Parks
  - Open Space/Trail Corridor
  - Proposed Park
  - Quasi-Public
  - Regional
  - Proposed Trailhead
  - City Hall
  - Fire Station
  - Existing Trailheads
  - Crosswalks
  - Proposed Underpass
  - Existing Underpass

N

0 3,000 Feet

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COR Multimodal Transportation Map Ramsey, MN

Armstrong Blvd NW

Bunker Lake Blvd

116 COUNTY

146th Ave

E Ramsey Pkwy

E Town Center Dr

Rhinestone St NW

Ramsey Blvd NW

Sunwood Dr NW

Civic Center Dr

Bus to Minneapolis and back

Earlier return time back from Minneapolis. First train back is very full.

Proposed Circulator Shuttle Service (Long-Term Improvement)

10

Ramsey Blvd NW

Jaspark St

139th La

- Ramsey Boundary
- Proposed Frontage Road
- Proposed Interchange
- Proposed Railroad Grade Separation
- Northstar Commuter Rail
- Northstar Station
- Northstar Link (Fridays Only)
- Northstar Link Bus Stop

Regional Trails

- Existing
- Planned
- Mississippi River Trail Route

City Trails

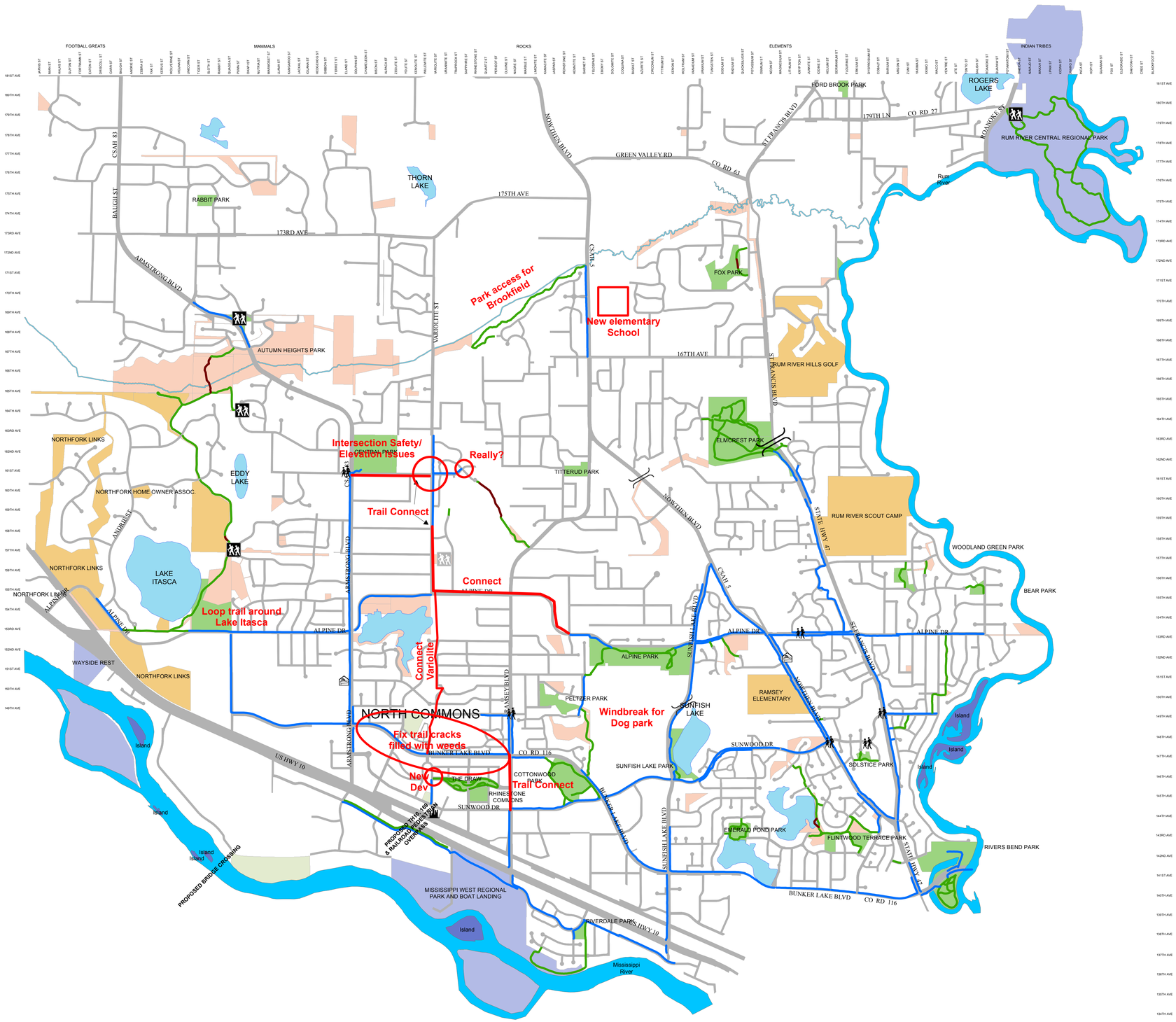
- Asphalt
- Existing Pedestrian Overpass
- Proposed Pedestrian Overpass
- On Street Bike Lanes
- Sidewalks
- City Hall
- Crosswalks

0 650 Feet

N

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City of Ramsey 2016 Park and Trail User Map



Legend

Park Map Symbols

- Underpass
- Proposed Underpass
- Crosswalk
- Existing Trailhead
- Fire Station
- City Hall
- Proposed Trailhead

TYPE

- OFF-ROAD (OUT OF ROW)
- BOARWALKS
- ON-ROAD (WITHIN ROW)
- Right of Way (ROW)

Park and Open Space

- PARKS
- OPEN SPACE/ TRAIL CORRIDOR
- PROPOSED PARK
- QUASI-PUBLIC
- REGIONAL

Prepared by City of Ramsey
Revised May 2016

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Ramsey2040: Economic Development Goals and Strategies

The Plan for Economic Development

Future economic development should be a coordinated effort between the City Council, the Ramsey Economic Development Authority and the business community. Decisions should be guided and based upon a set of goals and policies that are community driven.

Economic Development Goals

The following are Economic Development goals and strategies developed as part of the Comprehensive Plan Update process:

A diverse economic environment where a variety of businesses can grow and thrive

STRATEGIES:

1. Foster communication between the City and the business community.
2. Explore programs and activities to attract larger employers and employers that provide high-paying jobs.
3. Continue to monitor options for a community-wide technology plan to meet business technology needs (fiber-optic and/or wi-fi).
4. Promote redevelopment of underutilized parcels within industrial areas and along major transportation corridors.
5. Explore opportunities for additional city-sponsored business events.
6. Enhance communication between City and business community.
7. Continue business retention and subsidy programs.
8. Continue partnerships with neighboring cities and local chambers of commerce

New development in The COR

STRATEGIES:

1. Encourage and assist with new development in The COR.
2. Explore programs and activities to improve the image of The COR.
3. Promote Northstar Commuter Rail as economic development tools.

A positive community image

STRATEGIES:

1. Explore the opportunity to develop a local chamber of commerce or marketing team to market the unique qualities of Ramsey.
2. Consider options for increasing or improving signage at City gateways and other strategic locations.
3. Continue to pursue Revolving Acquisition Loan Fund (RALF) for the Highway 10 corridor.
4. Identify, acquire and redevelop underutilized and blighted properties, especially within industrial areas and along major transportation corridors.
5. Strengthen commercial and industrial development standards in City Code.
6. Maintain high standards for citywide property maintenance, including City-owned properties.

2017 Economic Development Workplan (DRAFT)

Purpose

Provide a functional plan that prioritizes the work of the City's economic development department and Economic Development Authority (EDA). This plan highlights both day-to-day and long term economic development priorities and goals for the City of Ramsey. The City Council's 3-year strategic action plan includes economic development initiatives; which have been reflected in this plan.

Objectives

1. Encourage, and plan for, growth of industrial, commercial, retail and housing activities
2. Foster the retention and expansion of existing Ramsey businesses
3. Support and maintain a positive local businesses environment
4. Leverage use of outside economic resources, partnerships and funding for economic development initiatives

Outcomes

1. Growth of the City's tax base
2. Growth in the City's quantity of jobs
3. Improved quality of life

Priorities

Priority #1:
Primary expectation of City staff. Highest priority economic development functions and initiatives for the EDA.

Priority #2.
Secondary expectations. When workloads permit, staff will bring forward secondary priorities for discussion and direction.

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First Priority

Tactics	*Timeline*	*Additional Resources & Tools Required*	*Key Outcomes/Metrics*
(1) Business Retention & Expansion The large majority local economic growth comes from existing Ramsey businesses. The purpose of this goal is to develop and maintain positive relationships with existing Ramsey businesses (establish trust). This goal is implemented through quality customer service, businesses visits, and facilitating business events. In 2017, staff would like to review the option of utilizing the University of Minnesota's BRE program (link). If the EDA was interested in the program, Connexus Energy has indicated a willingness to sponsor the program (2018).	Ongoing	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed.	Complete 24 business visits annually. Execute EDA business expo, business appreciation golf tournament, and fall networking event. Participate in Anoka County Broker Event and MN Marketing Partnership. *This tactic fits within EDA objectives 2 and 3.*
(2) Future Business Park Continue to move along the City's future business park initiative. Below are major work items to be addressed: 1. Finalize Economic Development Analysis 2. Develop and solidify the City's position/ involvement/ policy. 3. Attain shovel ready status.	1. Winter 2016 2. Winter 2016 3. Fall 2016	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. This work item does require use of third-party professional services (Shovel Ready Certifications, Economic Development Analysis, and subsequent due-diligence). TIF #1 and the EDA Fund have been identified as funding sources for this work in the past by the EDA and City Council.	"Ready-to-go" business park and clear position of City involvement. *This tactic fits within EDA objectives 2 and 3 and the City's strategic plan.*
(3) Old Municipal Center Redevelopment Facilitate redevelopment of old municipal center site. Below are major work items to be completed: 1. Remove former Fire Station #2 and clean site 2. Close on sale of property, phase #2 3. Close out land-swap agreement with Meadow Creek Builders	1. Fall 2016 2. Winter 2016 3. Fall 2016	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. The Anoka County HRA account has been identified as a funding source for the demolition and site clean-up work in the past.	Old municipal center site cleaned and ready for sale by Winter 2016. *This tactic fits within EDA objectives 1 and the Council's strategic plan.*

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Tactics	*Timeline*	*Additional Resources & Tools Required*	*Key Outcomes/Metrics*
<u>(4) Recruit new industry and major retail businesses to Ramsey</u>	Fall 2017	Currently Sufficient: this tactic requires assistance from the City's real estate broker CBRE; and demand from the development market. In order to provide latitude on which method is selected to tackle this goal (several exist), staff is requesting an increase of the EDA marketing budget line item from $3,000 to $30,000 in 2017.	Secure two new 30,000 square foot retail, and two new 30,000 square foot industrial facilities. *This tactic fits within EDA objective 1. This tactic fits within the City's strategic plan and Council policy discussions.*
<u>(5) Sell Surplus City Owned Land</u> The City owns a large inventory of surplus land available for development. Attain shovel ready status for all listed City owned property (including cut/fill estimations and identifying major costs for development—such as required extension of public infrastructure).	Fall 2016 for shovel ready certifications	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. This work item does require use of third-party professional services (Shovel Ready Certifications and subsequent due-diligence). TIF #1 has been identified as a funding source for this work.	Land sales are closed. Staff shall provide an annual overview. *This tactic fits within EDA objective 1. This tactic fits within the City's strategic plan and Council policy discussions.*
<u>(7) COR Development Pro-Forma and Policy</u> The City of Ramsey has taken the role of master developer for The COR. From a development perspective, the list of City obligations (expenditures) for The COR is relatively long, and at this point not well-defined. Additionally, the list of revenue streams from The COR is relatively straight forward, but have been committed informally in several instances. Staff would like to develop a pro-forma for The COR outlining all anticipated expenses and all anticipated revenues for the project. NOTE: this work has been partially completed in the past in many different forms (i.e. Landform, Ehlers, City C.I.P., etc.). This discussion also warrants the City to take policy positions on various items (i.e. expenses) and how they will be paid for (all city, all developer, split, etc.), and roughly when various improvements will be made. Completion of this pro-forma will put the City in a much better position to effectively analyze development proposals, strategize marketing efforts (i.e. pricing of land), budget discussions, and various policy items.	Summer 2017	This work will require assistance from third party professionals: (A) infrastructure analysis for The COR--$20,000-$30,000. (B) regional stormwater plan for The COR--$15,000-$30,000. (C) updated sign plan and cost estimates for The COR--$5,000-$15,000. At this point, the numbers outlined above a very preliminary. Staff would like to get quotes for EDA review. Staff anticipates various funding sources will be utilized to implement this work.	Completed development pro-forma.

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Second Priority

Tactics	Timeline	Additional Resources Required	Key Outcomes/Metrics
(8) RALF The Metropolitan Council reinstated the RALF (revolving acquisition loan fund) program in 2015 with eligibility modifications which significantly affect cities' ability to use this program. In fact, since the 2015 rule change, no RALF awards have been made by the Metropolitan Council, to any city Staff would like the EDA/ City Council to consider pursing amendments/ exceptions to the RALF program criteria. Staff is receiving requests/ inquiries from Highway 10 property owners RE this subject; which are intensifying with time. Staff would like to submit a RALF application to the Metropolitan Council to test/ challenge their new policies and positions. Additionally, said application will serve as a base point for future policy discussions for the City of Ramsey.	Fall 2016	No additional resources requested. Normal staff duties.	A RALF program that can actually be utilized by the City of Ramsey.
(9) Business Incubator Consider utilizing vacant space on the second floor of the Ramsey Municipal Center for a business incubator program—(or a cowork space, COCO). Staff would like to kick the process with a scoping meeting (i.e. how should we approach this task).	Spring 2017, scoping meeting with EDA.	At this point, no additional resources are being requested. Based on the scope of this project, additional resources will be needed.	Decide if the City has a genuine interest in starting a business incubator. Have a general scope for what a business incubator means in Ramsey.
(10) ZIP Code In 2015, the City of Ramsey did open its doors to the first ever Ramsey substation USPS Post Office. Although this is a positive step for Ramsey, the need for an independent zip code still exists. The purpose of this tactic is to pursue an independent zip code for our community. Process: 1. Meet USPS minimum standards for obtaining a new zipcode (delivery points, deliver routes, scheme items, sectors). The City needs to submit a request for an audit. 2. USPS audit made—Ramsey either meets minimum thresholds or not. If they do, move on to step 3. 3. USPS conducts a survey of community to gather feedback/ support for a new zip code. 4. USPS grants Ramsey a new zip code.	1. Completed in July of 2016 2. In process, expected to be completed by fall of 2016 3. Expected for completion in 2017. 4. Expected for completion in 2017/208.	No additional resources requested. Normal staff duties.	Approval or denial of a new Ramsey zip code.

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APPENDICES

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APPENDIX A

Ramsey Economic Development

2015 ACTIVITY REPORT

ECONOMIC DEVELOPMENT EVENTS

1. EDA Spring Business Expo
2. Ramsey Happy Days Festival, Business Expo
3. EDA Fall Networking Event
4. MN Marketing Partnership Familiarization Tour
5. EDA Business Appreciation Golf Tournament
6. Anoka Area Chamber Golf Tournament
7. Anoka County Developer/ Broker Event
8. Multiple Highway 10 Lobbying Tours
9. Armstrong Interchange Ground Breaking (December)

BUSINESS VISITS

Formal (3): Riverside Manufacturing, Waltek, Zero Zone

Informal (10): Life Fitness, Dedicated Networks, Molin Concrete, RJM, JBT, All Seasons Garage, Sil-Pro, Country Side Services, Sil-Pro, In'Tech, PSD LLC, M&G Trailer.

BUSINESS WELCOME BLASTS

9: Stoney River, The Lunch Box, USPS Mail Substation, Molin Concrete, All Seasons Garage Door, China Dragon, GNC, Country Side Services, Quality Forklift.

CITY OWNED LAND TRANSACTIONS

- PSD LLC---$1.89M (13.97 acres)
- Common Bond---$435K (1.85 acres)
- Casey's---$596K (1.36 acres)
- GS Land---$616K (14.86 acres)
- Meadow Creek---$0 (land swap)

  TOTAL--$3.58M GROSS (32.04 acres)

PROJECTS WITH CITY/ STATE INCENTIVES

- PSD LLC---$500K FV TIF
- Life Fitness---$350K FV TIF
- Life Fitness---$441K FV DEED
- Dedicated Networks---$130K FV DEED
- Dynamic Group---$250K FV DEED

  TOTAL--$1.672M FV, PAYGO

NEW CONSTRUCTION VALUES, MAJOR PROJECTS

- Dedicated Networks---20K SF ($915K)
- PSD LLC---121 Units ($13.9M)
- Common Bond---47 Units ($7M)
- Casey's General Store---5K SF ($2.3M)
- Life Fitness---48K SF ($3.2M)
- NTI---2K SF ($150K)
- Coborn's---Remodel ($492K)

  TOTAL--$28M New Const. Val. (Major Projects Only

MISCELLANEOUS

1. Creation of business advocacy Group for improvements to U.S. Highway 10.

2. Future Business Park: completed infrastructure study and economic development study (December/ January). Next step, policy discussion/ direction.

3. Old Municipal Center: phase one sold, and currently under development. Phase two requires demolition and site cleanup—expected to be ready by summer 2016. Demolition will likely be funded by the Anoka County HRA.

4. Replaced COR real estate signs.

5. 167 Avenue/ Highway 47 *EDA Workplan item* dropped (consider grant program).

6. Spring Business Expo *EDA Workplan item* discussion initiated. Was requested to be brought back for further discussion.

7. EDA began sponsoring the Anoka Area Chamber of Commerce, Manufacturers Coalition.

8. New TIF district created—TIF District 15, for demolition of the former Health Quest building.

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APPENDIX B

Ramsey Economic Development Dashboard of Funds

FUNDS & ACCOUNTS		
EDA Fund (end of 2015)	$	795,000
Utilized for project costs associated with EDA initiatives. Examples include property acquisition, site preparation, demolition, professional services, other.		
Revolving Loan	$	301,000
Fill financing gap between project costs and private debt financing		
Typically, low or even zero interest rate; entices recruitment and expansion in Ramsey.		
Anoka Country HRA (end of 2015)	$	994,034
All purpose redevelopment and economic development dollars		
OMC redevelopment targeted ($200-$500K), Future Biz Park?		
Sub Total	$	2,090,034
ASSETS (future land proceeds)		
Nordvick Property #45, 1.43 Acres (147th/Armstrong)	$	436,036
Purchased for by City for $800,000, $600,000 from EDA fund. Listed for $10 psf ($622,908)		
Building demolition and site clean up, EDA Fund (23,550).		
Industrial Park Property #28, .95 Acres (Basalt/Bunker)	$	61,950
Purchased for by City for $211,200 in 2006, 11% of proceeds must payback CDBG County		
Currently listed by CBRE for $105,000		
Industrial Park Property #37, 4.14 Acres (Ramsey/Jasper)	$	315,000
Purchased for by City for $XXXXX in XXXX. Proceeds will go back to TIF Account #1		
Currently listed by CBRE for $450,000		
Former Bookstore Property #40, 1.23 Acres, Dolomite/Hwy 10	$	150,500
Purchased for by City for $XXXXX in XXXX. Proceeds are open to EDA use (w/Council approval)		
Currently listed by CBRE for $215,000		
Former Amoco Station Property #08, 1.01 Acres, Hwy 47/142nd	$	123,200
Purchased for by City for $XXXXX in XXXX. Proceeds will go back to XXXXXX.		
Currently listed by CBRE for $176,000		
Sub Total	$	1,086,686
ANNUAL EDA BUDGET		
Miscellaneous Operating Supply (2017 projected)	$	18,000
Primary Fund for EDA events and miscellaneous costs. Examples		
Include expo, golf tournament, networking event, business of the years costs.		
Miscellaneous Professional Services (2017 projected)	$	50,000
Primary fund to supplement EDA initiatives with professional services.		
Examples: site investigation, ED consulting, Financial consulting, site concepts.		
Marketing (2017 projected)	$	30,000
Sub Total	$	98,000

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www.cityoframsey.com

Ramsey2040: Natural Resource Goals and Strategies

A Plan for Environmental Protection and Natural Resources Management

A very important piece to the vitality of the Ramsey community is the protection, preservation and restoration of the native vegetation that covers the community. The following goals and implementation strategies are intended to act as a framework for environmental protection.

1. Natural resources are protected

STRATEGIES:

a. Identify and prioritize natural areas in the City based on the Natural resource Inventory (NRI)
b. Use cluster ordinances, density credits, and conservation development practices to minimize impact on identified natural resources
c. Explore ways to put an economic value on habitat and other natural areas
d. Provide incentives to homeowners for the permanent protection of high-value natural resource areas
e. Establish a revenue stream dedicated to the permanent protection of natural resource areas such as a dedicated City tax enacted through referendum
f. Manage invasive species and promote the use and protection of native species for private and public development
g. Develop educational materials, such as kiosks, Ramsey Resident articles, and maps to inform public about the value of natural resources

2. Recreation opportunities are integrated into protected natural areas

STRATEGIES:

a. Coordinate protection and enhancement of natural corridors with neighboring communities
b. Develop a suitability analysis method for reviewing new development that measures both environmental suitability and efficiency of infrastructure use
c. Prioritize the preservation of large, contiguous natural areas (greenways) that provide the greatest opportunities for animal and plant habitat, as well as a contiguous trail system

3. Clean water and clean air for the current and future generations of Ramsey citizens and businesses

STRATEGIES:

a. Preserve existing tree canopy and promote additional tree planting in new development, both public and private
b. Explore options other than ground water for municipal water supply
c. Manage stormwater on site by using alternative stormwater treatment systems, as described in the Storm Water Management Plan
d. Monitor the quality and quantity of groundwater in aquifers and adopt measures to ensure long-term sustainability
e. Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources to assist in achieving this goal
f. Continue to participate in the North Metro Water Supply Group organized by the Metropolitan Council

4. Reduce waste that goes to the landfill from both private and public sources

STRATEGIES:

a. Continue to improve upon the City's award-winning recycling program
b. Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources to assist in implementing this goal
c. Develop educational materials, kiosks, Ramsey Resident articles and maps to inform public about the value of natural resources

Environmental Policy Board Work Plan 2017 – 2019

STATEMENT OF PURPOSE

The Environmental Policy Board (EPB) will promote environmental awareness and conservation practice by citizens by advising the City Council on policy issues, review of new development proposals, communication and education. Through careful review, the EPB will present multiple perspectives, ideas, and new technologies that promote both discovery and accountability.

Initiative	Department	Tactics	Initiation Date	Completion Date	Additional Resources Required	Additional Tools Required	Responsible Party	Key Outcome Indicators/Metrics
Enhance Protection of Natural Resources	Community Development/ Parks	EPB 1.1 – Ensure sustainability of food supply and food web by promoting pollinator friendly practices and initiatives.	2017	2018	0.25 FTE	TBD	Anderson/ Riverblood	• Create polices to maintain and expand pollinator friendly landscapes on public lands through collaboration with the Parks & Recreation Commission • Improve communications and resources regarding pollinators to residents and businesses
	Community Development	EPB 1.2 – Protect water quality of Mississippi River from additional sediment loading due to shoreline erosion	2017	2019	0.25 FTE	TBD	Anderson	• Identify impacted properties owners interested in participating in bank stabilization projects • Identify applicable grant programs as source of funding for projects
	Community Development/ Public Works	EPB 1.3 – Extend the longevity of drinking water supply by reducing demand on groundwater	2017	2018	0.25 FTE	TBD	Anderson	• Develop incentives and or programs to promote water conservation throughout community • Develop resources and establish means to distribute the information to the general public
	Community Development	EPB 1.4 – Reduce amount of material entering waste stream and explore more reuse options	2017	2017	0.25 FTE	None	Anderson	• Implement an organics recycling pilot program to divert largest component of trash (organics) to reusable product (compost) • Improve communications and resources regarding composting to residents and businesses

Ramsey2040 Framework

Vision

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

Mission

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

Goals and Imperatives

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

Key Community Themes

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

Primary Themes

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

Secondary Themes

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

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

Why We Plan

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

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

Ramsey is expected to Grow

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

Table 1: Forecasted Growth

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

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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

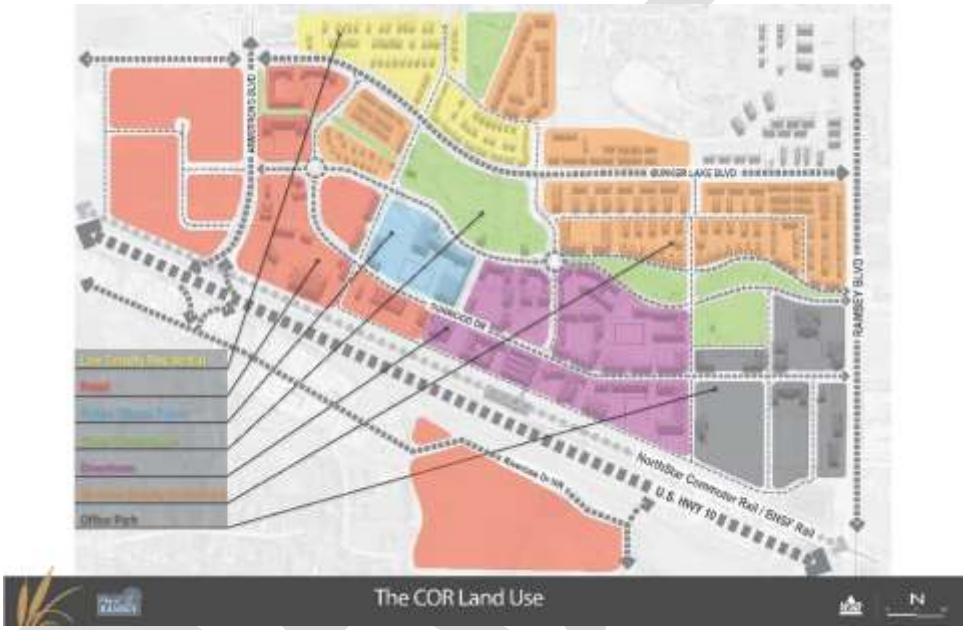
The COR (Center of Ramsey) is the City's downtown development. This 300+ acre development is a transit oriented and walkable development. The COR is centered on the Ramsey Northstar Commuter Rail Station and U.S. Highway 10/ U.S. Highway 169. This mixed-use development is home to a long list of successful 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

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

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



Existing Land Use

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

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

Figure __-__: Existing Land Use in Ramsey

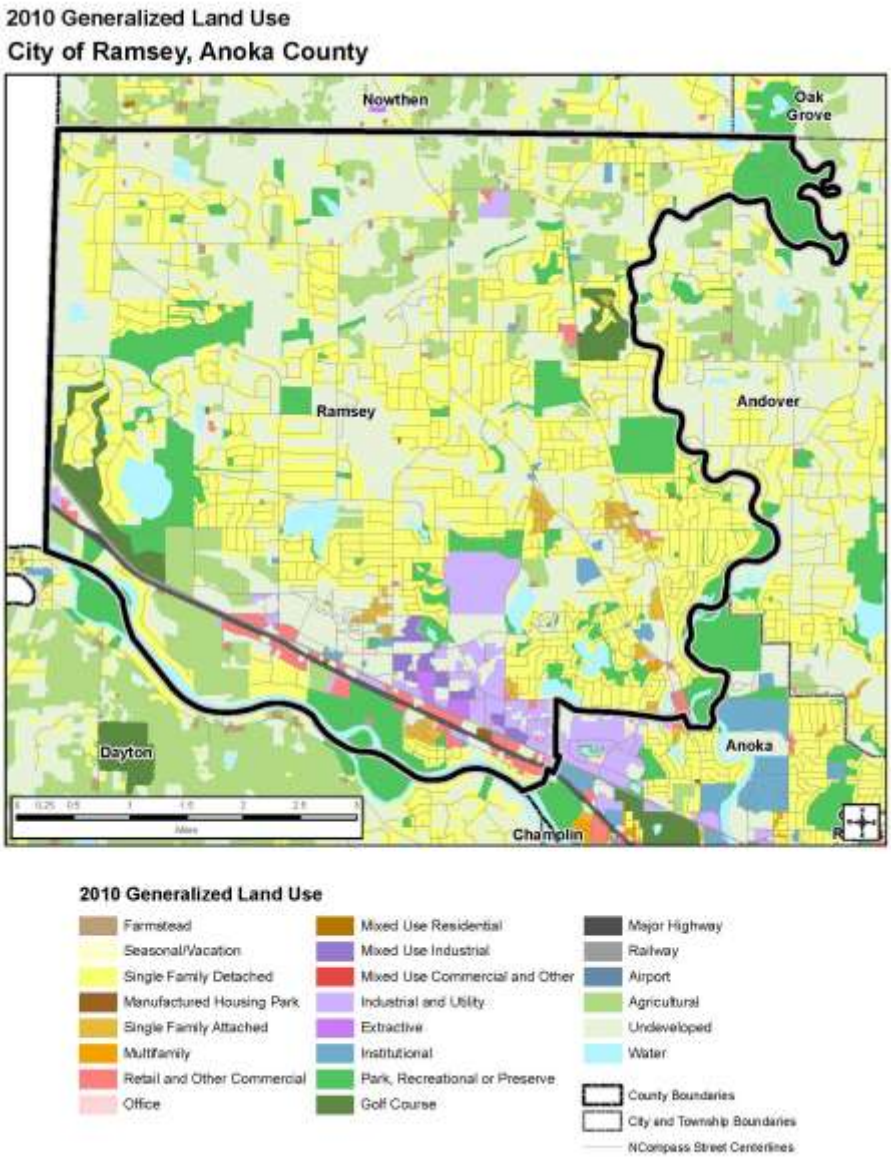
Land Use	Total Acres	Percent
Single Family Detached	6,837	36%
Undeveloped Land	5,957	31%

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

Source: Metropolitan Council Generalized Land Use (2010)

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Map __-__ Existing 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.

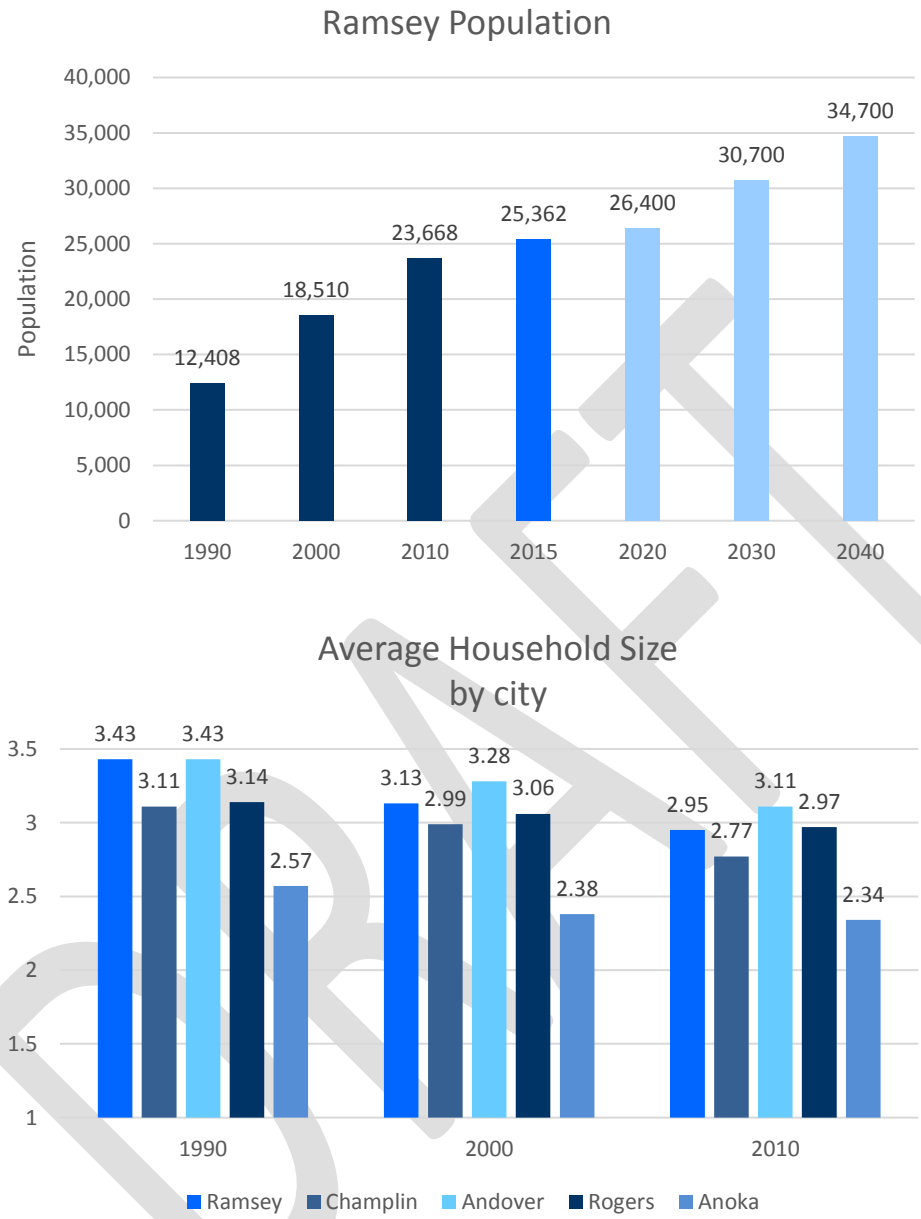
THE PEOPLE

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.

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Figure __-__: Historic and future population of Ramsey



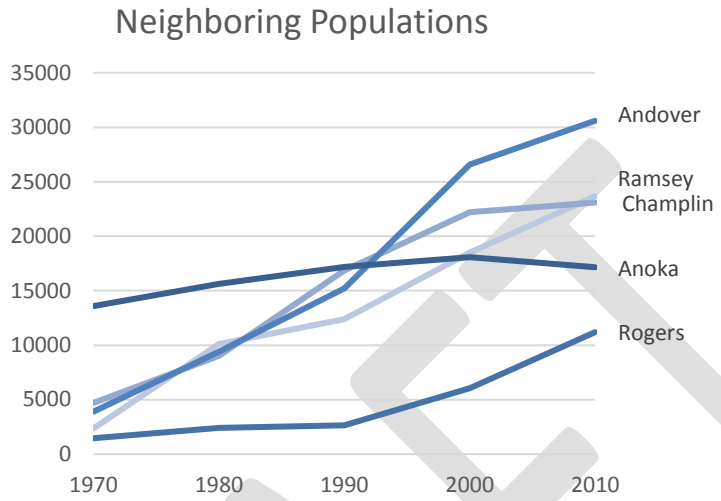
With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

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.

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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

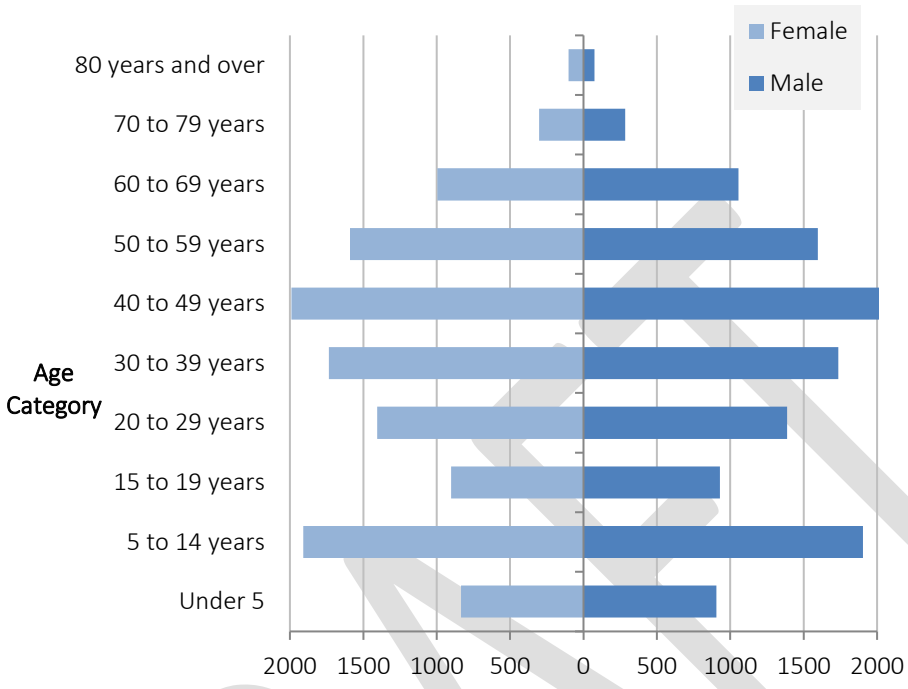


Age demographics

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

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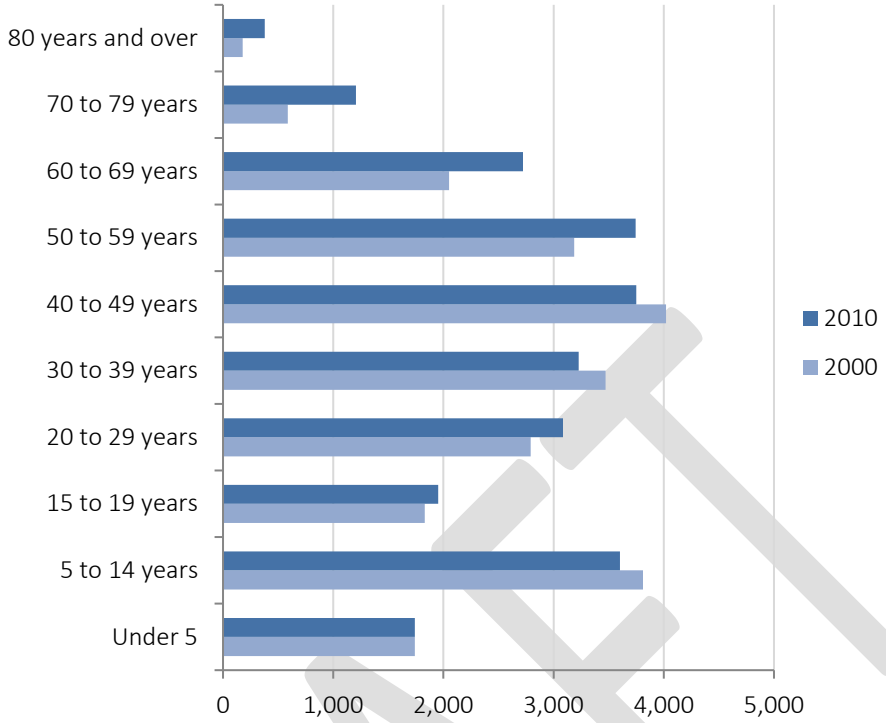


Source: U.S. Census (2010)

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

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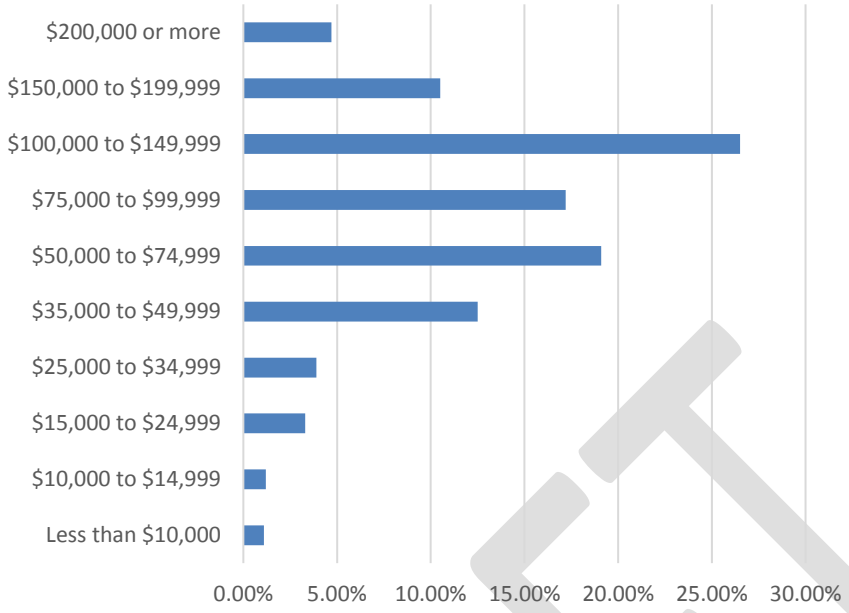
Household Income

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

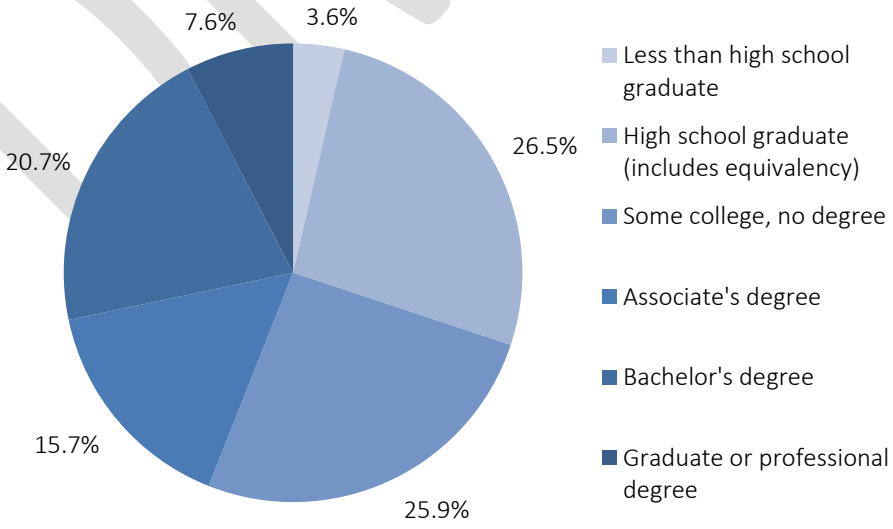
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Education

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



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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

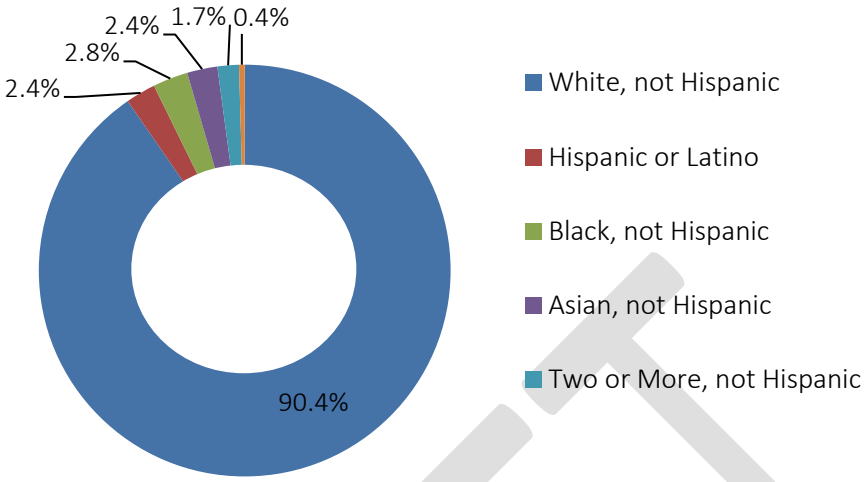
INDUSTRY	Number	Percent
Educational services, and health care and social assistance	145	1.1%
Retail trade	964	6.9%
Professional, scientific, management, administrative, and waste management	2,570	18.4%
Arts, entertainment, and recreation, and accommodation and food services	408	2.9%
Manufacturing	1,517	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.

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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	
Single Family Detached	6,692	75.9%
Multifamily (5 units or more)	680	7.7%
Townhomes	1403	15.9%
Duplex, triplex, quad	37	0.5%
Total:	**8,812**	100%

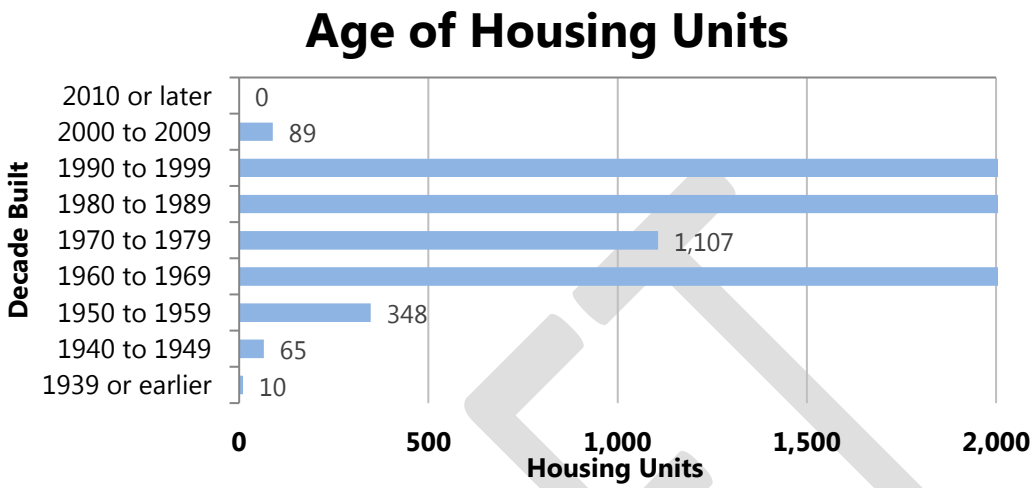
Source: Metropolitan Council Housing Stock Estimates (2015)

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

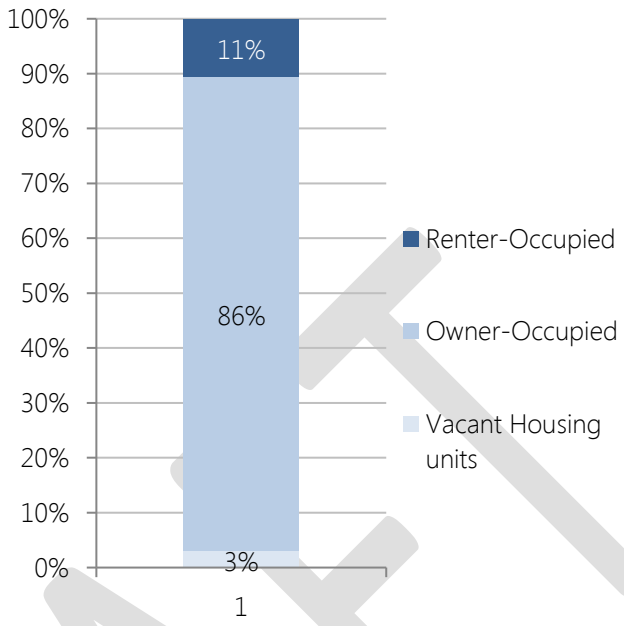


Data source: ACS 2011-2015

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.

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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%

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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.

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Past and Future Growth

Regional Context: Community Designation

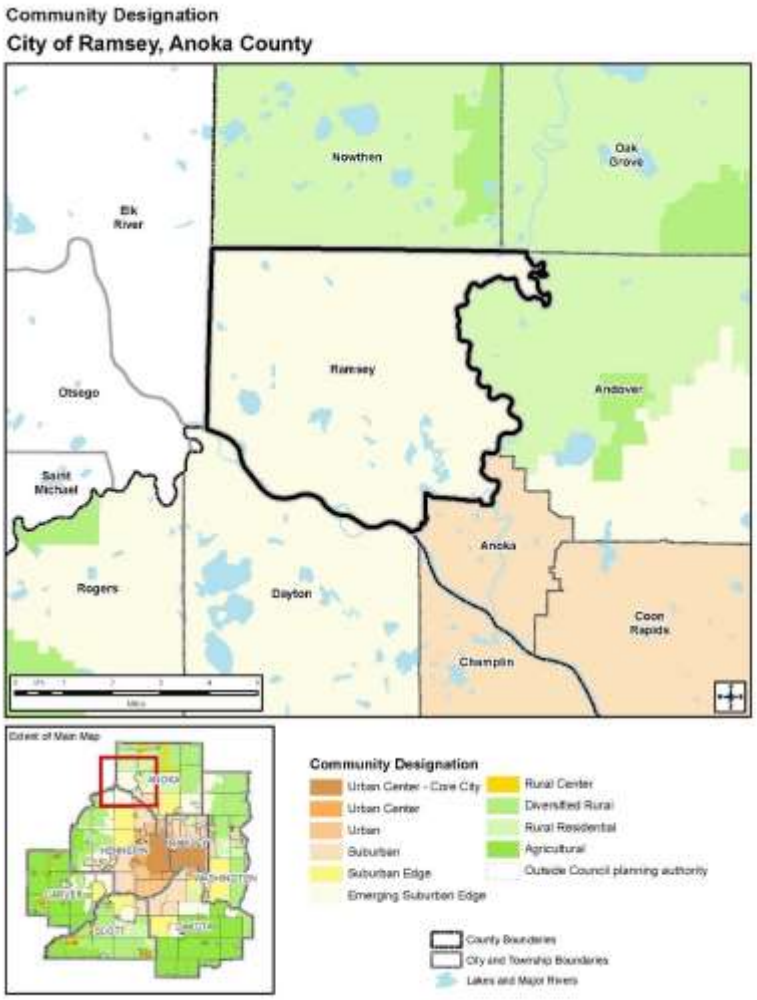
In *Thrive* 2040, the Metropolitan Council groups jurisdictions within the metro with similar characteristics based on urban or rural character for the application of the regional policies outlined in *Thrive*. As shown in Map __-__, Ramsey's "Emerging Suburban Edge" designation translates to specific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

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

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

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

Map __-__: Metropolitan Council Community Designation



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

Forecasts for Ramsey

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

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

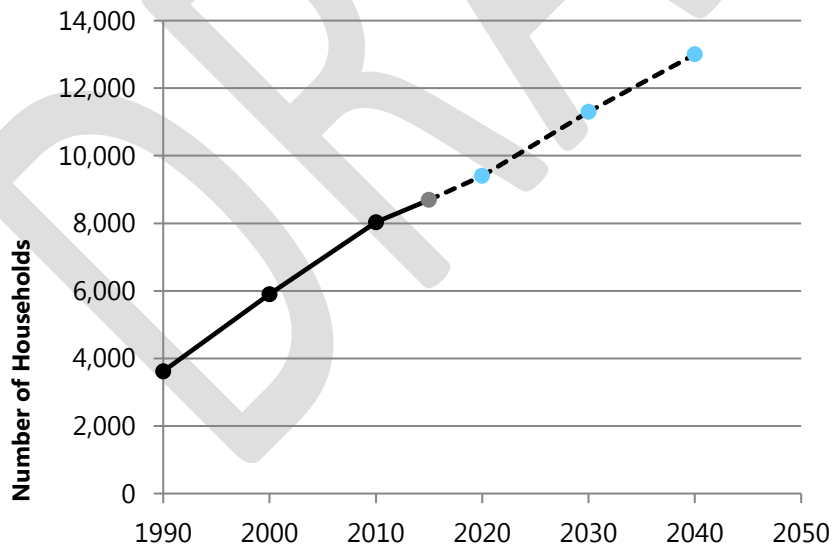
Decadal population growth is expected to increase at a rate of about 4,000 persons per decade over the next 25 years.

Ramsey Forecast, 2010-2040

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

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

Figure __-__: Households in the City of Ramsey



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City of Ramsey 2040 Comprehensive Plan Update

Land Use Plan

Land Use as the Foundation

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

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

Community Designation

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

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

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

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

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

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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

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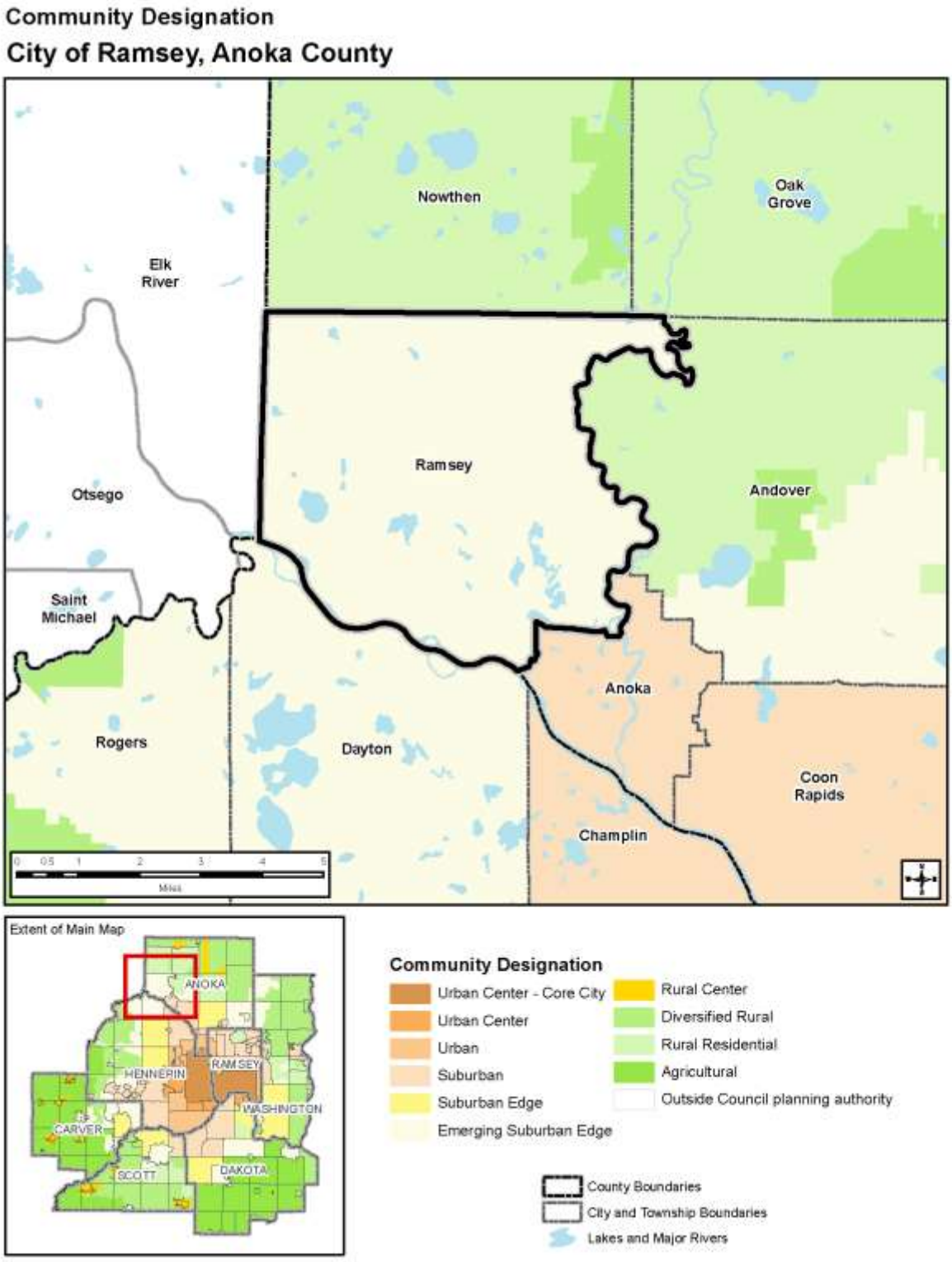
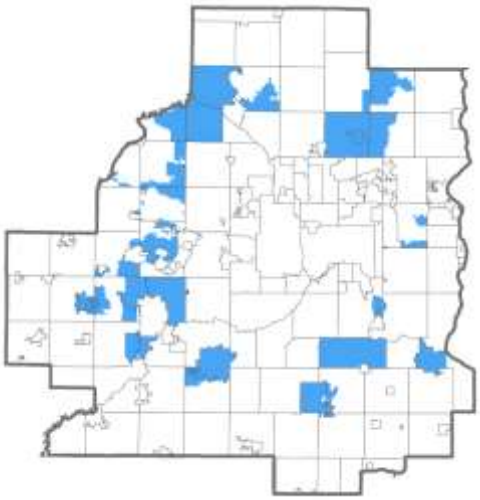


Figure 2: Emerging Suburban Edge Communities

Designated Emerging Suburban Edge communities are:

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

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



Existing Land Uses

Figure 3: Existing Land Use Map

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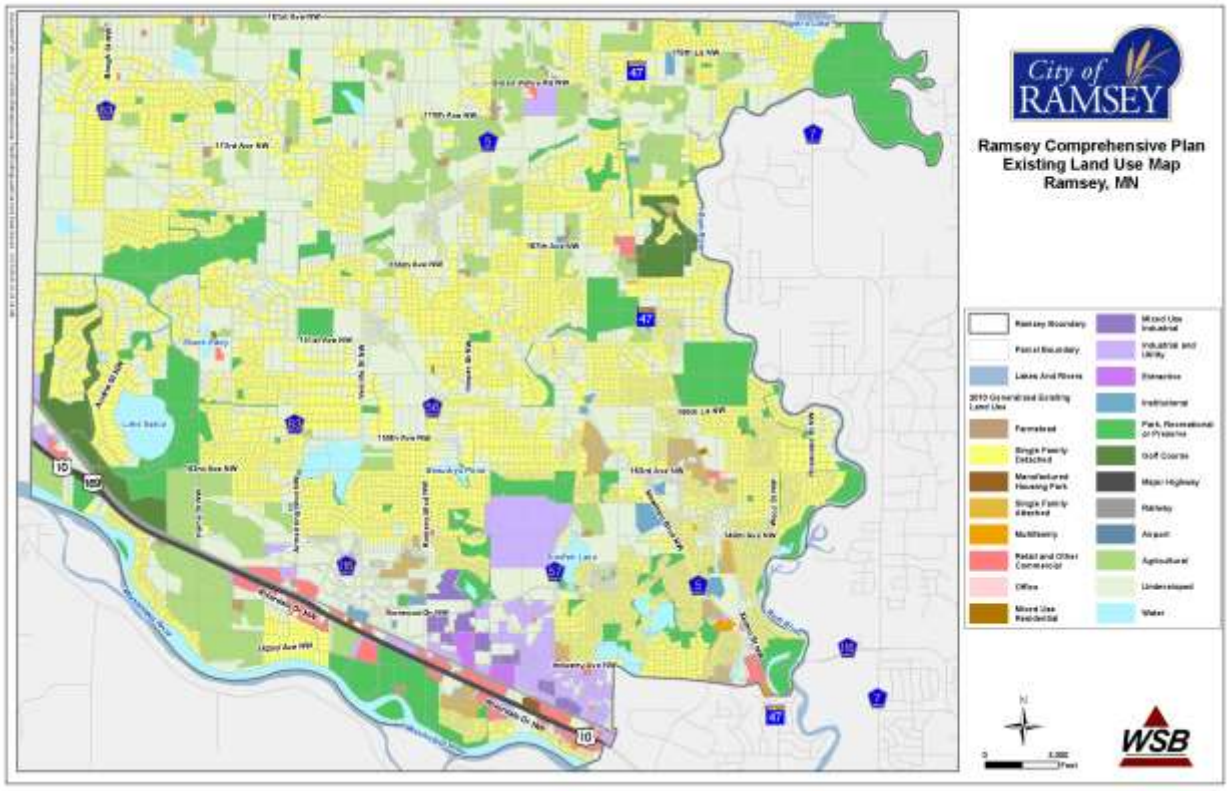


Table 1: Existing Land Use Categories

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

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2010	Undeveloped Land	5,957	31 %

Future Land Uses

Figure 4: Future Land Use Map

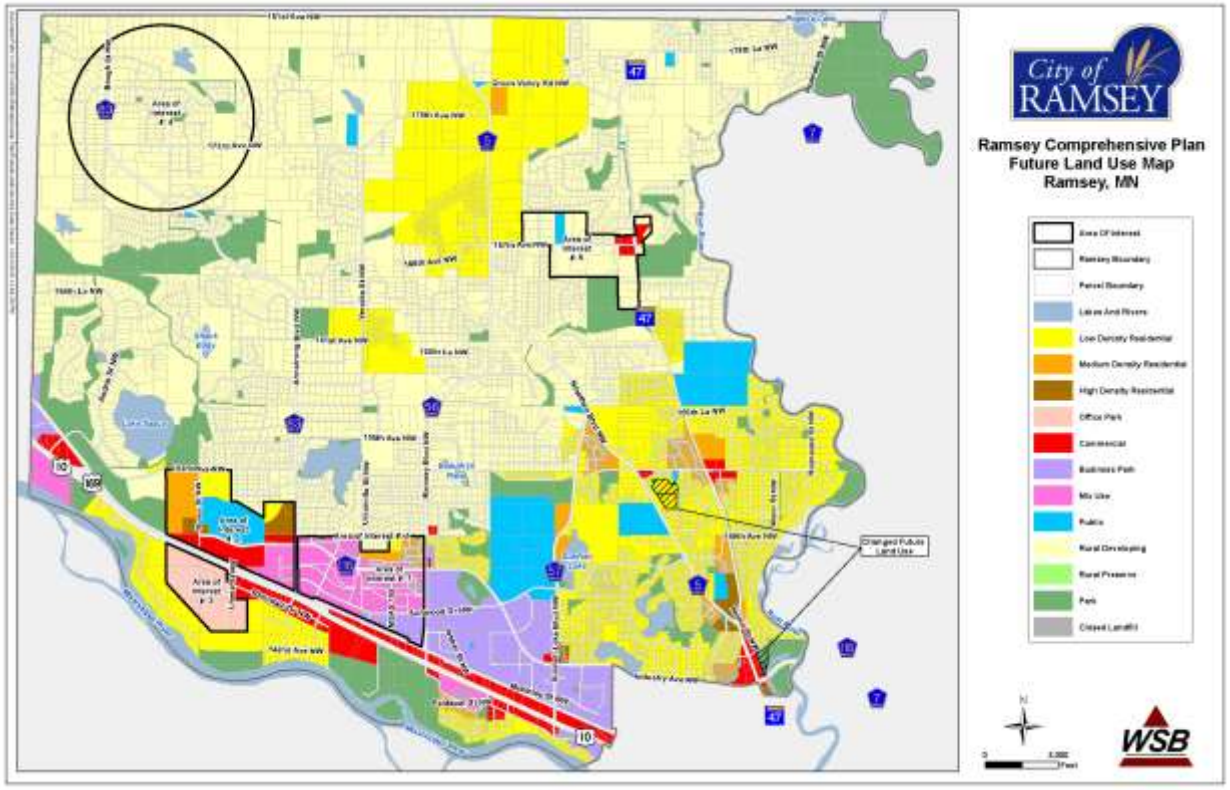


Table 2: Future Land Use Categories

Future Land Use Descriptions

Lakes and Rivers

Low Density Residential

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

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

Medium Density Residential

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

High Density Residential

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

Business Park

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

Commercial

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

Mixed Use

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

Public/Quasi-Public

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

Park

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

Closed Landfill

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

Metropolitan Council Approved Master Plans

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

Figure 5: Master Plan Boundaries

Special Resources Plan

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

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

Figure 6: Special Resources

Mississippi River Corridor Critical Area

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

Old Town Hall

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

Garden Farme

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

Planned Density

Table 3: Density Table

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

Table 4: Mixed Use Densities

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

Staged Development and Redevelopment

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

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

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Armstrong West/COR West

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

Mississippi West

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

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

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

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

Rum River Retail Node

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

The COR

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

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

Trott Brook North

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

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

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Natural Resources

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

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

These goals are defined within the Natural Resources Plan

There are no known aggregate resources within the community.

Mississippi River Corridor Critical Area

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

Land Use Implementation

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

Ramsey Role	Metropolitan Council Role
• Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities. • Ensure the efficient use of land when planning for and approving new developments and redevelopment projects.	• Support local efforts and policies to plan for growth that efficiently uses transportation and transit infrastructure and regional services. • Promote land use patterns with clear distinctions between urban and rural areas to protect natural resources and land for agricultural viability. • Provide technical assistance to communities on land use strategies and staged development to inform the local comprehensive planning process. • Partner with local communities to improve land use patterns to reduce the generation of carbon emissions.

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

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City of RAMSEY











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2030 Comprehensive Plan Update

April 2017

Acknowledgements

City of Ramsey Comprehensive Plan Update: April 2017

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Chapter 1:
Introduction

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1. Introduction and Purpose

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

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

B. Why do a Comprehensive Plan?

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

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

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C. The unique history of Ramsey's 2008 Comprehensive Plan – RAMSEY[3]

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

To address this issue, a group of residents, some of whom were already active on City commissions, committees and the Council, worked with city staff and Council to conceptualize a McKnight Foundation grant, which the City received in 2006. The project was named Ramsey[3] because it consisted of a three-part planning process. During Ramsey[1] nationally-renowned experts led a series of four public forums and staff/council workshops organized around four critical issues facing metropolitan communities: transportation, innovative zoning, regional intersections, and community ecology. Ramsey[2] used the innovative technique of Open Space Technology to allow participants to create and manage their own agenda of parallel working sessions around central themes of strategic importance. The final stage — Ramsey[3] — used facilitation tools not commonly used by cities to develop a shared vision and explore unique and cutting-edge tools to implement that vision.





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Thus, Ramsey[3] provided the community, which has long-valued citizen participation, a process that went far beyond the traditional public hearings and other methods used in the past. In the end, the process yielded a vision, value statements and checklist, and a land use map all created by citizens and arrived at by consensus. The vision, values, and land use map are incorporated in subsequent sections of this Comprehensive Plan and provide the overall guiding framework with which all land use decisions should be consistent.

Ramsey[3] represents a still-in-process dramatic change in our community that moved us from a place where there was suspicion and even hostility to city government to a place where, as a long-time resident put it, "This is the most together I have seen this city and I have lived here since 1944."

Just as Ramsey[3] received high marks of approval from residents, its approach also has been validated by outside experts. A recent report of the findings from McKnight Foundation's work with communities on the urban/suburban edge, notes, "Proactive communities provide residents with educational workshops that give them the framework for growth and planning. … As they learn what is happening elsewhere and what is possible, a city's leaders and staff, local residents, and businesspeople can gear up to have productive conversations about their visions for the future."

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

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Chapter 3:
Community Background

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3. Community Background

Introduction

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

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

Metropolitan Council

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

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

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

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

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

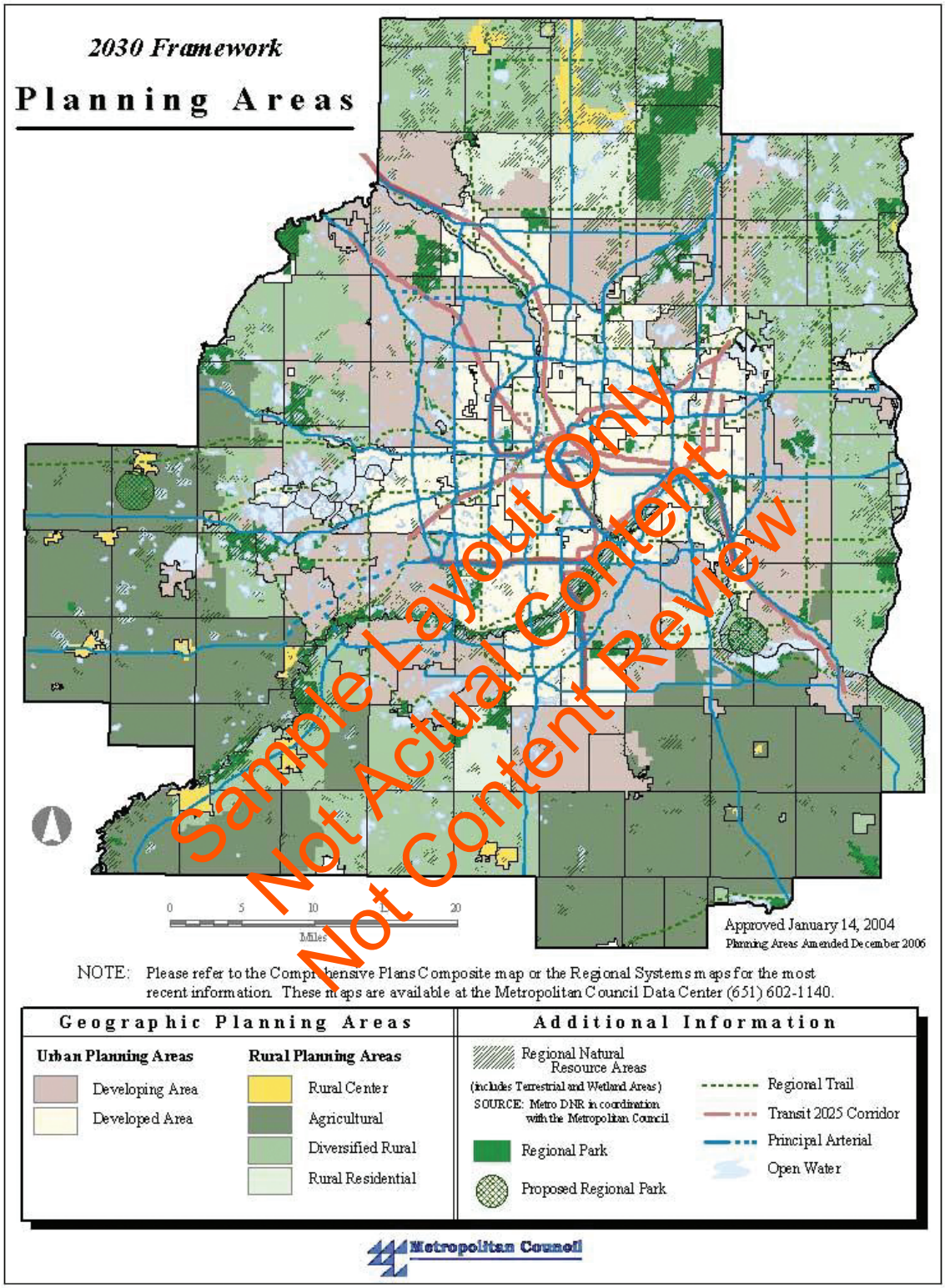


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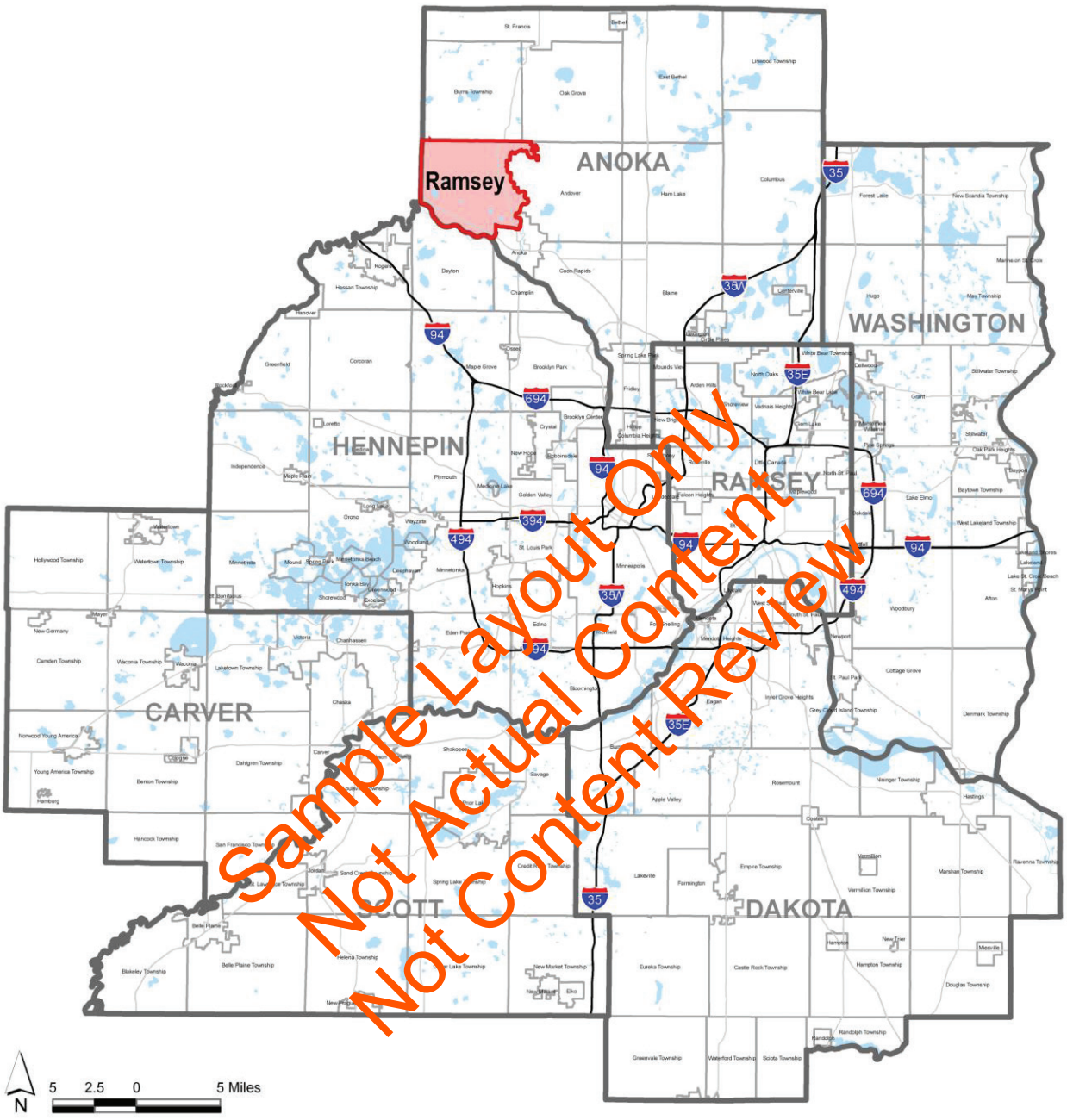
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Figure 3-1: Metropolitan Council 2030 Framework



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Figure 3-2: Regional Context



Chapter 4:

Assumptions and Projections

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4. Assumptions and Projections

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

1. Due to its location at the edge of the region, the automobile will continue to be the primary means of transit for Ramsey residents.

2. Travel demand by personal automobile will continue to grow faster than Ramsey's population unless there is a significant increase in the cost of gasoline. Traffic volumes will continue to grow no matter how fast or how much the City of Ramsey grows or regardless of whether a new bridge over the Mississippi River is built.

3. Due to the nature of soils in the City (the Anoka sandplain) rural residential development can be supported indefinitely with on-site sewage treatment systems, provided sufficient land is available to accommodate two drain fields. Ultimately, such areas may require public water service.

4. The expansion of the schools that serve Ramsey students will be necessary whether or not urban growth occurs in Ramsey in any significant amount.

5. The public sanitary sewer and water systems have ample capacity and/or expansion capability to accommodate all of the urban development possible in Ramsey.

6. The Metropolitan Council may not support the expansion of rural residential development at densities of less than one unit per 10-acres unless a meaningful system of rural open spaces and more urban housing at higher densities result. More urban density housing will require MUSA expansion.

7. The Metropolitan Council will not compel the City to expand MUSA into rural residential areas where substantial subdivision has already occurred that is not conducive to resubdivision.

8. Northwest Ramsey will not be allowed to connect to Elk River's public utility systems.

9. Metropolitan sewers will not be extended northerly through Ramsey to provide services to City of Nowthen.

10. Urban growth will generally occur in a westerly direction along Highway 10 if MUSA expansion is authorized.

11. Ramsey's persons per household figure currently estimated at 3.1 persons per household in 2000 will likely decline to 3 persons per household or less by 2010. By 2030, the household figure is expected to decline to 2.67 persons per household.

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

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

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

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

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

Table 4-1: Metropolitan Council Published Forecasts

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

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Table 4-2: City of Ramsey Forecasts Pending Approval

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

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

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

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

Met Council HH Size:

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

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

Chapter #:

Land Use

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Chapter #:

Transportation

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Chapter #:

Housing and Economic Development

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Chapter #:

Water Resources

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Chapter #:

Natural Resources

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Chapter #:

Parks, Recreation and Open Space

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City of RAMSEY

2030 Comprehensive Plan Update

April 2017

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Regular Planning Commission **7. 2.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

Consider Authorization to Distribute The COR Interim Development Plan for Public Comment

Purpose/Background:

The purpose of this case is to review a preliminary draft of The COR Interim Development Plan, which essentially puts into motion a more formal amendment to the master plan. Details of the recommendations prepared by the Planning Commission over a series of workshops are attached to this case.

Direction from the April 25, 2017 Joint Work Session was to review this draft with advisory boards and commissions. The draft was reviewed by the Economic Development Authority on May 25, 2017 and by the Parks and Recreation Commission at their June 8, 2017 meeting. Staff will be seeking authorization for public comment on the draft in July.

Notification:

Observations/Alternatives:

This document is certainly a working document. Ideas on how to better phrase and format this document are appreciated.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

No action requested.

Action:

No action requested.

Attachments

DRAFT - The COR Interim Development Plan
DRAFT - The COR Parks and Public Realm Plan
Joint Work Session Minutes dated April 25, 2017
Economic Development Authority Minutes dated May 25, 2017
DRAFT Park and Recreation Commission Minutes dated June 8, 2017
DRAFT Enivornmental Policy Board Minutes dated June 19, 2017

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 11:12 AM
Form Started By: Tim Gladhill		Started On: 06/26/2017 12:53 PM
Final Approval Date: 06/30/2017		

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The COR Interim Development Plan

Anticipated Adoption: 2017

City Council	Mayor Sarah Strommen Councilmember At-Large John LeTourneau Councilmember At-Large Kristine Williams Ward 1 Councilmember Jill Johns Ward 2 Councilmember Mark Kuzma Ward 3 Councilmember Melody Shryock Ward 4 Councilmember Chris Riley
Planning Commission	Chairperson Randy Bauer Vice-Chairperson Gary Van Scoy Bruce Anderson Ralph Brauer Cheri Gengler Cindy Nosan Patrick Surma Former Chairperson Gary Levine (in memory)
Economic Development Authority	Chairperson Jim Steffen Vice-Chairperson Wayne Skaff Philip Brundt Brian Burandt Glen Hardin Chris Riley (Council Representative) Kristine Williams (Council Representative)
Parks and Recreation Commission:	Shane Bennett, Chairperson Russell Bayer Andrew Fyten Jennifer Lestico Brandon Sis Charles Tchuinkwa Jon Trappen

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Environmental Policy Board	Thomas Stadola, Chairperson Michael Valentine, Vice-Chairperson Colleen Anderson Reid Bernard Jane Covart Michael Hiatt Lucas Trossen
Staff Team:	Tim Gladhill, Community Development Director Kurt Ulrich, City Administrator Patrick Brama, Asst. City Administrator/Economic Dev. Manager Chris Anderson, City Planner Bruce Westby, City Engineer Mark Riverblood, Parks and Asst. Public Works Superintendent

Version: I:\The Cor\2015 Vision Clarification\Vision Document 2017\Interim Development Plan\The COR Interim Development Plan.Docx 4/3/2017 2:07 PM

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Purpose of Interim Plan

The purpose of this document is to set into motion potential land use policy changes for The COR. In 2015, the City's Planning Commission described a need to evaluate and clarify the vision for The COR in response to several project approvals.

4/25/17 City Council Work Session Comment. This comprehensive/strategic document is important to clarify the City's expectations and vision in order to choose the correct real estate strategy. This document is an interim policy, and can adjust parallel to discussions on master developer/real estate strategy.

Common Terms

The COR Development Plan. This is the existing land use plan for The COR circa 2011. This is the official control and legal basis for land use decisions within The COR. Also referred to as the 'Development Plan'. This is the 'second generation plan' for the development, preceded by the Ramsey Town Center Master Plan.

The COR Interim Development Plan. This is the document you are reading now. While the City continues to refine land use recommendations and feasibility analysis for The COR, this document is intended to be a guiding policy document to review quality projects that do not meet the strict adherence to The COR Development Plan. Also referred to as the 'Interim Development Plan'.

The COR Development Plan Amendment. This is a future document. This will be the document that updates the Zoning Code, otherwise known as the official controls, for The COR. This will replace existing Comprehensive Plan, Zoning Code, and Design Framework. Also referred to as the 'Plan Amendment'. This will be considered the 'third generation plan' for The COR.

Using this Document

This land use plan is an interim plan that will guide land use decisions prior to a formal amendment for The COR. Uses currently allowed in The COR Development Plan shall be allowed consistent with applicable law. Projects consistent with options contained within this Interim Development Plan, but conflict with the existing plan, may proceed forward, but shall require a formal Plan Amendment. The policy directives of this document are advisory in nature, and are not binding. If a proposed project meets the minimum requirements of the existing Development Plan, it shall be considered consistent with the Development Plan and Zoning Code and shall be approved.

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Vision

The Vision Statement was created for the purpose of crafting update land use scenarios and is not intended to approve or disapprove individual projects. Projects must be reviewed using the City's Zoning Code as the official land use control. The Vision Statement is not a regulatory tool, yet a visionary tool.

> *The COR will serve as a City Center primarily to bring people of Ramsey together. The COR will also attract energy from the surrounding region. It will be a unique destination, technology-oriented, and serve as a gathering place. It will feature unique architecture stressing historical feel and function.*

4/25/17 City Council Work Session Comment. Recommend the following edits.

- Needs to clarify how this is going to be something other cities do not have and remain market driven.
- Statement on technology should be amended to 'technology accessible' and not 'technology-oriented.
- Does the comment on 'welcoming to all cultures' belong in this statement?
- Is the vision for 'unique 'achievable?
- Is the vision for architecture and historic feel achievable and unique?

5/25/17 EDA Comment. The Vision Statement needs additional refinement. Suggestions include, but are not limited to the following.

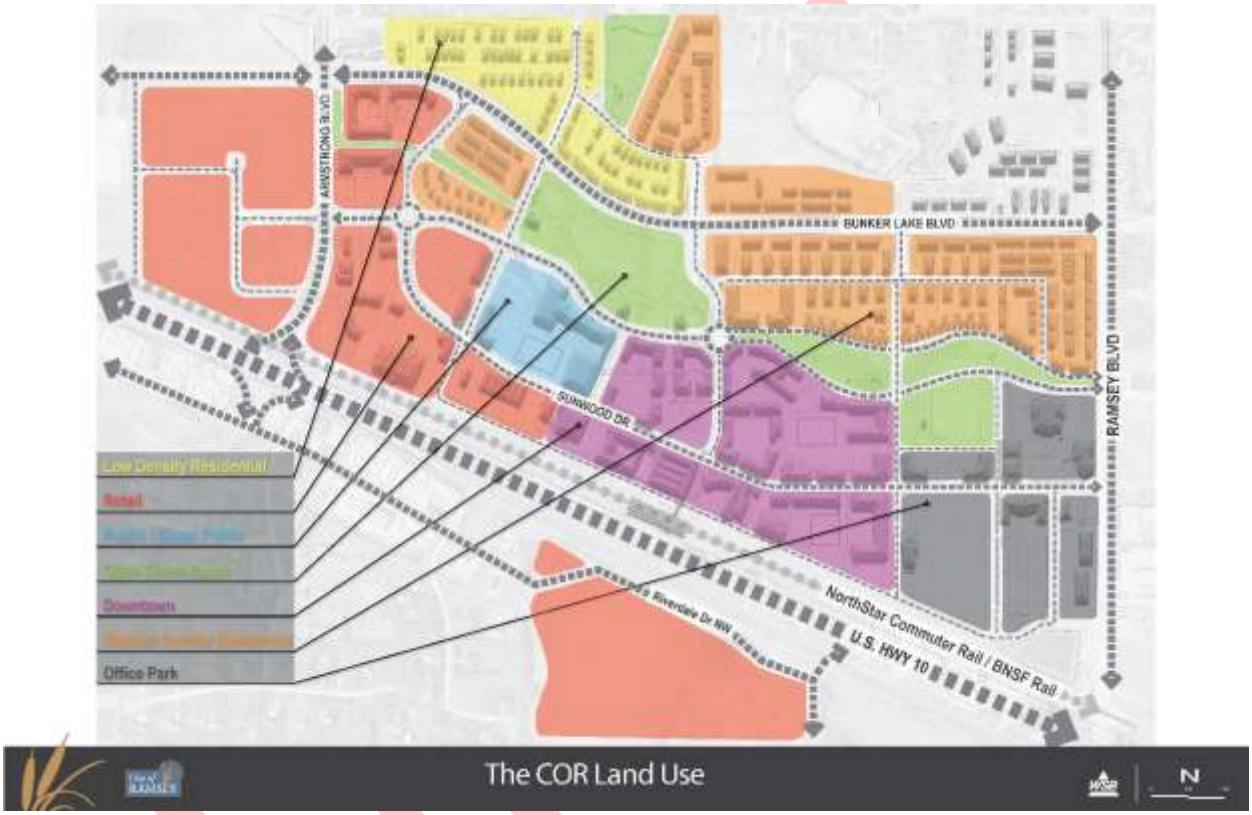
- The development should be market-driven, and not dictated by the City.
- The City should embrace market-driven opportunities as they come.

Development-Wide Assumptions

1. The development is part of a broader **GROWTH MANAGEMENT STRATEGY** that protects the City's primary land use goal to respect the **BALANCE OF RURAL AND URBAN CHARACTER**.
2. The development shall take a **MIX OF USES** within the development, which is also known as **HORIZONTALLY MIXED USE** approach versus a strict adherence to traditional mixed-use definitions to require vertically mixed-use buildings. The mix of land use districts and land use types within the development as a whole shall guide success of mixed use, not strictly mix of uses within a building, block, or individual district. These types of mixes although not required, are encouraged. The 'mix of uses' approach shall not preclude flexible first floor and vertically mixed use buildings.

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3. Our vision includes significant areas guided for a variety of **RETAIL OFFERINGS**. **HOUSING DENSITY** is important to that vision.
   The emphasis of the master plan concepts is to **GUIDE LAND USE**, and is **NOT SPECIFIC SITE PLAN REVIEW**. Future developers shall have the creative freedom to propose other concepts that are generally in line with **OVERALL VISION**.



Land Use District (Sub-District) Descriptions and Requirements

The COR is divided into five (5) distinct land use districts that ensure a mix of uses and guides quality private and public development. These districts are considered sub-districts and can be amended easier than traditional zoning districts. The overall land use mix shall be provided. Amending sub-districts shall be approved by resolution of the City Council after recommendation by the Planning Commission, but shall not require a Public Hearing. Amending sub-district boundaries shall not require a Comprehensive Plan Amendment so long as the over land use balance is preserved.

1. Downtown District (COR-1)

2. Retail District (COR-2)
3. Office District (COR-3)
4. Residential District (COR-4)
5. Parks and Open Space District (COR-5)

The Downtown District (COR-1)

Downtown District Description. The Downtown District shall be a high-density district with a mix of uses. Vertically mixed use buildings are not required, but are encouraged. The Downtown District shall be predominantly high-density residential to support existing transit and City growth-management goals, but is not required. Shared parking districts are an integral part of the success of this district. Urban design shall also emphasize build-to lines and pedestrian interaction. The district shall have the most robust architectural design standards amongst all City land use districts.

This district is the focal point of the development. This quarter-mile radius is key to land use supportive of transit and other City land use goals. The City of Ramsey and its funding partners (Anoka County, CTIB-Counties Transit Improvement Board, and Metropolitan Council) invested nearly $14 Million Dollars on the Northstar Commuter Rail – Ramsey Station, relying on The COR Development Plan. This district is described as predominantly high-density residential, with a number of commercial uses along Sunwood Drive. There should be a **MIX OF USES** within this district.

Planning Commission Recommendation: The City should focus on original visions to better manage parking and maximize land use of individual parcels. This includes reverting back to a **FLOOR AREA RATIO (FAR) OF 0.75** and retaining a strict adherence to **MAXIMUM PARKING** standards and shared **PARKING DISTRICT** requirements. Minimum density shall be fifteen (15) units per acre with no maximum density required.

4/25/17 City Council Work Session Comment. Concern was raised over reverting back to the 0.75 FAR, thus requiring vertical shared parking in the downtown district. Consensus was generally to study cost/benefit further, with acknowledgment of the need for flexibility.

5/25/17 EDA Comment. Open to discussion and reviewing further parking districts and parking ramps. However, the City should not force or require shared parking. Shared parking and parking ramps should be encouraged and strived for, but not required of private development. The City should not revert back to the 0.75 FAR.

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The Retail District (COR-2)

Retail District Description. The Retail District shall be focused on providing retail offerings to support the community and beyond. This district shall focus on smaller, unique shops, while allowing larger format retailers along Highway 10 where visibility and access is best.

Places to eat, shop, and be entertained were a key component of the original development. While other land uses have succeeded in continued growth, retail goals have struggled to keep pace. The City has continued to evaluate our retail marketing strategy, and amendments to this plan represent a broader effort to advance these goals.

Citywide, the community has over 150 acres of undeveloped or redevelopment areas guided for future retail growth. In comparison, the Riverdale shopping center in Coon Rapids is approximately 200 acres. Coupled with proximity to Elk River and physical barriers such as the Mississippi River and Rum River, it is not likely that the City will be successful in developing this amount of retail within this 20 year planning period, if at all. Additionally, the market for larger retail users is quickly changing with adapting technologies. The City's market experts have encouraged the City to re-evaluate its retail strategies.

EMPHASIS: The City continues to plan for a significant amount of retail growth within The COR and throughout the community. The recommendations below are not intended to de-emphasize our retail goals, yet strengthen said retail goals and focus on more appropriate areas for future growth.

Planning Commission Recommendation: The northwest quadrant of the development (bordered by Armstrong Boulevard, Bunker Lake Boulevard, Zeolite Street, and Sunwood Drive) should be amended to strengthen the **LAKE ITASCA GREENWAY**, create **SMALLER DESTINATION RETAIL USERS**. Half of this quadrant should be re-guided for **an APPROPRIATE RESIDENTIAL USE**, with **DENSITY** appropriate for the type of overall land use plan for The COR.

This is the area of **MOST SIGNIFICANT CHANGE** recommended by the Planning Commission. The Planning Commission collaborated on developing multiple land use scenarios. The overall approach was to divide the northwest quadrant into four (4) smaller sub-quadrants divided by future public roadways and greenways and allocating half the quadrants to smaller, destination retailers and the other half to residential uses. Based on feedback and reconciling multiple angles of consensus, the land use map below represents the primary recommended land use map.

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Primary NW Quadrant Land Use Map – Vertical Split (this will be the model of the actual land use map [focus on polygons per land use, less focus on detailed site planning])



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NW Quadrant Acceptable Alternatives

The alternatives listed below would require a future plan amendment, but are afforded certain policy feedback in advance. These can be viewed as 'pre-screened' alternatives.

NW Quadrant Horizontal Split



Continued on next page.

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NW Quadrant All Retail



The Office District (COR-3)

This district represented the area of highest consensus amongst the Planning Commission.

Planning Commission Recommendation: **NO AMENDMENTS** to this district are recommended. However, the City should look at strategies to encourage parking districts within this land use district as well.

Note. During the January 24, 2017 Joint Work Session between the City Council and Planning Commission, it was noted that an office user may be possible in the northeast quadrant currently guided for retail use. Staff's recommendation, while a potentially positive amendment, would be to consider

this possibility under a separate amendment, as the overall plan currently has a good balance of office planned, and a more comprehensive look would be needed for such an amendment.

The Residential District (COR-4)

The Residential District is further divided into three (3) categories. The descriptions below include recommended adjustments to density ranges.

- 'Low' Density (COR-4a). This is predominantly detached single-family located north of Bunker Lake Boulevard. The minimum density shall be four (4) units per acre and densities up to fifteen (15) units per acre shall be allowed.
- Medium Density (COR-4b). These predominantly include townhomes, both attached and detached. Minimum density shall be eight (8) units per acre with a maximum density of fifteen (15) units per acre. Additional density may be allowed via Conditional Use Permit.
- High Density (COR-4c). These areas are focused immediately north of The Draw Park and Amphitheater and provide a unique opportunity for interaction and transition. The emphasis on mix of uses is muted compared to the Downtown District. The minimum density of this district shall by fifteen (15) units per acre with no cap of maximum density.

Planning Commission Recommendation: The remaining undeveloped area immediately north of The Draw currently owned by K Hovnanian Homes shall be re-guided to High Density Residential. The Planning Commission recognizes the success of high density residential abutting The Draw on the south side (Parkview East) and sees this as an opportunity for consistent design when coupled with the future Aeon Apartment Development (north side).

Parks and Public Spaces (COR-5)

This district is governed by The COR Parks + Public Spaces Plan, and is included by reference as an integral part of The COR Interim Development Plan. Neither document shall be interpreted as a wholly separate document, and neither document shall be adopted or otherwise amended unless coinciding with each other. An amendment to one plan shall be considered an amendment to the other. This document has been adopted as a 'working draft' by consensus of the City Council. The intent is to adopt as a formal plan as part of the overall COR Development Plan Amendment.

Continued on next page.

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Implementation Plan

The Interim Development Plan represents Phase I of a three (3) phase project.

1. Interim Development Plan (this step)
2. System Plans (roads, utilities, parking structures, infrastructure, etc.).
3. Development Pro-Forma (funding and financing options.

Continued on next page.

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Major Planning COR Planning Efforts

EFFORT #1
COR Re-Visioning

PURPOSE
Update/ amend the vision for The COR.

1. Update COR Master Plan (map that shows vision, how the COR will look, how buildings will be oriented, where infrastructure should be located, etc.)

2. Update zoning district map (underlying land use regulations that will ensure the master plan will be implemented at the time individual projects come forward for review by the City)

3. Direction on outstanding major policy items:

   -Is vertically mixed use development a requirement?
   -appropriate size and location of retail uses?
   -Is there flexibility in location of zoning district borders?
   -Define basic vision and policy for community center.
   -Define basic vision and policy for parking ramps.

RESPONSIBLE BOARD
Planning Commission will draft a recommendation for Council consideration.

TIMING
Anticipated to have draft completed by April 2017. Once a draft is completed, it should be checked against COR System Plans and COR Pro-Forma. May need to be adjusted.

EFFORT #2
COR System Plans

PURPOSE
The City purchased The COR with two goals in mind (a) recover previous public investments, and (b) ensure the vision of The COR is implemented.

As a result, the City of Ramsey has taken the role of master developer for The COR. With the role, various assumed responsibilities are assigned to the City. Developers, businesses, and residents expect the city to have concept plans/ policies in place for the following items:

1. Storm water plan (regional)
2. Road plan (public roads)
3. Sign plan (development signs, way finding sigs, etc.)
4. Park & Trails plans
5. Community Center plan/ policy
6. Parking Ramp(s) plan/ policy
7. Cut/fill basic plan

There are many benefits to having this preliminary information ready—please see system plan dashboard for details. These plans are intended to be preliminary/ concept level only—for the sake of planning and budgeting.

RESPONSIBLE BOARD
Likely, all boards will be involved with this process. However, for the sake of efficiencies, the EDA will lead this effort. Findings will be presented to the Planning Commission and City Council.

TIMING
Upon completion of 1st draft of COR re-vision, staff would like to order this work for completion (i.e. begin May 2017). This work will take 6-9 months. Once draft is completed, it should be checked against COR Master Plan and COR Pro-Forma. May need to be adjusted.

EFFORT #3
COR Pro-Forma

PURPOSE
1. Update COR pro-forma based on updated vision and system plans. COR pro-forma will display the city's financial performance forecast/ project cash-flow over time (expenditures/ obligations versus revenues/ available funding).

2. Update COR TIF plan/ TIF analysis previously completed by Ehlers. This plan plays a major role in the "funding" side of the COR pro-forma. Because actual TIF revenues are based on actual completed projects, it would be helpful to update periodically. NOTE: TIF can only be used for projects completed before 2021.

3. Update COR land proceeds policy. Staff would like to (a) clearly identify what previous expenditures the City wishes to repay itself, (b) consider using land proceeds only for non TIF eligible costs, and (c) update the City's land sale proceeds forecasts.

RESPONSIBLE BOARD
EDA will draft a recommendation for Council consideration.

TIMING
Upon completion of COR re-vision and COR system plans, staff will complete this work (i.e. begin late 2017). This work will take 1-2 months. Once draft is completed, it should be checked against COR Master Plan and COR system plans. May need to be adjusted

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The group then formulated a broad work plan to accomplish the many steps to complete an overall plan amendment and update.



The COR Development Plan Update Plan of Action												
	2017											
	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	January	February	March	April	May	June	July	August	September	October	November	December
Task 1: Land Use Plan Update (Planning Commission)												
Draft Vision Statement												
Draft Land Use/District Map												
Draft District Descriptions												
Draft Development and Design Standards												
Draft Development Plan Update (Zoning Code)												
Adopt Final Version of Development Plan												
Task 2: System Plan/Infrastructure Study (EDA)												
Stormwater Plan												
Road Plan												
Sign Plan												
Parks and Recreation Plan												
Community Center Plan or Policy Statement												
Parking Ramp/District Plan or Policy Statement												
Cut/Fill Plan (Grading)												
Task 3: Project Pro Forma (EDA)												
Pro-forma												
Tax Increment Financing (TIF) Plan												
COR Land Sale Proceeds Policy												

Public Engagement

A key component of any policy decision is collaboration amongst its residents. These processes are part of natural and organic community conversations around key policy topics. The City will couple this policy discussion with ongoing workshops and community events as part of its overall Comprehensive Plan Update. For more information on this effort, please visit www.cityoframsey.com/ramsey2040.

4/25/17 City Council Work Session Note: All Boards and Commissions should review this document before the City Council considers formal adoption. The City Council should review the final document and approve before distributing to the public and stakeholders/landowners.

Mobile Comprehensive Plan Tour

The City is planning a Mobile Comprehensive Plan Tour for policy makers that will include local examples of plans and policies being discussed in the Comprehensive Plan Update. The tour is planned to include examples discussed in this Interim Development Plan as well.

Market Analysis

The Planning Commission recommends completion of a market analysis to confirm the policy directives of this document as it relates to the planned retail area. The Planning Commission continues to stress the importance of attracting retail uses to the Development, but want to ensure that there is not too much areas guided for retail growth beyond what the community can sustain.

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Community Center

The Planning Commission desires to continue to plan for a Community Center in The COR. The Planning Commission feels that this type of use would benefit the community and be a draw for other users within the development. This analysis will be completed as a separate planning process.

Detailed Vision/Zoning Check List for Future Decision-Making

5/25/17 EDA Comment. Now that the land use map is developed, this detailed checklist should come out of this document (strategic/visionary document). Perhaps it can be re-utilized when the Zoning Code is updated in later stages.

THE COR WILL BE A CITY CENTER THAT WILL SERVE AS A GATHERING PLACE FOR ALL PEOPLE.

CHECKLIST:

- IT WILL ATTRACT A DIVERSE AUDIENCE
- IT WILL HAVE SOMETHING OTHER CITIES DO NOT
- IT WILL STRESS SMALL SHOPS, NOT BIG BOX
- IT WILL BE FAMILY ORIENTED
- IT WILL APPLY MULTIPLE USES
- IT WILL BE TECHNOLOGY-ORIENTED

4/25/17 City Council Work Session Comment. The document should remove the comment about 'not big box).

THE MAIN PURPOSE OF THE COR SHOULD BE TO BRING THE PEOPLE OF RAMSEY TOGETHER.

A SECONDARY PURPOSE WILL BE TO BRING IN PEOPLE FROM OUTSIDE THE CITY.

***THE COR SHOULD SERVE AS A CITY CENTER PRIMARILY* TO BRING THE PEOPLE OF RAMSEY TOGETHER AND, IF POSSIBLE, BRING PEOPLE FROM OUTSIDE.**

TO REALIZE THIS VISION

→ **IT WILL ATTRACT A DIVERSE AUDIENCE BY:**

- ✓ **WELCOMING ALL CULTURES**
- ✓ **BEING OPEN TO ALL TYPES OF BUSINESSES**
- ✓ **ATTRACTING A WIDE AUDIENCE**

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→ **IT WILL BE UNIQUE; A DESTINATION BY:**

- ✓ **HAVING SOMETHING OTHER CITIES DO NOT**
- ✓ **BEING TECHNOLOGY-ORIENTED**
- ✓ **SERVING AS A COMMUNITY CENTER & GATHERING PLACE**
- ✓ **FEATURING UNIQUE ARCHITECTURE (COULD BE "HISTORICAL" AND STRESS FUNCTIONS)**
- ✓ **BEING FAMILY-ORIENTED; NOT BIG BOX**

4/25/17 City Council Work Session Comment. The document should remove the comment about 'not big box).

TEN PRINCIPLES (borrowed from Urban Land Institute)

1. ***GREAT STREETS NEED GREAT CHAMPIONS***
2. ***IT TAKES A VISION***
3. ***THINK RESIDENTIAL***
4. ***HONOR THE PEDESTRIAN***
5. ***PARKING IS POWER***
6. ***MERCHANDISE & LEASE PROACTIVELY***
7. ***MAKE IT HAPPEN***
8. ***BE SAFE, CLEAN, FRIENDLY***
9. ***EXTEND DAY INTO NIGH***
10. ***MANAGE FOR CHANGE***

Architectural Standards

A key component of the policy discussion for The COR has been architectural design standards. The Planning Commission believes several recent projects fell short of community expectations. While originally intended to be part of Phase I of The COR Development Plan Update, the Planning Commission continues to refine these recommendations and will continue throughout Phase II and Phase III to bring a quality recommendation forward with a full Plan Amendment.

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The standards below are not an exhaustive list of current design requirements, yet a focus on key topics that have been raised for future discussion. Upon final amendment, the City will prepare a side-by-side comparison of all existing and proposed design requirements. The final version of this Interim Development Plan will also include drawings/illustrations to illustrate the narrative being discussed.

Planning Commission Recommendation:

In the interim, the Planning Commission shall serve as an ad-hoc architectural review committee. Projects shall complete an architectural review prior to official Site Plan Review. The Planning Commission reserves the right to establish an ad-hoc sub-committee to serve as this Architectural Review Committee. The Planning Commission recommends that the City supplement the Development Review Team with the services of a licensed architect to help develop updated design standards and review development proposals. This will add value to the process, hopefully streamline review, and is in line with other professional services the City employs in development review. The cost of these services are the responsibility of the Developer.

Additional Discussion Points:

* The intent of design requirements is to maintain a consistent development look and acknowledge the pride and planning that went into the vision of this development. The tradeoff of a more densely developed areas was an acknowledgement of the need to 'step up' architectural design.

* All single-family homes in The COR shall include/not include a porch that protrudes from the front of the home, even with the garage, and not a recessed entry in the middle of the home.

* Over the next several months, the Planning Commission will better define front porches and if any additional design requirements or restrictions (i.e. split entry homes) are warranted. .

* Buildings in the Downtown District shall include a minimum of 50% brick. Vinyl siding shall not be allowed.

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Fiber cement panels shall be allowed as a complimentary material.

* Buildings in the Residential District shall have a minimum of 35% brick or stone on the front façade. Vinyl siding is allowed.

5/25/17 EDA Comment. Support a focus on quality architecture. City should continue to focus on four-sided architecture visible from the public realm. Quality signage on all four sides of the building should be allowed. The community should be able to park on public streets and reasonably access the building.

Private Open Space and Stormwater Design

The Planning Commission has expressed a concern over a perceived lack of private open space in medium density development as well as depth and steep slopes of stormwater ponds within the development due to the higher density nature. This concern has not yet been resolved, but will continue to be discussed during Phases II and III of the Plan Amendment. The City shall take into account sidewalks, greenways, and other private and innovative improvements (such as wonerfs).

Site Selection Process

The City is in a unique situation as Property Owner and Regulatory Authority. This presents opportunity, but also requires special attention to remain accountable to the public. In order to balance this approach without creating burdensome processes, the following steps shall be followed when considering a Purchase Agreement with the City in The COR.

Any perspective buyer of City-Owned Property in The COR shall first meet with City Staff to discuss appropriate sites. This is known as the Site Selection Process. The City and Buyer shall review multiple sites before selecting a preferred location. Depending on the complexity of the project, the City reserves the right to take this Site Selection Process to the Planning Commission, EDA, and City Council before reviewing a specific site.

The Buyer shall provide a site concept to be reviewed by the Planning Commission, EDA, and City Council before approving a Purchase Agreement. When a single-user proposes to purchase a portion of an undeveloped block or area, a series of 'site concepts' shall be developed before reviewing with any City board or commission. These site concepts shall demonstrate at least one reasonable concept for the remaining portion of the site that fits the vision and requirements of that area/district.

The Buyer must still complete the official Site Plan Review (and Subdivision) process after the Purchase Agreement Phase.

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History of Policy Discussion

This Interim Development Plan is the result of a Planning Commission initiative dating back to 2015. The City has invested a significant amount of time, energy, and resources in order to ensure a **MARKET RELEVANT PLAN** that balances **COMMUNITY VISION**.

Joint Work Sessions

The City Council and Planning Commission have met on multiple occasions to frame the policy question, discuss strategies, and identify solutions.

- March 26, 2015 = Joint Work Session
- July 12, 2016 = Joint Work Session
- January 24, 2017 = Joint Work Session

Surveys

In 2016, the City surveyed its Board and Commission Members on key topics related to The COR Development Plan.

The key directive coming out of review of these results on July 12, 2016 was to create a forum for policy makers to ask questions and receive direct feedback from developers and market experts, rather than completing another market study.

Market Panel Event

On October 27, 2016, the City hosted several market experts to respond to a wide range of policy topics raised by community policy makers. The output from this event served as an important foundation for land use recommendations developed by the Planning Commission.

Planning Commission Work Sessions

The information gleaned from the steps above were utilized to begin important policy discussions about the future of The COR. Following review of the Market Panel Event, the City Council authorized the Planning Commission to begin formulating land use recommendations for The COR. The Planning Commission met Work Sessions dedicated to The COR on multiple occasions.

- January 5, 2017 (to prepare for the January 24, 2017 Joint Work Session with the City Council)
  - Develop a Vision Statement
- February 2, 2017
  - Refine the Vision Statement
  - Collaborate on a Future Land Use Map
- March 2, 2017

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  - Refine the Vision Statement
  - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 18, 2017
  - Refine the Vision Statement
  - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 25, 2017
  - Draft document reviewed by City Council and Planning Commission in Joint Session.
  - Authorization to review with internal advisory boards and commissions.
- May 25, 2017
  - Draft document reviewed by EDA. Feedback/comments added to document.
- June 1, 2017
  - EDA comments reviewed by Planning Commission.

The Interim Development Plan is anticipated to be adopted in 2017.

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THE COR

RAMSEY, MINNESOTA

Parks and Public Realm Plan
Working Document



DEVELOPMENT STATUS

- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- ACTIVE DEALS
- UNDER CONTRACT
- COMPLETED

ACCESS

- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- F — FULL INTERSECTION
- 3/4 — NO LEFT OUTBOUND MOVEMENTS
- P — PARKING RAMP

TRAFFIC INFORMATION

ADT INFORMATION TAKEN FROM 2009 ACTUAL COUNTS AND 2030 PROJECTED VOLUMES

NORTH 0 300 600

LANDFORM
From Site to Finish

DEVELOPMENT PLAN 6.0

05.15.2012

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CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, April 25, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Mayor Sarah Strommen

Planning Commission
Members Present: Chairperson Randy Bauer
Commissioner Bruce Anderson
Commissioner Cheri Gengler
Commissioner Cindy Nosan
Commissioner Patrick Surma

Also Present: City Administrator Kurtis Ulrich
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
Asst. City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Acting Mayor LeTourneau called the City Council Work Session to order at 5:39 p.m.

2. TOPICS FOR DISCUSSION

2.01: Review Planning Commission Recommendation for The COR Interim Development Plan

Community Development Director Gladhill presented the staff report, noting the purpose of this case is to receive a final recommended policy framework for a document to be known as The COR Interim Development Plan, which will put into motion a more formal amendment to the Master Plan. He stated the Interim Development Plan will become the new format of the Master Plan, and outlined changes on the eastern half of the site that will introduce more medium density such as villas. He said the Interim Development Plan was intended to be flexible to recognize a vision instead of an exact site plan and contained sub quadrants with retail on one

side and residential on the other that is able to react to the market. Community Development Director Gladhill shared proposed recommendations and standards, adding assistance from the Architectural Review Committee would be included not to add more process but to fit in with a low-impact type of review. He highlighted The COR Interim Development Plan Key Policy Topics, including General Retail Strategy, Lake Itasca Greenway, Northwest Quad Future Land Use, Parking Standards, and Architectural/Design Standards. Community Development Director Gladhill explained if the proposed format were approved, the City would host a series of public workshops to gain feedback on potential changes as part of the 2040 Comprehensive Plan Update.

Chairperson Bauer noted big-box stores would be a draw with other surrounding development and could be located in the diamond-shaped area for better visibility. He said the Planning Commission thought basic COR uses would include a community center, entertainment, food and retail on Highway 10 and that retail would be at the mercy of the market and what would be realistic. He stated the many retail options in Elk River and Coon Rapids Riverdale needs to be taken into consideration, adding parking is important but everything should not be pavement so cost sharing options such as ramps and shared parking should be considered for the type of retail that would be located in The COR and along Highway 10.

Acting Mayor John LeTourneau thanked the Planning Commission for their work on The COR Interim Development Plan.

Councilmember Riley said he wanted to think about a master developer rather than the City doing the project and asked how this Plan fit with that idea.

Community Development Director Gladhill said the intent is to be clear on our framework in order to get a good fit and that the Plan still affords the opportunity to tweak the vision, which is why it is phrased as an interim plan. He said in this manner the Plan can be worked through and expectations set.

Planning Commissioner Nosan agreed that we need to have a strategic plan so a master developer knows what the City is expecting.

Councilmember Williams thanked the Planning Commission for their extraordinary thought on the Plan and said the other Commissions need an opportunity to provide their recommendations as they all have important focus that needs to be considered. She asked how other landowners within The COR would be affected even in the interim and inquired about their thoughts.

Community Development Director Gladhill said the idea was to communicate the Plan followed by the next steps of taking the Plan to the general public, including all Boards, Commissions, stakeholders, and potential and future developers. He confirmed that public engagement would be incorporated.

Councilmember Williams said she preferred that comments from the EDA and Commissions be incorporated within the Plan before taking it to the public.

Councilmember Kuzma said the original plan was dated and this Plan is progressive, flexible, and market-driven to help define the vision.

Councilmember Riley agreed the Plan is market-driven and that two areas of concern is changing floor-to-area-ration (FAR) in response to market requests and parking structures. He said the market will not dictate that and if we push structured parking the result will be the City constructing a ramp instead of developers. He said flexibility and strict adherence to FAR does not sound very flexible and should be reviewed.

Community Development Director Gladhill said staff will work with the Planning Commission to acknowledge community impacts and market, adding it is important to balance between requirements and what will work. He said a ramp is not a new topic and this Plan will not solve all parking concerns but we want to study how parking could work in order to communicate the benefits to developers.

Chairperson Bauer said he was concerned that if we have a vision then it should be followed. He said the Planning Commission wanted to stress the need for shared parking so it was incorporated into each of the developments. He acknowledged structured parking may require some City dollars as developers will not pay for an entire ramp if they only use a portion.

Planning Commissioner Anderson said we should consider shared parking from the beginning for cost sharing as he does not want to see us bottleneck with nowhere to park. He said we have to consider either constructing higher or allowing for the capability to go up if needed.

Councilmember Riley said he wished we had the problem of not having enough space because we have nothing but space. He said structured parking costs $50/square foot and the market will not support that because land costs now range between $6-$12/square foot. He commented that shared parking with Northgate Church works well.

Chairperson Bauer agreed, stating a theater generally uses parking in the evenings and could be another shared parking option.

Community Development Director Gladhill said it is fair to assume proformas, ROI, tax base, etc. to identify the funding gap and frame any vision in that context.

Acting Mayor LeTourneau commented that flexibility will be important.

Councilmember Williams asked if staff wants structured parking studies included in the Plan.

Community Development Director Gladhill said the Plan is a broad policy document and based off this direction we will lay out system plans, one being parking districts and/or parking ramps, and that staff is looking for feedback to kick off system plans, including parking strategies. He said this direction will establish how we make requests and bring contracts forward.

Asst. City Administrator/Economic Development Manager Brama said if Council is in a position not to support parking ramps then it will be removed from the Plan and will not be considered as part of the system plans going forward.

Councilmember Johns thanked the Planning Commission for their work and said she would like the parking structures to remain, as citizens have commented that they do not want to see large parking lots. She said affording a parking ramp is another question but does not want to take the option off the table.

Councilmember Shryock said it is important to have a vision and then follow it and if we have identified parking or other issues, then we need to further define them and suggested nodes of parking and then moving retail and housing around those parking nodes. She said there are too many moving parts right now but that this Plan will help us maintain cohesiveness.

Acting Mayor LeTourneau said he would like to see the parking remain and said while he is not sure where the greater density will be it is important to be open to consideration. He said we could work on ways to recover costs as The COR develops as one way to approach funding parking structures.

Councilmember Riley commented on the vision statement and how we know this is going to be something other cities do not have, especially when everything is market driven. He added the technology-orientated statement from the Plan could be dated.

Chairperson Bauer said this statement was suggested by Planning Commissioner Brauer and was intended to focus on providing fiber for future businesses.

Councilmember Shryock suggested the statement be amended to say technology accessible and not necessarily oriented.

Community Development Director Gladhill said staff will review some language to address these concerns but noted they would like to see something included as technology is important.

Acting Mayor LeTourneau agreed, stating vision statements helps narrow the focus.

Councilmember Riley commented on the welcoming cultures point as this seems to state that it is not already happening. He said the unique point will be difficult to achieve as well with the market as architecture and historical Ramsey are not very unique.

Councilmember Williams said the Plan twice refers to no big box stores but said if one came forward today she would approve it and is not comfortable with that vision. She said the community wants a big box store like a Target.

Chairperson Bauer said big box stores are more interested in Highway 10 locations.

Councilmember Williams suggested removing the big box reference entirely.

Chairperson Bauer said their intent was that the Plan needs to include more than just The COR and that it be realistic as big box stores will more likely locate on Highway 10 than The COR.

Community Development Director Gladhill said staff will work to find a better way to phrase the statement or include a reference on the map instead.

Councilmember Shryock said she would like to see a road map and flexibility so when we remove some verbiage and review modular developments or districts or zones they can be moved around. She said she would like to see more timeless architecture references so development does not become outdated.

Councilmember Johns agreed any development will be market driven but said the importance of the Plan is to help create what development is driven to Ramsey.

Parks and Assistant Public Works Superintendent Riverblood said the Parks Board liked the Interim Plan as it incorporates a future parks plan that will help market The COR. He said the Board will further review the Plan in May and that their feedback will be shared with the Council.

The consensus of the Council was to continue with the process as outlined for the COR Interim Development Plan.

2.02: Receive Update on Park Dedication Credit Discussion for Riverstone Addition Located Near Bunker Lake Boulevard and Puma Street; Case of Capstone Homes (Project No. 17-106)

Community Development Director Gladhill reviewed the staff report, noting the purpose of this case is to receive an update on a request for Park Dedication Credit as part of the proposed Riverstone Addition. He explained the Council is not being asked to make a final decision but to hear an update on recent progress and talking points in advance of official review in May and June. He reviewed the key policy topics, including the Master Parks Plan Update, the existing parks CIP, the Riverstone Addition Policy Document, the Planned Unit Development, housing goals, and other development scenarios. He said staff is seeking policy direction for park dedication credit stating the developer is requesting $475,000 as credit to create a smaller pocket park maintained by a homeowner's association (HOA) with a trail connection as part of Lake Itasca Greenway. Community Development Director Gladhill said staff has held discussions with the developer regarding their request and said if approved this action would have impacts on the future Lake Itasca Park whether reduced or delayed improvements.

Parks and Assistant Public Works Superintendent Riverblood reinforced trigger points when the project would start, stating $29 million of park/trails have been identified with $2 million in the park trust fund that should be focused instead on community parks, splash pad and other items in The COR that would also serve this subdivision.

Councilmember Riley asked if we suggested pocket parks to the developer.

Community Development Director Gladhill said the pocket park was part of the developers' proposal and felt its value was a success of the project.

Parks and Assistant Public Works Superintendent Riverblood said it is common to have private amenities in similar developments.

Stephen Bona, Capstone, thanked staff for their work on this busy project, stating they are working towards an August groundbreaking. He said the park stems from a firm belief that 293 lots of mid-density housing guided and zoned R-2 with 1,000 residents will need greenspace and parks for the children. He said the regional park will be a great amenity but a closer park is needed as the regional park is half a mile away. Mr. Bona said necessity is not the issue just how we get there and with exposure from Highway 10 this will be a highly visible, unique and special neighborhood. He noted the $483,000 will be credited back over time and that the HOA will maintain the park so it will not be a burden on the park system. He said Capstone is paying over $1 million for infrastructure to be extended to the property which is not typical and that they cannot absorb both. He said they have changed their original proposal and outlined a small green area that has been removed at $200,000 to make this happen and have one acre of lots that will not have homes to provide more open space. Mr. Bona said the park and will cost over $200,000 just to provide space which will be an improvement with City funds. He noted that Capstone is making a large financial commitment to open space already in the plan but that they are unable to do so without working with City. He said they love the site and said the benefits of housing price between $260,000-$350,000 results in having high end homes without being custom which is good.

Councilmember Shryock inquired about land value plus improvements.

Mr. Bona said they are proposing vacant land value of $25,000/acre as unimproved land cost and additional improvements would be the playground, pavilion and landscaping.

Councilmember Kuzma inquired about the preliminary budget.

Community Development Director Gladhill shared the budget for a total of $300,675.23, with the public trail at $182,234.99 for a total of $482,910.22.

Councilmember Shryock asked if there is an additional requirement on Alpine Drive for a trail.

Parks and Assistant Public Works Superintendent Riverblood said the Greenway as proposed and supported by staff would include a 14-foot footprint and offer land dedication credit off the top and that the Greenway would "t" into the northwest road but not include any additional trail on Alpine Drive.

Community Development Director Gladhill said Puma Street will have a pedestrian crossing trail constructed by the City's infrastructure project.

Councilmember Johns asked for cost clarification.

Community Development Director Gladhill said the cost would be $1.1 million.

Councilmember Shryock said she does not recall allowing credit for improvements and property.

Parks and Assistant Public Works Superintendent Riverblood said this would be a precedent for park dedication more than the minimum for private amenities. He said the public interest is land but the park would remain private with a public easement. He said this would also set precedent for future developers.

Mr. Bona said the reason for the request is because this is the largest neighborhood ever to be built in Ramsey and with so many units they are only requesting one acre. He said they understand the precedent but felt other developments could not justify a request.

Councilmember Johns said she is concerned about the precedent and others wanting to do that at Itasca Park for broader benefit for others to use. She said she might be open to land incentives but not the improvements.

Councilmember Kuzma said he liked the Capstone project and understood that space was important but was concerned the HOA will not survive and suggested providing a bond to ensure maintenance.

Mr. Bona said he understood the point but said we have so many units paying such a small amount the HOA will be established right way. He said ideally the City would own the park and we would maintain lawns, including replacing equipment in 20 years.

Councilmember Riley said Harvest Estates wanted a small park for 300 houses and we choose this a neighborhood goes in without a park.

Mr. Bona reiterated they would not be able to do the project as proposed due to the offsite infrastructure costs.

Councilmember Shryock said she was excited about the project but said the precedent would be bad and if the park does not happen can open space be counted through ponding.

Community Development Director Gladhill said open space requirements can be reviewed with the PUD and could count as an amenity, adding other aspects can be reviewed to refine costs.

The consensus of the Council was not to support the request from Capstone Homes for Park Dedication Credit as part of the proposed Riverstone Addition.

Councilmember Williams requested the Parks Board convene to reevaluate the City's pocket parks policy.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

Acting Mayor John LeTourneau adjourned the Work Session meeting.

The Work Session of the City Council was adjourned at 6:57 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Cathy Sorensen
TimeSaver Off Site Secretarial, Inc.

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, May 25, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Jim Steffen Member Phillip Brunt Member Brian Burandt Member Chris Riley Member Wayne Skaff Member Kristine Williams (arrived at 7:38 a.m.)
Members Absent:	Member Glen Hardin
Also Present:	Patrick Brama, Econ. Dev. Mgr/Assistant City Administrator Tim Gladhill, Development Services Manager

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:35 a.m.

2. APPROVE AGENDA

Motion by Member Skaff, seconded by Member Brunt, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Brunt, and Riley. Voting No: None. Absent: Members Hardin and Williams.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated April 13, 2017

Motion by Member Steffen, seconded by Member Skaff, to approve the April 13, 2017, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Brunt, Riley, and Skaff. Voting No: None. Absent: Hardin and Williams.

4. EDA BUSINESS

4.01: Review Planning Commission Recommendation for The COR Interim Development Plan

Community Development Director Gladhill presented the staff report.

Member Williams arrived at 7:38 a.m.

Chairperson Steffen asked if this plan includes more or less retail than the original plan.

Community Development Director Gladhill noted that this plan has slightly less retail but identified two other areas that have available space for retail. He noted that the Planning Commission feels that it would be a better balance.

Chairperson Steffen asked if there was a negative opinion of retail in this area from The COR panel.

Community Development Director Gladhill stated that there are challenges and barriers to the retail market. He explained that The COR will not be a Riverdale or Elk River, but the focus should instead be a unique business incubator.

Member Skaff asked the plans for the open land in the downtown area.

Community Development Director Gladhill stated that there would still be a mix of uses along Sunwood Drive between retail and residential with a focus on high density residential. He noted the relationship needed between residential and the success of the transit with the commuter rail.

Chairperson Steffen asked if the document would change any zoning.

Community Development Director Gladhill stated that the zoning would not change as the mixed use allows for a multitude of uses. He stated that some simple adjustments can be made to the subdistrict boundaries which allows more flexibility.

Member Williams stated that the document makes some strong statements in regard to retail and asked if the EDA is comfortable publishing that and making it public. She stated that while the City has not been able to attract the desired retail that is indicative of the market. She noted that there are two places in the vision statement that state no "big box" retail and asked if the EDA is comfortable with that.

Community Development Director Gladhill stated that he would support tweaking that language, as the vision statement became more focused on the northwest quadrant. He believed that the Planning Commission would support "big box" retail in the right opportunity. He explained that the Planning Commission wanted to attract more unique opportunities but would still be open to "big box" retail as well.

Chairperson Steffen stated that the City has been open to "big box" retail for 15 years and did not see any reason to detract from that option now.

Community Development Director Gladhill stated that perhaps the statement be tweaked to remove the portion disallowing "big box" retail and instead encouraging smaller incubator retail destinations.

Member Riley stated that the market will dictate the choice the City will have and noted that there are several statements that push the smaller unique retail that would have a higher rate of turnover. He noted that he would prefer to have more established names in terms of retail that would most likely have a higher rate of success.

Member Burandt agreed that the statement should instead say that the City will embrace market driven opportunities as they come, rather than trying to attract businesses that would have a higher rate of turnover.

Member Riley stated that this is a first draft of a document that the EDA has not yet had input on and therefore this is a great discussion.

Community Development Director Gladhill noted that the Planning Commission has spent a lot of time attempting to develop a plan broad enough to go over the entire development but advised that this is still a draft. He noted that he does like the idea of embracing market driven opportunities as they come but stated that perhaps the vision statement is not the right place for that item. He instead suggested putting talking points from each group under each section as the discussions continue.

Member Riley recognized the change in the mixed-use definition, noting that the idea has been switched as the vertical mixed use did not seem to be a success. He stated that parking is another area that the group should discuss. He noted that although the City prefers structured parking, the market would most likely support that notion. He stated that because the market would not support additional structured parking, that would require City funds to make that a reality. He stated that the floor area ratio has been changed but the document suggested that it should be changed back. He provided an example of a development that did not include structured parking and still provided a good product. He noted that going back to the original ratio would not allow additional developments of that nature.

Community Development Director Gladhill noted that there are discussions currently to determine whether there would be a return on investment for the City to invest in that type of infrastructure. He noted that while that policy discussion is occurring, the parking ramps have been left off this plan for the time being. He noted that the Planning Commission mentioned that during peak times it can be difficult to find parking near areas like Acapulco. He confirmed that the City is flexible in terms of parking, whether that be surface or ramp.

Member Riley stated that the EDA should weigh in further on parking. He stated that shared parking is a great concept if it works, he provided a successful example between Allina and the neighboring church. He stated that while that is a great concept that works in that situation he does not believe the City should attempt to coordinate those efforts between developing sites.

Community Development Director Gladhill asked if there is any openness to partner with developing properties to create structured parking, whether that be grant funds or TIF dollars. He asked if there is a desire to continue that discussion.

Economic Dev. Mgr./Assistant City Administrator Brama stated that this is a high-level policy land use plan, which is an interim plan. He noted that the next step will be a more detailed planning exercise, and will include a parking discussion that will have more details on costs. He confirmed that in this market there would need to be a cost-share between private and public to develop structured parking.

Chairperson Steffen stated that he would not say no to the concept. He noted that he would be willing to continue discussions, but does not want structured parking to be a requirement for developers.

Member Skaff stated that he would also be open to the concept but would not want to see structured parking become a requirement in a planning document, for developers.

Member Riley asked for more details on the floor area ratio.

Community Development Director Gladhill provided the definition of floor area ratio, noting the higher the floor area ratio, the denser the parking would need to be. He noted that the ratio had been decreased in order to respond to the market. He stated that a few years ago the Council then made the decision to encourage shared and structured parking but not require that element and decreased the floor area ratio to .65. He confirmed that the Planning Commission did support reverting back to the ratio of .75. He noted that the EDA comments would be added to that item, noting that while the EDA would be open to encouraging shared/structured parking, they would not want to require the element and do not support the change in floor area ratio from .65 to .75. He asked for broad thoughts on architecture and whether the City is on track, providing examples of recent development, and whether the architecture is meeting the expectations of the EDA.

Chairperson Steffen stated that there were one or two developments that did not meet his architectural expectations. He asked which examples the Planning Commission had.

Community Development Director Gladhill provided examples of architectural elements that the Planning Commission felt perhaps did not meet their expectations, noting that often it was color related.

Chairperson Steffen asked if the guidelines have changed in the past two years.

Community Development Director Gladhill stated that there have not been changes in the last two years but there was a significant amendment prior to that. He stated that staff's approach is to add more details to make things more specific. He stated that the design document is currently very lengthy and staff is attempting to simply that while still providing the necessary definition. He stated that The COR is very unique and because the density was going to be higher, the desire

was to have higher design standards. He did not believe that would be appropriate to have the standards community wide.

Member Williams stated that she appreciates that the desire to stay strong to the architectural desires. She stated that with retail that could become a concern. She stated that it is important in the western and southern portion of The COR, and she would not want a development to look out at the back of a building. She stated that it is important to have four-sided design for buildings, so that you prevent a development from looking out at the back of a strip mall with no design and just back doors. She stated if you are going to require four-sided development, the City should also ensure that the sign ordinance would allow for signage on all sides. She provided examples of four-sided development that has been well done in The COR.

Community Development Director stated that there is flexibility to allow signage on all sides but the conflict often comes with the type of signage allowed. He noted that the discussion would play out with the Stonebrook Academy application as that moves forward. He noted that business will have their front entrance on the side opposite of Sunwood Drive and therefore the four-sided design will be important as the back of their building will be facing Sunwood.

Member Williams stated that she would want to ensure that the back of the building facing Sunwood still looks like the front as well, since that is the main roadway for The COR.

Community Development Director Gladhill summarized the input from the EDA regarding the vision statement, noting that the EDA would like to be market driven rather than dictating the market, with an emphasis of that discussion related to different types of retail users; for parking the EDA would be open to all parking options, but does not want to force shared/structured parking on developers; and in regard to architecture the EDA would like to emphasize four-sided design and would want to ensure signage is allowed for all sides if desired.

Member Riley stated that he feels the vision statement needs more amendments than what was mentioned.

Community Development Director Gladhill noted that this is intended to be an interim document and if the master developer route is chosen, that group would work with the EDA and Planning Commission to further develop the plan and implementation of the plan. He noted that the Planning Commission would focus on developing the plan while the EDA would focus on implementation of the plan. He noted that the document has been setup to allow for additional input from a master developer.

Motion by Member Skaff, seconded by Member Brunt, to recommend to City Council that approve The COR Interim Development Plan for public comment, incorporating the consensus statements from the EDA.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Brunt, Burandt, Riley, and Williams. Voting No: None. Absent: Member Hardin.

4.02: State of Minnesota Economic Development Marketing Initiative

Economic Dev. Mgr./Assistant City Administrator Brama presented the staff report.

Chairperson Steffen asked, and received confirmation, that the City does receive copies of the ad that they would be able to utilize. He asked what would be promoted.

Economic Dev. Mgr./Assistant City Administrator Brama stated that it is a high-level advertisement for the City that is very visual. He noted that Coon Rapids and Elk River utilize the publication. He stated that Anoka County used the publication in the past but pulled out of the publication this year which brings forward another reason it would be important for the City to include their own advertisement. He stated that the City would work with the designer to develop an ad.

Member Williams stated that while she likes the advertisement, it does not seem as detailed as some of the advertisements for the other cities. She suggested reviewing some of the other advertisements to make Ramsey's stand out a little more.

Member Burandt suggested using a map to show the location of Ramsey as well.

Motion by Member Brunt, seconded by Member Burandt, to authorize staff to utilize $5,000 of the EDA budget to select, design, and publish an ad in the 2018 MN DEED/Business Climate annual publication.

Motion carried. Voting Yes: Chairperson Steffen, Members Brunt, Burandt, Riley, Skaff, and Williams. Voting No: None. Absent: Member Hardin.

Member Burandt suggested possibly cost-sharing the ad by highlighting shovel ready sites.

4.03: Business of the Year

Economic Dev. Mgr./Assistant City Administrator Brama presented the staff report. He explained how the short list is developed.

Chairperson Steffen stated that he likes the line of questioning which began in the last few years.

Economic Dev. Mgr./Assistant City Administrator Brama stated that an additional question was added regarding community support the previous year.

Chairperson Steffen stated that next year perhaps a scoring mechanism be developed next year to help quantify the chosen selection, noting that the questions would be weighted to provide higher numbers for the more important elements.

Member Riley stated that might be overthinking this. He stated that the EDA has been given the information and have an idea of which elements are more important to them.

Chairperson Steffen agreed but noted the scoring system would develop a system for the group to evaluate as a whole, rather than which element is most important to each member.

The EDA discussed possible recipients for the business of the year.

The EDA selected Capstone Homes as the 2017 Business of the Year with a strong recommendation that Zero Zone should be considered for 2018.

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update. Economic Dev. Mgr./Assistant City Administrator Brama highlighted recent activity regarding PSD and their interest in the north portion of the new business park noting that the request will come before the EDA in the next few weeks. He stated that Adrenaline Sports is also looking at the PSD owned space next to the potential PSD development. He stated that there is also interest in the site Adrenaline Sports was previously interested in, noting that hopefully a purchase agreement will come before the EDA at the next meeting. He also provided updates on the potential closing for Capstone and the recent activity of Stonebrook.

6. ADJOURNMENT

Motion by Member Skaff, seconded by Chairperson Steffen, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Steffen, Members Skaff, Burandt, Brunt, Riley, and Williams. Voting No: None. Absent: Member Hardin.

The regular meeting of the Economic Development Authority adjourned at 8:53 a.m.

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

ATTEST:

_____

Patrick Brama
Econ. Dev. Mgr/Assistant City Administrator

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

PARK AND RECREATION COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Park and Recreation Commission conducted a regular meeting on June 8, 2017 at Elmcrest Park, 16303 Quicksilver Street NW.

Commission Members Present:	Chair Shane Bennett Commissioner Russell Bayer Commissioner Andrew Fyten Commissioner Jennifer Leistico Commissioner Brandon Sis Commissioner Charles Tchuinkwa Commissioner Jon Trappen
Commission Members Absent:	None
Also Present:	Parks & Assistant Public Works Superintendent Mark Riverblood Heather Lorch, Capstone Homes Bruce Jacobsen, Consultant

1. CALL TO ORDER

Chair Bennett called the Park and Recreation Commission meeting to order at 6:39 p.m.

2. CITIZEN INPUT

No one was present to address the Commission.

3. APPROVE AGENDA

Motion by Commissioner Sis, seconded by Commissioner Bayer, to approve the Park and Recreation Commission meeting agenda as presented.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Bayer, Fyten, Leistico, Tchuinkwa, and Trappen. Voting No: None. Absent:

4. APPROVE MINUTES

4.01: Approve Park and Recreation Commission Meeting Minutes

Motion by Commissioner Trappen, seconded by Commissioner Leistico, to approve the following Park and Recreation Commission Regular Meeting Minutes:

DRAFT

Park and Recreation Commission Regular Meeting Minutes dated May 11, 2017.

Motion carried. Voting Yes: Chair Bennett, Commissioners Trappen, Leistico, Bayer, Fyten, Sis, and Tchuinkwa. Voting No: None. Absent:

5. COMMISSION BUSINESS

5.01 Recommend Park Dedication Components of the Development Agreement; Riverstone Subdivision

Parks & Assistant Public Works Superintendent Mark Riverblood provided a summary of the purpose and background of this case noting for the last several months, the specifics of Park Dedication (land, cash or improvements for the proposed mini-park) for the proposed Riverstone Subdivision has been discussed between Capstone Homes and the City. There continues to be strong consensus on providing credit for the land needed for the greenway trail and the associated improvements. In contrast, there had not been clear consensus on aspects of Capstone's proposed mini-park, commonly known as Outlot C.

Since there was no agreement on the matter of Outlot C, Staff brought the matter to the City Council Work Session on April 25, 2017 in light of the long-standing policy "…to favor larger, accessible neighborhood and community public parks with quality amenities and improvements, and provide trail connections between them, over smaller, pocket parks with few to no 'destination' improvements". This discussion was intended to address whether the City should consider full, partial, or no Park Dedication credit for Outlot C proposed by the Developer. The outcome of the work session topic was to address the policy itself. This occurred as part of a joint meeting between council and the Park and Recreation Commission meeting on May 9, 2017.

Following the joint meeting, Staff prepared alternatives for Park Dedication relating to Outlot C which was the subject of considerable discussion at the last Park and Recreation Commission meeting (May 11, 2017). Following that meeting, three alternatives were developed relating to Outlot C and on May 23, 2017 City Council selected "Alternative 2" for the basis of the Park Dedication for the Riverstone Subdivision. The three alternatives developed were:

Alternative 1 – Outlot C – Not Credit Eligible.
Alternative 2 – Outlot C – Primarily Credit Eligible.
Alternative C – Outlot C – Full Park Dedication credit consistent with Capstone's April Park Dedication memo.

Mr. Riverblood reviewed the details of Alternative 2 – Outlot C – Primarily Credit Eligible, which was the Council selected Park Dedication scenario, and directs that the mini-park development be "unique" (nature-based play) and ancillary to greenway trail (either contiguous, or effective and safe pedestrian crossing of adjoining street). No land credit for the mini-park area is calculated under this alternative, as the Developer is requesting the mini-park and deviation from the Park plan and Park Development Policy. The land dedication for the mini-park (approximately one acre), is thoroughly consistent with the requirements of the PUD, which is the land use mechanism under which the Riverstone Subdivision is to be developed.

Outlot C "park"	Park Dedication Credit
Nature Based Playground	$100,000
Landscaping irrigation (with H20 feature for play area)	$100,000
Pavilion	$50,000
Parking (parallel to street)	$4,620
On-street pedestrian safety treatments (50% park ded, 50% developer)	$5,000
Benches (4)	$7,680
Drinking fountain and mister with pet attachment	$8,000
Water and sewer services/stubs (Developer expense)	
Sidewalk(s) parallel to street (Developer expense)	
Total not to exceed Park Dedication credit amount	$275,300

Max Credit - $275,300 (if other improvements are desired by the developer e.g. monument/sign, these shall be at the developers expense).

The Development Agreement (DA) shall specify that the park shall be developed as a Stage 1 improvement and be substantially complete by August 1, 2018. All improvements and specifications shall be pre-approved by the City, with the Developer bearing all costs of bidding, administration, permitting (if any) as well as construction administration. The park construction agreement will be a reimbursable project, with the developer paying all cash Park Dedication owed, with the City issuing associated payment for each improvement as they are completed and accepted – for a total not-to-exceed amount of $275,300.

Provided for Commission review were the following:

Outlot C location map.
Draft City Council May 23, 2017 Meeting Minutes.
May 11, Park and Recreation Commission Meeting Minutes
Draft City Council Work Session/Joint Meeting with Park and Recreation Commission.
Area Parks Plan (synopsis).
Capstone proposal April 2017.
Example Development Agreement.
Example of Nature Based Play Area.

Mr. Riverblood also provided two exhibits provided by Capstone Homes. One element of considerable discussion in May was the width of the greenway – and a concern that it was too narrow and not conducive for the movement of wildlife. On the drawings, the think black easement line was traced with a red dashed line. These lines represent the area that would be subject to Park Dedication credit (the 10' foot bituminous trail, plus the 2' clear zone on either side). The dimensions are indicated in white on the drawing. Another element relating to the greenway corridor's use/value for wildlife, would be appropriate plantings/landscape. The Environmental Policy Board may wish to give input also.

DRAFT

Staff is recommending the Park and Recreation Commission recommend the City Council approve the Preliminary Play for the Riverstone Subdivision with the detail above included within the Development Agreement to fulfill Park Dedication and Trail Fees, with Cash payment calculated per lot after credit is applied for completed park and trail improvements, as well as areas of trail easement.

A drawing of the concept was provided for Commission review. Ms. Heather Lorch representing Capstone was present at the meeting.

Ms. Lorch provided examples. She stated she has spent countless hours working on these concepts to meet the needs of Ramsey residents. The lots are smaller and at a lower price point. She stated a park element would be a good addition to the project. She has been working with the architect and have looked at different communities to view as examples. The architect's designs are providing elements that are within the budget while creating the best project they can. The trail was designed as 10 feet wide with 2 feet easements on either side. The trail was inserted after the first revision when the lots had already been determined. This is the reason the trail is somewhat winding through the project. One area she pointed out on the map is rather tight due to some drainage issues and a retaining wall will be created along with natural plantings. Within the cost limits they will make every effort to naturalize the area with the use of pollinators and prairie grasses.

Mr. Riverblood stated the trail will be "off center" due to a wetland area. Ms. Lorch distributed to the Commission another drawing which detailed further the trail location. Mr. Riverblood stated the developer and staff are in agreement with what the Council has requested. This will come before Council in the form of a resolution.

Ms. Lorch stated one of the conditions is they will work closely with Mr. Riverblood and staff and the project results will be a collaboration.

Chair Bennett stated the work that has been done is good and it fits the needs of the subdivision.

Commissioner Sis asked if there is any divider between the townhomes and the trail and Ms. Lorch said at this point there is no intention to have a divider.

Mr. Riverblood stated part of the plan for The COR is more openness without dividers.

Commissioner Leistico left the meeting at 6:56 p.m.

Motion by Commissioner Trappen, seconded by Commissioner Tchuinkwa to recommend City Council approve the Preliminary Play for the Riverstone Subdivision with the detail above included within the Development Agreement to fulfill Park Dedication and Trail Fees, with Cash payment calculated per lot after credit is applied for completed park and trail improvements, as well as areas of trail easement.

Motion carried. Voting Yes: Chair Bennett, Commissioners Trappen, Tchuinkwa, Bayer, and Fyten. Voting No: Commissioner Sis. Absent: Commissioner Leistico

DRAFT

5.02: Review Update on The COR Interim Development Plan

Parks & Assistant Public Works Superintendent Riverblood reviewed the Commission is requested to review a preliminary draft of The COR Interim Development Plan, which essentially puts into motion a more formal amendment to the master plan. Details of the recommendations prepared by the Planning Commission were provide for Commission review. Mr. Riverblood noted direction from the April 25, 2017 Joint Work Session was to review this draft with advisory boards and commissions. The draft was reviewed by the Economic Development Authority on May 25, 2017. The Park and Recreation Commission and Environmental Policy Board will review the draft at their June 2017 meetings. Staff will be seeking authorization for public comment on the draft in July 2017. There were some revision to the plan in 2011. At one point there were two conflicting goals for The COR development plan. A market panel was held. This evening is the second opportunity for the Park and Recreation Commission to weigh in.

Mr. Riverblood reviewed the Interim Development Plan. The porch element is something that will be held fast. The apartments are necessary to provide business to the restaurants and other businesses in the community.

Commissioner Leistico returned to the meeting at 7:04 p.m.

Mr. Riverblood showed the Commission the COR Development Concept indicating the various sections of the plan. The Planning Commission has recommended higher density for the residential area. There has been a shift in focus for large retailers to smaller retail businesses. The other major policy change was regarding the office areas where the office area would be retained until fully developed by office businesses.

Commissioner Sis asked for the location of Bunker Lake and Mr. Riverblood indicated it on a map. Mr. Riverblood indicated the Greenway area on a map. Mr. Riverblood reviewed the revisioning steps. The budget will be used to hire multiple consultants to assist in road planning, grading, stormwater, and sign plan. The retailers will help pay for some of the signage. Even during the recession, The Draw was being constructed and developers viewed that as the City's commitment to developing The COR. Mr. Riverblood drew for the Commission the parking lot plan with future expansion to a parking ramp.

5.03: Review Goals and Strategies within Ramsey's Chapter 10 of the Comprehensive Plan

Parks & Assistant Public Works Superintendent Riverblood reviewed the purpose of this case is to review the Goals and Strategies within the City's existing Comprehensive Plan, relating to parks, trails and open space. This discussion was tabled in May. This review will be useful in the context of the update to the Comprehensive Plan (underway now) and also as the Park and Recreation Commission begins the Master Park Plan endeavor. Mr. Riverblood provided a status report on each of the Goals and Strategies. The Commission is asked to identify which Goals and

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Strategies remain germane for the Comp Plan update – and other Goals and Strategies as may be envisioned.

A comprehensive, balanced park and trail system consisting of large and small scale parks, active and passive parks, natural preserves, and recreational facilities.

STRATEGIES:

Incorporate planned parks and trails into all new development where appropriate.
Update - Master Park and Trail Plan.

Design for connectivity with local and regional parks
Update – Again, and Priority Trails

Improve coordination of park and trail planning within City and adjacent communities.
Update – Essence of Comp Plan, Joint Meetings

Establish a regional trail along the Mississippi River
Update – Done

Develop a Trott Brook Trail Corridor
Update – Significant land acquisition, trail in place, boardwalk grant app. (hear any day). ¾ of trail is in.

Explore providing pedestrian access from the Mississippi River to the north side of Highway 10
Update – Mississippi Skyway, grants, preliminary design, final plans and specs in process, $300K shaved off the project.

Design trails with a variety of surfaces appropriate for different uses.
Update – Uncertainty

Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources that will assist in implementing the park, and trail plan.
Update – Rec programming – low hanging fruit – develop partnerships.

Improve quality of existing parks, through careful planning, continued maintenance and adequate funding.
Update – Maint/replacement/fixed assets – Master Park Plan

Explore options for an additional community park
Update – 6th Community Park/purchase of Lk Itasca – Northern Tier of Ramsey

Where appropriate, consolidate existing parks to improve quality and provide more efficient service.
Update – Tried this – did not go well

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Explore options for a revenue source for permanent protections of parks, trails and open space.
Update – Aspect/outcome of the Master Park plan – Future bonding discussions possible.

A system of safe parks and trails

STRATEGIES

Locate trails where appropriate in greenway corridors and natural areas.
Update – More work on greenways needed (Master Parks Plan).

Promote Crime Prevention Through Environmental Design CPTED and other techniques
Update – SOP – City does that – neighborhood parks.

Where appropriate, use existing power/utility easements for the trail system
Update – Mr. Riverblood provided the Alpine example.

Provide adequate signage and pavement markings to warn automobile traffic of park and trail traffic
Update – Crosswalk inventory needed – (do not sign trails) – not feasible to put signs on 50 miles of trails.

Explore use of pedestrian-activated signals, continuous flashing signage, and mid-block crossings where safe and appropriate to further increase park and trail safety
Update – Case Study – Toole Group exercise re – Riverstone. Working with School District and County.

Minimize at-grade crossings of trails and roads and other interactions between trail users and automobiles, with underpasses or overpasses.
Update – Expensive – No engineering costs included.

A variety of park facilities and programs that meet the life cycle needs of residents.

Demographics – Recreation/program planning. Large segment of population in 50-60 age group. Need to plan for them (arts, pickle ball, etc).

STRATEGIES

Work with the schools and community organizations to plan for athletic fields and facilities that will accommodate the growing community.
Update – New elementary school potentially at Nowthen Blvd.

Explore options for a revenue source for recreational facilities and programming.
Update – Council will tackle. Recreation Intern position will become full time Specialist – general fund.

DRAFT

Study the need for a Community Center that offers a variety of recreational uses for all age groups.
Update – RCP – Study of other community centers.

Chair Bennett stated the goals and strategies are consistent with the Parks and Recreation Commission discussions over the past few years.

5.04: Commission Work Session on Master Parks Plan – Visioning Exercise

Mr. Riverblood reviewed the purpose of this case is to conduct an informal work session for a visioning exercise relative to the long-range plan for the future of Ramsey's park and trail system.

Mr. Bruce Jacobson, landscape architect, was present at the meeting. Mr. Riverblood and Mr. Jacobson have worked together for many years. Mr. Jacobson facilitated the Visioning Exercise. Mr. Jacobson noted the work done in Ramsey is very promising. "I See" was the first exercise to write down the vision of the future of Ramsey's trail and park system. Each Commissioner read their statement. The second exercise was "We See". The next exercise was to determine one word that each Commissioner is most interested in.

Chair Bennett thanked Mr. Jacobson for his help this evening.

6. COMMISSION/STAFF INPUT

Parks & Assistant Public Works Superintendent Riverblood provided updates on the following:

Review May/June projects and events – Mr. Riverblood suggested the Commissioners sign up for the weekly update.

Next Comp Plan Workshop June 12, 2017 – Natural Resources and Economic Development -

Motion by Commissioner Sis, seconded by Commissioner Bayer to adjourn the meeting.

Motion carried. Voting Yes: Chair Bennett, Commissioners Sis, Bayer, Fyten, Leistico, Tchuinkwa, and Trappen. Voting No: None. Absent:

The Park and Recreation Commission meeting adjourned at 8:15 p.m.

Respectfully submitted,

_____

Mark Riverblood
Parks & Assistant Public Works Superintendent

Drafted by Debbie Wolfe
TimeSaver off Site Secretarial, Inc.

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ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Monday, June 19, 2017, the Environmental Policy Board (EPB) met in the COR Conference Room at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present: Chairperson Thomas Stodola
Board Member Colleen Anderson
Board Member Jane Covart
Board Member Michael Hiatt
Board Member Lucas Trossen
Board Member Michael Valentine

Members Absent: Board Member Reid Bernard

Also Present: City Planner Chris Anderson
City Council Liaison John LeTourneau

1. CALL TO ORDER

Chairperson Stodola called the meeting to order at 6:30 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Board Member Valentine and seconded by Board Member Hiatt to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Valentine, Hiatt, Anderson, Covart, and Trossen. Voting No: None. Absent: Board Member Bernard.

4. APPROVE MINUTES

4.01: Approve Meeting Minutes Dated May 15, 2017

Motion by Board Member Covart and seconded by Board Member Trossen to approve the regular meeting minutes dated May 15, 2017.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Covart, Trossen, Anderson, Hiatt, and Valentine. Voting No: None. Absent: Board Member Bernard.

5. POLICY BOARD BUSINESS

5.01: Consider Natural Resources Elements for Greenway Terrace Sketch Plan and Site Plan (Project No. 84): Case of Aeon

City Planner Anderson presented the staff report. He stated that the City has received an application for Sketch Plan, Final Plat and Site Plan for Greenway Terrace, a three story, 54-unit apartment building located on the block bordered y Center Street, 146th Avenue, Traprock Street, and Ramsey Parkway. He stated that the Plan would subdivide the subject property into a buildable lot and an outlot, noting that developer intends to complete a second phase of the project on the outlot in the future. He stated that the purpose of this is to review the proposed Landscape Plan for the project. He noted The COR Design Framework emphasizes landscape improvements for the "streetscape" and is less prescriptive for the private property. Not noted that streetscape elements would include sidewalks, boulevards, and boulevard plantings.

Councilmember LeTourneau asked for details on the elements along the dog run.

City Planner Anderson replied that it would be a type of shrub.

Councilmember LeTourneau asked how this plan would look visually from the street side and asked if it would be similar to the Horton townhome development.

City Planner Anderson confirmed that the streetscape plantings would look similar but noted that this building would be larger than the Horton product. He noted that additional greenspace will be provided between the sidewalk and the building. He explained that this is a slightly different subdistrict of The COR and therefore the regulations are a bit different.

Chairperson Stodola asked if a holding tank would be allowed in this instance because infiltration is not allowed.

City Planner Anderson confirmed that could be done but the applicant is proposing to have the drainage flow directly to the central storm water for this area.

Board Member Hiatt asked for details on the material that would be used for the dog walk area.

City Planner Anderson replied that area would be turf. He noted that the crushed traprock paving would be used in areas of the dog run and around the community garden plantings and the remainder of that area would be turf. He confirmed that this area would fall into the area that allows for surface parking.

Councilmember LeTourneau stated that he appreciates the plantings in the middle of the parcel to break it up a bit.

City Planner Anderson noted that there is a connection proposed that would eventually connect to the second phase of the project.

Board Member Covart asked if the only access for the parcel would be from 146th Avenue.

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City Planner Anderson confirmed that would be the only access point for this development. He was unsure if the second phase of the project would share that access or whether a second access would be provided.

Board Member Hiatt asked if the plans meet the requirements for landscaping.

City Planner Anderson noted that the proposed plans exceed the requirements of the City.

Councilmember LeTourneau asked what the Board is supposed to measure in these types of cases.

City Planner Anderson stated that there are minimum standards for the streetscape that are reviewed as well as ensuring there is not obstruction of sight lines at intersections, reviewing species and size, and providing comment or feedback on the internal landscaping. He noted that this plan goes above the minimum requirements and therefore there are not a lot of issues that require additional discussion in this case.

Motion by Chairperson Stodola and seconded by Board Member Hiatt to recommend approval of the Landscape Plan contingent on compliance with the Staff Review Letter.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Hiatt, Anderson, Covart, Trossen, and Valentine. Voting No: None. Absent: Board Member Bernard.

5.02: Consider Natural Resources Elements for Cole Addition Preliminary Plat (Project No. 17-132)

City Planner Anderson presented the staff report. He reported that the City has received an application for Preliminary Plat from Bryon and Lynn Cole to subdivide their property at 6951 168th Avenue NW into eight lots, one of which will retain their existing home. He noted that the subject property is zoned R-1 Residential (MUSA) and guided for Low Density Residential. He highlighted the existing drainage and utility easements that would encumber the first four lots and noted that the developer has submitted plans to address the stormwater that are currently being reviewed by the engineering department. He noted that the applicant would need to design the stormwater from the site to meet the existing easement to the east, or work with the neighboring property owner to negotiate additional easement. He stated that staff also requests the construction of a segment of sidewalk to that would connect to the cul-de-sac. He noted that there is an existing row of evergreen trees that runs down the property line and would provide buffering from this proposed development and the existing more rural lots that would abut the development.

Board Member Covart asked for more details on the process to abandon a well and septic system.

City Planner Anderson noted that the Department of Health has regulations for abandoning wells and the City Building Code would have regulations for abandoning septic systems. He stated that one could choose to not abandon the well and instead use that for their irrigation system but noted that these plans choose to abandon and seal the wells.

Chairperson Stodola asked the number of lots.

City Planner Anderson stated that there would be a total of eight homes, one of which would possess the existing home. He noted that the lot for the existing home would be larger than the other seven buildable lots that would be created.

Board Member Valentine stated that it seems the big issue will be the stormwater and easement issues.

City Planner Anderson agreed that will be a large issue but noted that there are solutions and explained that it will simply come down to whether the solutions are feasible for the development.

Board Member Hiatt asked if the developer initially provided the narrative on the easements.

City Planner Anderson stated that the applicant did not provide the information in their narrative but when staff mentioned that item the applicant was able to turn that information around quickly, therefore he believes that they had the information ready. He noted that the engineering staff is reviewing the plans to determine if the proposed plans would be sufficient.

Board Member Hiatt stated that he does like the plan but expressed concern with the drainage issue, noting that the issue should be resolved not just for the subject parcels but the surrounding parcels as well.

City Planner Anderson noted that the engineering memorandum that addresses that issue would become a part of the Staff Review Letter that moves forward to the Planning Commission. He noted that the plans would also be subject to the approval of the Lower Rum River Water Management Organization.

Motion by Board Member Hiatt and seconded by Board Member Valentine to recommend approval of the Tree Preservation and Landscape Plans contingent upon compliance with the Staff Review Letter.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Hiatt, Valentine, Anderson, Covart, and Trossen. Voting No: None. Absent: Board Member Bernard.

5.03: Consider Natural Resources Elements for Estates of Silver Oaks 2nd Addition Preliminary Plat

City Planner Anderson presented the staff report. He reported that the City has received an application for Preliminary Plat for a proposed eight lot subdivision to be known as Estates of Silver Oaks 2nd Addition. He stated that the site is located east of TH 47 and north of 162nd Lane. He stated that the site is currently zoned R-1 Residential (Rural Developing) and thus, as proposed, a Zoning Amendment and Comprehensive Plan amendment would also be needed. He noted that the EPB reviewed certain aspects of this request at their May meeting. He provided additional details on density transitioning that would be needed, noting that most often developers choose landscaping and provided additional details on what would be needed. He

asked for feedback on the impact to the oak stand and the density transitioning on the eastern portion of the plat.

Chairperson Stodola asked for additional details on the impact the future connection would have on the oak stand.

City Planner Anderson confirmed that further fragmentation of the natural corridor would occur if the parcel to the north develops.

Board Member Hiatt stated that perhaps staff could work with the developer to add additional landscaping to the larger western lot because of the impact to the oak stand that will occur on the eastern side.

City Planner Anderson stated that is a possibility that staff could request. He confirmed that the element could not be required. He stated that the developer has to work with the existing access to expand that which puts a challenge on the developer. He stated that the oak forest could not be recreated and therefore perhaps they are more specific on what would be proposed and attempt to go above and beyond that. He noted that perhaps oaks, and native trees, could be emphasized for the density transitioning.

Board Member Valentine stated that it is unclear to him whether they have exhausted all possibilities of preserving that oak forest or whether there are additional options that could be reviewed to preserve more of the forest without destroying the development value of the property.

City Planner Anderson replied that looking at the natural topography he is unsure that there is a lot more that could be done, short of custom grading the lots and attempting to work around trees. He noted that can be costly and sometimes setup the future home owner to have the cost of removing a tree that should've been removed to begin with, as the root system can receive damage during the construction period. He stated that staff can approach the developers in attempt to carve out more of the trees that could be preserved.

Board Member Hiatt stated that it appears unlikely that the parcel to the west would develop further in the future because of the issue of access.

City Planner Anderson agreed that it would be highly unlikely that the parcel to the west could develop because of the access issues.

Councilmember LeTourneau referenced the idea of custom grading and asked if this would be a spec development or whether it would be custom development.

City Planner Anderson replied that it is his understanding that the developer is looking to create the lots and sell those the builders. He was unsure whether the builders would be doing spec homes or custom homes.

Councilmember LeTourneau stated that perhaps the new homeowner could be given the option of custom grading in attempt to save some of the existing oaks on their property as a method to mitigate the loss.

City Planner Anderson confirmed that this could be moved forward and staff could continue to explore that option with the developer and the engineering department prior to the review of the Preliminary Plat by the Planning Commission.

Board Member Hiatt stated that he drove through the development portion to the south and noticed that it is fairly open, although meeting the requirements of the City.

Board Member Covart asked and received confirmation that a pond would be created with this development as part of the stormwater management requirements.

City Planner Anderson noted that per the City ordinance, the trees needed to be removed for the stormwater pond are not counted towards the total loss of trees. He noted that required trails and major/connector streets are also exempt from the tree removal total.

Councilmember LeTourneau referenced the lots that meet up with more rural lots from the development southeast of this parcel and received confirmation that the density transitioning required for those lots would be similar to what is required for this development.

Chairperson Stodola asked if there is consideration to making these lots larger.

City Planner Anderson replied that the City does not have to approve a zoning or Comprehensive Plan amendment, but noted that there is something to be said that these lots would be consistent with the existing portion of the development.

Board Member Hiatt stated that if there is a way to preserve that oak forest, it should be. He noted that if two to three homes were constructed under the current zoning, that would preserve more of the oak forest.

Chairperson Stodola stated that there are a lot of trees being removed with this plan and therefore he would not support the Tree Plan and Landscape Plan as proposed.

City Planner Anderson stated that the request meets the minimum requirements under City Code. He stated that the application is not deficient in meeting the minimum standards and therefore if this were challenged legally the City would have no legs to stand on.

Board Member Hiatt agreed that this is too many oak trees going away from a mature area and the City should fight hard to preserve that. He noted that the zoning would need to be changed to support this plan and therefore he would ask that the zoning amendment not be approved further along in this process.

Board Member Trossen asked how many trees would be saved with fewer lots.

City Planner Anderson stated that you likely would preserve more trees but you would still need stormwater treatment and septic system drain fields, which would both require tree removal. He stated that he was unsure that the rate of removal would be considerably less than that proposed. He stated that the Board could state that because of the zoning and Comprehensive Plan

amendment are required and that the oak forest was identified as moderate value, the Board could recommend denial of the request

Motion by Chairperson Stodola and seconded by Board Member Hiatt to recommend denial of the Tree Plan and Landscape Plan because of the impacts to the oak forest and the need for the zoning and Comprehensive Plan amendments.

Further discussion: Board Member Hiatt stated that he would love to see a comparison development plan that would meet the current zoning and Comprehensive Plan guiding to determine the extent of the oak forest that could be preserved. Board Member Covart stated that she likes the idea of larger lots and asked if the proposed plan would have individual septic systems. City Planner Anderson stated that this proposed plan would have City sewer and water while lots developed under the current zoning would require individual septic. Councilmember LeTourneau stated that he has heard the support from the Board to preserve the oak forest. He stated that there is a tree preservation policy in place that helps to guide development in the City but noted that an exception could be made to that policy in this instance. He provided an example of how he had to clear a lot of trees from his lot to build but now 30 years later his lot looks great. He noted that there is a large section of the community in this quadrant that is under pressure from a lot of things. He stated that there are a lot of people in that quadrant that would like to have the commercial node viable and more rooftops will be needed in order to make that happen. He stated that this is another step along that path and noted that while it is unfortunate that there is a tree stand in that area, this is a step in the right direction for that quadrant of the community. He provided an example of another route a developer could take in the future to provide a connection to the lot to the north. Board Member Hiatt stated that the tree preservation policy assumes that all trees are equal and maybe a future improvement to the policy should put prioritization on certain species. City Planner Anderson stated that the tree preservation standards do identify a definition for significant trees. Board Member Valentine asked whether the tree preservation is a policy or ordinance. City Planner Anderson replied that it is an ordinance. He noted that the Natural Resources Inventory includes four levels, noting that moderate falls just above low and there are two higher quality categories. Board Member Valentine stated that this seems to be a very common contention between development and preservation and the solution often falls in finding a balance point for each of the parcels as they come forward. He asked the type of progress that should be anticipated because this does not have the ordinance behind for support. City Planner Anderson replied that he does not think the developer would be supportive. He stated that perhaps the better choice would be to open the dialogue to determine how the preservation could be maximized while still meeting the requirements of the City Code. He noted that the requirements of the Code are being met and therefore the better approach would be to attempt to work with the developer to attempt to maximize what could be protected. He stated that the Planning Commission has already reviewed the Sketch Plan and did not raise any issues from that perspective, so the developer used that initial feedback to further guide their design plans. Board Member Valentine stated that he likes the idea of going back to the developer to determine if additional trees could be preserved. Board Member Covart asked if the Staff Review Letter would be changed to reflect that statement. City Planner Anderson confirmed that he would update the Staff Review Letter that will go before the Planning Commission and City Council. He noted that the lengthy discussion regarding this oak forest would be included in the packet information.

Motion failed. Voting Yes: Chairperson Stodola, Board Member Trossen. Voting No: Board Member Anderson, Covart, Hiatt, and Valentine. Absent: Board Member Bernard.

Motion by Board Member Hiatt and seconded by Board Member Valentine to recommend approval of the Tree Plan and Landscape Plan contingent upon compliance with the Staff Review Letter and direct staff to work with the developer in attempt to preserve additional portions of the oak forest.

Motion carried. Voting Yes: Board Member Hiatt, Valentine, Anderson, Covart, and Trossen. Voting No: Chairperson Stodola. Absent: Board Member Bernard.

5.04: Consider Natural Resources Elements of Pearson Place Preliminary Plat

City Planner Anderson presented the staff report. He reported that the purpose of this case is to review various elements of a Preliminary Plat, prepared by Otto Associated and dated May 24, 2017, for a proposed 12 lot residential subdivision near the southern/eastern end of Bowers Drive. He stated that a key decision occurs at Preliminary Plat, in which the layout can be approved, subject to approving final construction plans and Final Plat documents. He noted that the majority of the project area is cropland and thus, there should be minimal impact to trees. He noted that there is a row of trees along Bowers Drive (within the right-of-way) and also in the southeastern corner of the project site (Lot 11, Block 2) but nothing beyond that. He noted that the applicant has verbally stated that the only impacts to existing trees would be from providing access to each lot via a driveway. He provided additional information on the Mississippi River Corridor Critical Areas (MRCCA) and the existing rules, compared to the new State rules that have yet to be adopted by the City. He noted that the developer has proposed a PUD in order to bridge the gap between what is in place currently and what will be in effect after the rules are adopted. He highlighted a strip of heavily wooded area that would be preserved to create a buffer from the existing homes on Bowers Drive. He stated that while the area is within the MUSA, the nearest connection is not close and therefore this development would have lots served by private septic and water service. He stated that the proposed lot sizes would fit the character of the existing homes along Bowers Drive. He noted the exception of the homes directly across the street that have 200-foot lot widths compared to the 100-foot widths proposed in this development. He stated that he proposal appears to avoid removal of any significant trees and noted that the additional trees proposed would exceed the requirements. He stated that at the direction of staff, the developer would provide Outlot C, which could serve as a future road connection should an adjacent parcel develop.

Board Member Valentine stated that he does not have any concerns.

Councilmember LeTourneau stated that he has had a few conversations with people from his neighborhood and their concerns were outlined in the memorandum. He stated that the residents would like to see that buffer preserved and it seems the developer is in favor of that as well. He stated that this appears to be low impact development. He noted that the buffer area is very low quality and is mainly brush.

Board Member Hiatt asked why this area has remained undeveloped for this long.

Councilmember LeTourneau stated that the land has been farmed and is currently farmed.

City Planner Anderson confirmed that there is a very thin line of vegetation that acts as a buffer.

Board Member Hiatt stated that perhaps the additional landscaping and development could improve the quality of the existing lots.

Councilmember LeTourneau stated that the 50-foot buffer is a nice addition to the project. He stated that the neighborhood is talking about creating a discussion with the City to acquire the woods to protect that from development in perpetuity.

City Planner Anderson stated that he is not requesting formal action because the information was submitted to close to the meeting date and therefore the Board did not have time to thoroughly review the information as it was just presented tonight.

5.05: Receive Update on The COR Interim Development Plan

City Planner Anderson presented the staff report. He stated that the purpose of this case is to review a preliminary draft of The COR Interim Development Plan, which essentially puts into motion a more formal amendment to the Master Plan. He noted that details of the recommendations prepared by the Planning Commission over a series of workshops were attached to the case. He noted that the direction form the April 25, 2017 Joint Work Session was to review this draft with the advisory Boards and Commissions. He stated that the draft was review by the Economic Development Authority on May 25, 2017 and by the Parks and Recreation Commission at their June 8, 2017 meeting. He advised that staff will be seeking authorization for public comment on the draft in July.

Board Member Valentine commented that the plan is coming along nicely.

Chairperson Stodola asked for more information on the boundaries of The COR.

City Planner Anderson provided the boundaries of The COR, explaining that some of The COR zoning extends past those boundaries.

Councilmember LeTourneau stated that one of the driving factors of the Council is the market, noting that the development will have to be market driven. He explained that the big box retail that was originally desired will not fit into The COR because of the challenges that exist lying between two retail nodes and other market factors. He noted that the other factors that bring in business is density and that is why additional housing is being considered.

City Planner Anderson stated that while residents have said they do not want more apartments in The COR, additional rooftops are needed to attract business and that is the quickest method. He noted that the original plan for The COR included apartments because that would concentrate density and allow other portions of the City to remain more rural.

Councilmember LeTourneau noted that this has been a balance approach with market rate apartments.

Board Member Valentine stated that the planning for growth in the community has been done well.

Board Member Hiatt stated that the challenge in The COR is the density focus and balancing that with an environmental aspect. He provided examples of additional plantings that the Board has been able to negotiate on more dense projects. He noted that often with big box retail there is less landscaping and stated that in smaller retail settings you are able to maintain that landscaping to make it more appealing.

City Planner Anderson provided additional details on the Lake Itasca Greenway Corridor which plays into the concepts.

6. BOARD / STAFF INPUT

- **Summer Recycling Event**

City Planner Anderson reported that a summer recycling event will be held on July 29th, noting that this will be a carbon copy of the spring and fall events to determine if there is a desire for this additional event.

- **Pilot Organics Drop-Off Program Update**

City Planner Anderson stated that the planning intern is working to finalize details on a pilot organics drop-off program. He noted that additional information will soon be distributed through the newsletter and website.

- **Comprehensive Plan Update Natural Resources Workshop Update**

City Planner Anderson stated that a workshop was recently held for the natural resources chapter of the Comprehensive Plan update. He noted that it was not heavily attended, but advised that he did not anticipate heavy attendance. He welcomed any additional input from the Board on the topic.

7. ADJOURNMENT

Motion by Board Member Valentine and seconded by Board Member Hiatt to adjourn the meeting.

The meeting adjourned at 9:12 p.m.

Respectfully submitted,

_____

Chris Anderson
City Planner

DRAFT

ATTEST:

_____
JoAnn Shaw
Community Development Secretary

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

DRAFT

Regular Planning Commission **8. 1.**

Meeting Date: 07/06/2017

By: Tim Gladhill, Community Development

Information

Title:

Staff Input

Purpose/Background:

Please see attached documents.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

June Planning Commission Updates

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	06/30/2017 11:19 AM
Form Started By: Tim Gladhill		Started On: 06/30/2017 11:18 AM
Final Approval Date: 06/30/2017		

Planning Commission Update – June 30, 2017

July 6 Planning Commission DRAFT Agenda

- July 6 Planning Commission
  - Pearson Place Preliminary Plat [Anderson]
  - Silver Oaks Second Addition [Henderson]
  - Greenway Terrace (Aeon) [Maass]
  - Cole Addition Preliminary Plat [Henderson]
  - Purmort COR Architecture Appeal [Gladhill]
  - Bunker Lake Boulevard Industrial Park Sketch Plan [Gladhill]
  - Oien Home Occupation [Maass]
  - Sis Variance [Linton]
  - Review Current Accessory Structure Regulations (based on June 13 City Council Citizen Input)
  - Receive Progress Report on Comprehensive Plan Update

Northfork Meadows Update

Paxmar introduced their 149 lot subdivision at Alpine Drive and Puma Street at the June 27, 2017 Work Session. Three (3) key themes emerged from discussion amongst City Councilmembers; 1) Reliability of Comprehensive Plan consistency, 2) Public Engagement, and 3) Density Transition. Consensus of the City Council was to continue the conversation, starting with a public workshop. The City Council also expressed the importance of meaningful density transitioning. Staff is working on the logistics for a public workshop in July.

Comprehensive Plan Update

On June 12, the City wrapped up 'Phase 1' public engagement, which focused on listening sessions and issue identification. The project will now enter policy development and drafting individual chapters. The July Steering Committee Meeting will be an important point in moving forward.

Finally, October is annually celebrated as National Community Planning Month by the American Planning Association. The City is planning on using this opportunity to roll out significant drafts of our Comprehensive Plan Update. Staff is in the process of scheduling three (3) community workshops in individual neighborhoods during the month of October is areas outside of City Hall. More details to come on this.

Tour of Ramsey with Metropolitan Council Member Ed Reynoso – July 17

The Metropolitan Council has invited the City for a discussion with District 9 Metropolitan Council Ed Reynoso, representing the Ramsey area. Staff is working on logistics of a mobile tour of Ramsey. Council Members have done a number of municipal tours over the past year and have greatly enjoyed the opportunity to learn more about the specific wins/challenges of each city in the Metro. He would like the opportunity to learn more about the City's future goals and see how the Metropolitan Council might be a helpful partner. If you are interested in attending, please RSVP using the link below.

https://ramsey-metro-tour.eventbrite.com

Comprehensive Plan Mobile Tour – August 1 [POSTPONED]

Staff has received direction to host a mobile tour of metro-area projects with best-management examples of elements being discussed within our Comprehensive Plan Update and COR Development Plan Update. It has come to our attention that the original date, August 1, conflicts with Night to Unite. Staff will be working on a make-up date.

Other Community Development Projects

- Comprehensive Plan Update
- COR Development Plan Update
- Resilient Communities Project
- Rental License
- Electronic Plan Review
- Recycling Contract
- Organics Recycling Pilot Program

Future/Miscellaneous Projects

- 6021 Highway 10 Redevelopment
- Green Valley Greenhouse Master Plan
- Connexus Highway 10 Solar Garden
- New Ramsey Elementary School

Major Construction Projects

The website www.cityoframsey.com/developmentupdate has been updated with several project updates.

Upcoming Meeting Dates

- Monday, July 10– Comprehensive Plan Steering Committee
- TBD – Workshop for North Fork Meadows Addition (Paxmar)
- Monday, July 17 – Tour with Metropolitan Council Member Ed Reynoso
- TBD – Comprehensive Plan Mobile Tour

Tim Gladhill

From: Tim Gladhill
Sent: Friday, June 23, 2017 11:02 AM
Subject: Planning Commission Updates for June 23, 2017

I have briefer updates for this week, so the update is contained in this email text rather than a separate document.

- Several updates have been uploaded to www.cityoframsey.com/developmentupdate. We are not fully complete with updates, but several links to applicable agenda on individual projects have been uploaded. More updates will follow in the coming weeks. While workload is still high in volume, we have been able to carve out a small amount of time for website content refresh.
- There are two (2) key topics that may be of interest to the Planning Commission on next weeks' City Council agendas.
    - Northfork Meadows on Work Session. Please click this link.
    - Update on status of McDonald's proposed construction timeframe (future construction). Please click this link.
- Draft Agenda for July 6, 2017 Planning Commission
    - Pearson Place Preliminary Plat [Anderson]
    - Silver Oaks Second Addition [Henderson]
    - Greenway Terrace (Aeon) [Maass]
    - Cole Addition Preliminary Plat [Henderson]
    - Purmort COR Architecture Appeal [Gladhill]
    - Bunker Lake Boulevard Industrial Park Sketch Plan [Gladhill]
    - Oien Home Occupation [Maass]
    - Sis Variance [Linton]
    - ~~Connexus Energy Solar Garden [Anderson]~~ *Time will allow for review at a future meeting.*
    - Review Current Accessory Structure Regulations (based on June 13 City Council Citizen Input)
    - Receive Progress Report on Comprehensive Plan Update

Sincerely,



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Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

Planning Commission Update – June 7, 2017

City Council Approvals of Multiple Land Use Applications

On June 13, the City Council granted several approvals to projects previously reviewed by the Planning Commission.

- Riverstone Addition Preliminary Plat [Gladhill]
  - The City Council found the Environmental Assessment Worksheet (EAW) acceptable, declared that a full Environmental Impact Statement (EIS) was not necessary, and granted Preliminary Plat Approval with multiple contingencies. The approval was consistent with the Planning Commission Recommendation.
- StoneBrook Preliminary Plat [Maass/Gladhill]
  - The City Council granted preliminary approval to StoneBrook Academy. The project will need one more series of approvals before Building Permit Review. The approval was consistent with the Planning Commission Recommendation, including the requirement for additional architectural improvements.
- Homestead Road Final Plat [Anderson]
  - The City Council approved this project, consistent with the Planning Commission recommendation.
- Trott Brook Addition Final Plat, CUP/Site Plan [Anderson]
  - The City Council approved this project, consistent with the Planning Commission Recommendation.
- National Self Storage Development Agreement [Anderson]
  - The City Council approved the Development Agreement for National Self Storage (Regency Commons). The project is expected to start construction soon.
- Covenant Meadows [Maass]
  - The City Council approved this project, consistent with the Planning Commission Recommendation.
- Danner's Cabinets [Anderson]

July 6 Planning Commission DRAFT Agenda

- July 6 Planning Commission
  - Pearson Place Preliminary Plat [Anderson]
  - Silver Oaks Second Addition [Henderson]
  - Greenway Terrace (Aeon) [Maass]
  - Cole Addition Preliminary Plat [Henderson]
  - Purmort COR Architecture Appeal [Gladhill]
  - Bunker Lake Boulevard Industrial Park Sketch Plan [Gladhill]
  - Oien Home Occupation [Maass]
  - Sis Variance
  - Connexus Energy Solar Garden [Anderson]
  - Review Current Accessory Structure Regulations (based on June 13 City Council Citizen Input)
  - Receive Progress Report on Comprehensive Plan Update

Comprehensive Plan Update

On June 12, the City wrapped up 'Phase 1' public engagement, which focused on listening sessions and issue identification. The project will now enter policy development and drafting individual chapters. The July Steering Committee Meeting will be an important point in moving forward.

The City plans to have a kiosk with information and opportunity for feedback at the weekly Draw Summer Event Series on Thursdays this summer. Planning Commissioners are encouraged to sign up to staff the kiosk. Contact Tim Gladhill at tgladhill@cityoframsey.com or 763-433-9826 to sign up.

Finally, October is annually celebrated as National Community Planning Month by the American Planning Association. The City is planning on using this opportunity to roll out significant drafts of our Comprehensive Plan Update. Staff is in the process of scheduling three (3) community workshops in individual neighborhoods during the month of October is areas outside of City Hall. More details to come on this.

Comprehensive Plan Mobile Tour – August 1

Staff has received direction to host a mobile tour of metro-area projects with best-management examples of elements being discussed within our Comprehensive Plan Update and COR Development Plan Update. This is being scheduled for Tuesday, August 1 from 5:00 p.m. to 9:00 p.m. More details to follow later.

Other Community Development Projects

- Comprehensive Plan Update
- COR Development Plan Update
- Resilient Communities Project
- Rental License
- Electronic Plan Review
- Recycling Contract
- Organics Recycling Pilot Program

Future/Miscellaneous Projects

- 6021 Highway 10 Redevelopment
- Green Valley Greenhouse Master Plan
- Connexus Highway 10 Solar Garden
- New Ramsey Elementary School

Major Construction Projects

- Brookfield
- Woodlands
- Anderson Dahlen

More detailed updates on each of these projects will be uploaded to www.cityoframsey.com/developmentupdate soon.

Upcoming Meeting Dates

- Thursday, July 6 at 7:00 p.m. – Regular Planning Commission Meeting
- Monday, July 10– Comprehensive Plan Steering Committee
- TBD – Workshop for North Fork Meadows Addition (Paxmar)
- Tuesday, August 1 – Comprehensive Plan Mobile Tour

Planning Commission Update – June 7, 2017

Planning Commission 'Pipeline' Projects

Below is a list of projects in the pipeline for Planning Commission Review.

- June 12 Special Planning Commission Meeting
  - Cole Addition Sketch Plan [Henderson]
  - Northfork Meadows Sketch Plan [Gladhill]
- June 13 City Council
  - Riverstone Addition Preliminary Plat [Gladhill]
  - StoneBrook Preliminary Plat [Maass/Gladhill]
  - Homestead Road Final Plat [Anderson]
  - Trott Brook Addition Final Plat, CUP/Site Plan [Anderson]
  - National Self Storage Development Agreement [Anderson]
  - Covenant Meadows [Maass]
  - Danner's Cabinets [Anderson]
- July 6 Planning Commission
  - Pearson Place Preliminary Plat [Anderson]
  - Silver Oaks Second Addition [Henderson]
  - Greenway Terrace [Maass]
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More detailed updates on each of these projects will be uploaded to www.cityoframsey.com/developmentupdate soon.

Brookfield

Construction has commenced on Brookfield 8th Addition. Tree Clearing and Grubbing has been completed. Preliminary Grading is expected to commence in the next several weeks. The City allowed some preliminary site work to be completed in advance of the full construction approval. Final approvals and Pre-Construction Meetings will occur soon.

Riverstone Addition

The City Council is expected to consider approval of the Environmental Assessment Worksheet (EAW) and Preliminary Plat for Riverstone Addition on June 13. The City Council provided direction on Park Dedication and Trail Development Fee Credit on June 6. Final Plat Approval consideration is expected in July, with preliminary construction beginning in August.

Woodlands

City Council has given final approval to Woodlands 4th Addition. Construction is anticipated to commence in the fall.

Upcoming Meeting Dates

- Monday, June 12 at 7:30 p.m. – Special Planning Commission Meeting
- Thursday, July 6 at 7:00 p.m. – Regular Planning Commission Meeting

Regular Planning Commission **8. 2.**

Meeting Date: 07/06/2017

By: JoAnn Shaw, Community Development

Information

Title:

Zoning Bulletins

Purpose/Background:

Enclosed are zoning periodicals for your review.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

Zoning Bulletins

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	06/30/2017 10:43 AM
Form Started By: JoAnn Shaw		Started On: 06/30/2017 10:20 AM
Final Approval Date: 06/30/2017		

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Zoning Bulletin

in this issue:

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Mat #41945596

Nonconforming Uses—After college derecognizes fraternity, town says fraternity house use as student residence violates zoning ordinance

Fraternity argues student residence use is grandfathered or otherwise meets the requirements

Contributors

Corey E. Burnham-Howard

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of the zoning ordinance

Citation: *Dartmouth Corporation of Alpha Delta v. Town of Hanover, 2017 WL 1346944 (N.H. 2017)*

NEW HAMPSHIRE (04/11/17)—This case addressed the issue of whether, upon the derecognition of a fraternity as a student organization, the use of the fraternity's property as as a student residence violated a zoning ordinance that required that student residences in a particular zoning district operate "in conjunction with another institutional use."

The Background/Facts: Dartmouth Corporation of Alpha Delta ("Alpha Delta" or the "fraternity") had been a fraternity for students at Dartmouth College ("College") since the 1840s. In 1911, Alpha Delta began housing students who were members of the fraternity. In 1920, Alpha Delta built its current housing structure (the "Fraternity House"). Since then, Alpha Delta had used the Fraternity House to house approximately 18-22 College undergraduate students who were members of the fraternity.

In 1976, the Town of Hanover (the "Town") enacted its current zoning ordinance (the "Ordinance"). Under the Ordinance, the Fraternity House was located within the "Institution" zoning district. A student residence in the Institution district is allowed only by special exception. The Ordinance defines a "student residence" in the Institution district as "[a] building designed for and occupied by students and operated in conjunction with another institutional use, which may include individual living units with social rooms and kitchen facilities for any number of students." Alpha Delta had never sought a special exception for the use of the Fraternity House.

On April 13, 2015, the College notified Alpha Delta that, "due to the fraternity's violation of the school's standards of conduct, it had revoked recognition of the fraternity as a student organization." The College had discovered that Alpha Delta had a practice of branding new fraternity members with the Alpha Delta fraternity letters. Among other things, the College's "derecognition" of Alpha Delta as a student organization revoked from Alpha Delta certain privileges including: "recognition as a 'college approved' residential facility; use of College facilities or resources; . . . and provision of insurance coverage." The College also notified Alpha Delta that it "would no longer be under the jurisdiction or protection of the College's department of safety and security."

Ten days later, the Town's zoning administrator notified Alpha Delta that, because the College had derecognized Alpha Delta, Alpha Delta's use of the property violated the zoning Ordinance. The zoning administrator cited the fact that the Ordinance required that student residences in the Institution zoning district be operated in conjunction with another institutional use. Here, because Alpha Delta had been derecognized by the College, the zoning administrator determined that the Fraternity House was "no longer operated in conjunction with an institutional use," and that

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therefore "[t]he continued use of the property as a residence [was] . . . a violation of the zoning ordinance." The zoning administrator informed Alpha Delta that "[t]he continued occupancy of the property [by at least 18 individuals] must cease immediately."

Alpha Delta appealed to the Town's Zoning Board of Adjustment ("ZBA"). The ZBA also concluded that, as a result of derecognition, Alpha Delta's Fraternity House was no longer "operated in conjunction with another institutional use" and its use of the property as a student residence violated the zoning ordinance.

Alpha Delta again appealed. On appeal to the superior court, Alpha Delta argued that the Fraternity House use was a grandfathered use and therefore was not in violation of the Ordinance. More specifically, Alpha Delta argued that because its "use of its property as a fraternity pre-existed all zoning ordinances and [Alpha Delta] ha[d] never sought or obtained a Special Exception to operate as a Student Residence," it had proven that its use "legally existed prior to the adoption of a zoning provision prohibiting the use." Alpha Delta also argued that the "in conjunction with" requirement was met because the residents in the Fraternity House were all students of the College.

The superior court rejected Alpha Delta's arguments and affirmed the ZBA's decision.

Alpha Delta again appealed.

DECISION: Judgment of Superior Court affirmed.

The Supreme Court of New Hampshire held that, upon the College's derecognition of Alpha Delta as a student organization, Alpha Delta was not "operating in conjunction with" the College, and thus, its use of the Fraternity House as a student residence violated the Town's zoning Ordinance.

In so holding, the court rejected Alpha Delta's argument that the use of its Fraternity House as a student residence was grandfathered as a legal nonconforming use. The court explained that "[a] nonconforming use is a lawful use existing since prior to the adoption of a zoning ordinance prohibiting such use, and that does not conform to the requirements of the ordinance." The court noted that nonconforming uses are protected by state statutory law, RSA 674:19, and by Part I, Articles 2 and 12 of the New Hampshire Constitution. Here, the court explained that, in order to prove that the Fraternity House was grandfathered from the Ordinance's requirement that student residences in the Institutional zoning district operate in conjunction with another institutional use, "Alpha Delta . . . needed to show that it operated [the property] in a manner that was not 'in conjunction with another institutional use' at the time the 'in conjunction with' requirement was adopted" (in 1976).

The court found that when the zoning Ordinance was adopted in 1976, Alpha Delta's use of its property as a student residence was conforming with respect to the requirement that the residence be operated in conjunc-

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tion with a College. Alpha Delta, concluded the court, had "failed to present any evidence that the fraternity ever operated in a manner which was not 'in conjunction with' [the] College, prior to the adoption of that zoning requirement." "Because Alpha Delta was lawfully operating a student residence 'in conjunction with' the College in 1976, it was not until the College derecognized the fraternity in 2015 that Alpha Delta's use of the property violated the Town's zoning requirement that a student residence operate in conjunction with another institutional use."

The court also rejected Alpha Delta's argument that term "in conjunction with" was being misconstrued or was an "unconstitutionally vague" term. Finding the phrase "in conjunction with" was not defined in the Ordinance, the court looked to its "plain and ordinary meaning." The court concluded that to meet the Ordinance's requirement that the Fraternity House use as a student residence be "in conjunction with another institutional use," Alpha Delta's Fraternity House had to have "some union, association, or combination with the College." Alpha Delta had maintained that it was still meeting the "in conjunction with an institutional use" requirement of the Ordinance because the residents in the Fraternity House were all students of the College. The court rejected that argument, and concluded that following the College's revocation of its recognition of Alpha Delta as a student organization, Alpha Delta had "no association with the College and thus [was] no longer 'operating in conjunction with' the College," and thus was in violation of the zoning Ordinance.

Case Note:

Irrelevant to the outcome here, the appellate court did find that Alpha Delta's use of its property was lawfully nonconforming with respect to the requirement that it obtain a special exception (which it never had), since it was using the property as a student residence prior to enactment of the special exception requirement.

Rezoning—Town rezones land to open space designation

Property owner, who wanted to construct hundreds of residential units on property, argues township's rezoning of land amounts to illegal spot zoning

Citation: *Golf Enterprises, Inc. v. Newberry Township Board of Supervisors, 2017 WL 1465120 (Pa. Commw. Ct. 2017)*

PENNSYLVANIA (04/25/17)—This case addressed the issue of whether a rezoning of land in a Township amounted to invalid spot zoning and/or "arbitrary and irrational" zoning.

The Background/Facts: Golf Enterprises, Inc. ("GEI") owned 100 acres of land (the "Property") in Newberry Township (the "Township"). On the Property was a public golf course with a clubhouse and restaurant. Prior to 2006, the Property was zoned Commercial Recreation ("C-3"). A C-3 district allowed for recreational uses such as parks and forestry, as well as conditional uses such as commercial recreational facilities and golf courses. In 2006, the Township rezoned the Property to Open Space ("OS"). In addition to the Property, the only other parcel zoned OS was a 10-acre parcel to the west of the Property that was not owned by GEI. The OS zoning designation allowed for by-right uses such as agriculture, open space, as well as conditional uses including golf courses. The properties surrounding the new OS District were zoned Residential Growth ("RG"). An RG designation allowed for by-right uses such as forestry and various single-family and two-family dwellings, parks and municipal uses, as well as uses by special exception including multi-family dwellings and schools.

In 2012, GEI filed an application for a curative amendment, along with a proposed amendment to the Township zoning ordinance and a "sketch plan" proposing 336 residential units on the Property.

Pursuant to Pennsylvania's Municipalities Planning Code, "[a] landowner who desires to challenge on substantive grounds the validity of a zoning ordinance or map or any provision thereof, which prohibits or restricts the use or development of land in which he has an interest may submit a curative amendment" along with site-specific plans for the property. (53 P.S. § 10609.1(a); Section 916.1(c)(2) of the MPC, added by Act of Dec. 21, 1988, P.L. 1329, as amended, 53 P.S. § 10916.1(c)(2).) If the governing body determines that the substantive validity challenge has merit, the governing body then considers the site-specific plans submitted by the landowner and considers "the impact of the proposed amendment on the natural resources and natural features of the municipality, other land uses within the municipality and the public resources of the municipality, including roads and sewer facilities." (53 P.S. §§ 10609.1(c), 10916.1(c)(5).) "The governing body 'may accept a landowner's curative amendment, with or without revision, or may adopt an alternative amendment which will cure the challenged defects.' " (53 P.S. § 10609.1(c).)

Here, GEI argued that the 2006 rezoning of the Property in the OS district created "an island of preserved open space" and constituted invalid spot zoning. "Spot zoning is the 'singling out of one lot or a small area for different treatment from that accorded to similar surrounding land indistinguishable from it in character, for the economic benefit of the owner of that lot or to his economic detriment.' " GEI pointed to the RG zoning of the surrounding properties, and contended that the Township had failed to justify why it had treated the Property differently than the land surrounding it. GEI argued that spot zoning occurred here because the physical characteristics of the Property, which was zoned OS, were indistinguishable from the surrounding properties, which were zoned RG. GEI contended that, here, the Township forced GEI to bear the burden of the community's desire to preserve a tract of open space for the surrounding developed land.

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Eventually, the Township's Board of Supervisors (the "Board") denied GEI's application. The Board determined that GEI's substantive validity challenge to the rezoning of the Property lacked merit. The Board concluded that GEI had not met its burden of showing that the OS zoning designation of the Property was "unreasonable, arbitrary or not substantially related to the Township's police power interest the Ordinance serve[d]." The Board concluded that preserving the Property as open space under an OS zoning designation was "compatible with the Township's comprehensive plan and [was] in accordance with the previous golf course cluster development approvals that GEI received prior to the 2006 rezoning." The Board also rejected GEI's argument that the OS zoning classification of the Property was "arbitrary and irrational."

GEI appealed to the trial court, which affirmed the Board's decision.

GEI again appealed.

DECISION: Judgment of trial court affirmed.

The Commonwealth Court of Pennsylvania agreed with the trial court and the Board that GEI "did not meet its heavy burden of demonstrating that the Property was [invalidly] spot zoned." The court found that the Property was not an undeveloped parcel in a sea of surrounding development. Rather, much of the surrounding property was forest, agriculture, or open space. Thus, the court found that the rezoning of the OS district was not intended to "freeze" one parcel in order to serve the public interest of "green space." Furthermore, the court found that the OS zoning district was "consistent with and complimentary to the RG district that it borders," and that the two districts shared several overlapping uses. The court also concluded that the rezoning of the Property as OS was "consistent with the Township's comprehensive plan."

The court also rejected GEI's argument that the rezoning of the Property was arbitrary and irrational. The court concluded that the rezoning was "not arbitrary or irrational because [the] rezoning was in accordance with the Township's comprehensive plan, which was the result of a lengthy, considered process, involving input from professionals and residents." Here, the court concluded that the comprehensive plan "provided a reasonable justification for including the Property as part of the [OS] District, including the need of the community for open space and recreational areas within the township and concerns regarding road access to the Property. Furthermore, the OS zoning designation was consistent with the conditional use approvals incorporating the Property in the golf course cluster developments that GEI obtained under the Ordinance prior to the 2006 amendments."

Accordingly, the court affirmed the conclusion that the Board did not abuse its discretion or commit an error of law in rejecting GEI's substantive validity challenge to the Ordinance. In light of that determination, the court did not address GEI's proposed curative amendment to the Ordinance or the site-specific plans that GEI submitted with its application.

See also: *In re Realen Valley Forge Greenes Associates, 576 Pa. 115, 838 A.2d 718 (2003).*

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Signs/Standing—City sues property owner for failure to remove sign that violated off-site sign prohibitions in the city's zoning code

Property owner challenges as unconstitutional the "selective enforcement" of the zoning code and the "overbroad" language of the prohibition

Citation: *City of Cincinnati v. Fourth National Realty, LLC, 2017-Ohio-1523, 2017 WL 1491028 (Ohio Ct. App. 1st Dist. Hamilton County 2017)*

OHIO (04/26/17)—This case addressed the issue of whether a city selectively enforced a sign ordinance in violation of equal protection rights. It also addressed whether a sign owner had standing to challenge the city zoning code's off-site sign prohibitions as unconstitutional on free speech grounds.

The Background/Facts: Fourth National Realty, LLC ("Fourth National") had a sign (the "Sign") on the east face of its five-story real property in a Downtown Development ("DD") zoning district in the City of Cincinnati (the "City"). The Sign was approximately 45 feet tall, 40 feet wide, and 1,800 square feet in total area. The Sign promoted the products of the John Morrell Company and several local sports teams, none of which were found on the property. The Sign had not been allowed by any permit from the City. The City had previously issued to Fourth National a permit for a much smaller sign to advertise John Morrell products based on its understanding that the sign pertained to businesses conducted in the building. Fourth National never installed that approved sign, and instead installed the un-permitted larger Sign.

At some time, the City received a complaint about the Sign. The City notified Fourth National that the Sign violated the City's zoning code, including: (1) Cincinnati Zoning Code 1411-39(a)(1), which expressly prohibits outdoor advertising signs, a type of off-site sign, in the DD Zoning District; and (2) Cincinnati Zoning Code 1427-17, which excludes the DD Zoning District from the list of zoning districts in which off-site signs are permitted. Fourth National did not dispute this non-compliance. Fourth National applied for a variance for the Sign. The variance was denied, and Fourth National did not appeal.

Fourth National then requested a permit for the Sign. The City found that the copy on the Sign did not pertain to the business conducted on Fourth National's property and was therefore an "off-site sign." The City

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denied the permit, concluding that the Sign was an "off-site sign" not permitted in the DD district, and that the sign was an "outdoor advertising sign" prohibited in the DD district.

After the variance denial and Fourth National's failure to remove the Sign, the City filed a legal action against Fourth National. The City sought injunctive relief, asking the court to order the removal of the Sign for violation of the City's Zoning Code's prohibition on off-site signs in the DD District.

Fourth National argued that the City was "selectively enforcing" the Zoning Code in violation of its equal protection rights under the Fourteenth Amendment to the United States Constitution. Fourth National also argued that the City's off-site sign prohibitions violated freedom of speech rights guaranteed by both the federal and Ohio Constitutions. It asked the court to declare the off-site prohibitions of the Zoning Code to be unconstitutional because they "defined what is permissible commercial speech based on the content of the message: a sign advertising a business or activity located on the property is allowed but a sign of the same size and appearance advertising a business or activity off-site is prohibited." Fourth National further argued that "the off-site sign provisions were constitutionally defective because they favored commercial speech over noncommercial speech."

Finding no material issues of fact in dispute, and deciding the matter on the law alone, the trial court ultimately granted summary judgment to the City and ordered Fourth National to remove the illegal sign. The trial court also dismissed Fourth National's declaratory-judgment counterclaim on the freedom of speech constitutionality issues for lack of standing (i.e., the legal right to bring the claim). Fourth National then dismissed its remaining counterclaims and appealed.

DECISION: Judgment of trial court affirmed in part, reversed in part, and matter remanded.

The Court of Appeals of Ohio, First District, Hamilton County, first agreed with the trial court that Fourth National failed to present a prima facie (i.e., based on first impression) case of selective enforcement. The court explained that in this "class of one" selective-enforcement claim, Fourth National had a "heavy burden" to show that it was treated differently than those "similarly situated in all material respects." Here, the court concluded that Fourth National failed to meet this burden because Fourth National failed to identify "any other individual or business maintaining an illegal off-site sign in the DD district that the [C]ity continue[d] to allow, *despite a complaint*." (Emphasis added.) Although Fourth National could point to various other off-site signs in the DD district that had not come under City enforcement for zoning violations, Fourth National failed to establish that the City had received complaints about those other signs and yet failed to take enforcement action. The court highlighted the fact that the City's enforcement of the Zoning Code "is complaint-driven, meaning that [C]ity enforcement officials do not actively search for violations of the [Z]oning [C]ode."

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The Court of Appeals also affirmed the the trial court's determination that Fourth National lacked standing with respect to its free-speech challenge as a defense to the City's enforcement action on the existing Sign. Fourth National, found the court, could not meet the redressability requirement of standing (i.e., that its injury could be redressed through litigation). In other words, Fourth National "failed to show that it could keep its oversized sign in place even if its free-speech challenges were successful."

However, the appellate court reversed the trial court's decision to the extent that it dismissed for lack of standing Fourth National's request for a declaration that the challenged City Zoning Code sign provisions were unconstitutional on free speech grounds. The appellate court found that Fourth National did, in fact, have standing to bring both an as-applied challenge (i.e., challenging the constitutionality of the Zoning Code sign provisions as applied to Fourth National) and a facial challenge (i.e., challenging the constitutionality of the Zoning Code on the face of its language).

The appellate court concluded that Fourth National, which represented that it desired a permit to install a smaller sign in the event that the off-site sign provisions were found unconstitutional, "established an injury-in-fact and had standing to challenge the provisions as applied to its desired commercial signage." The court found that if Fourth National "were to succeed on the merits of its free-speech challenge as applied to its desired commercial signage, resulting in a declaration that the provisions were unconstitutional and void as applied, Fourth National would likely be able to obtain a permit for and install [a smaller sign]," since the City's denial of a permit for the existing Sign was based on the off-site sign prohibition provisions, and not size restrictions. The appellate court concluded that Fourth National met the "minimum requirements of constitutional standing to bring this as-applied claim with respect to the desired [and smaller] sign."

The court also concluded that Fourth National had standing to proceed on its facial challenge to the off-site prohibition provisions of the City's Zoning Code. Fourth National had asserted standing under the "overbreadth doctrine." The court explained that the overbreadth doctrine "serves as an exception to the prudential standing requirement and allows a party to bring a facial challenge to a provision of a law that causes the party an injury, regardless of whether the provision's regulation of the party's conduct in particular was constitutional." Fourth National had argued that the "overbroad restrictions" of the Zoning Code's off-site sign prohibitions inhibited both noncommercial and commercial speech because they contained "content-based restrictions that provide a greater degree of protection to certain forms of commercial speech than noncommercial speech, and they provide a greater degree of protection for on-site versus off-site advertising that does not pass [scrutiny.]"

Noting that the overbreadth doctrine "does not apply to commercial speech," the court concluded that Fourth National could not present a facial challenge on overbreadth grounds to assert the commercial-speech

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interests of others. However, the court found that Fourth National did have standing here to the extent it claimed the off-site sign provisions unlawfully restricted protected noncommercial speech. The court explained that "if an ordinance restricts both types of speech, 'a party whose purely commercial speech has been sanctioned may assert the non-commercial speech rights of others by using the overbreadth doctrine' when it brings its as-applied challenge." "Ultimately," noted the court, "the prohibitions on off-site commercial advertising may be unenforceable if the challenged provisions are found unconstitutional due to the impact on noncommercial speech."

Thus, the court held that, under those circumstances, Fourth National had standing to challenge the off-site sign provisions as applied to a smaller commercial sign that it represented it wished to install, and also facially to the extent that Fourth National claimed those same provisions unlawfully restricted protected noncommercial speech.

See also: *Village of Willowbrook v. Olech, 528 U.S. 562, 120 S. Ct. 1073, 145 L. Ed. 2d 1060, 30 Envtl. L. Rep. 20360 (2000).*

See also: *XXL of Ohio, Inc. v. City of Broadview Heights, 341 F. Supp. 2d 765 (N.D. Ohio 2004).*

Case Note:

The City had argued that the off-site sign prohibitions were not unconstitutionally overbroad because other provisions of the City's Zoning Code allowed sufficient protection for noncommercial speech. The court noted that argument addressed the merits of the facial challenge, and not Fourth National's standing to bring that challenge. The merits are to be addressed on remand.

Zoning News from Around the Nation

IDAHO

A new law (signed by Gov. Butch Otter in April) now "forbids cities or counties in Idaho from banning short-term vacation rentals, which are home rentals for 30 days or less." Reportedly, the law does "allow local governments to regulate them with regard to health, safety and welfare; requires zoning ordinances to recognize them as a residential use; and also requires collection of state sales and lodging taxes."

Source: *The Spokesman-Review*; www.spokesman.com

OHIO

House Bill 175, which is pending in the state legislature, would report-

edly prohibit municipalities from banning the keeping of chickens. Under the bill, municipalities would only be allowed to limit the quantity of animals in the community. More specifically, the bill explicitly would "to allow an owner of residential property to keep, harbor, breed, or maintain small livestock on the property, and . . . prohibit zoning authorities from regulating certain agricultural activities conducted on residential property for noncommercial purposes." The bill has been referred to the House's Agriculture and Rural Development Committee.

Source: *Ohio Legislature*; *https://www.legislature.ohio.gov/legislation/legislation-status?id=GA132-HB-175*

WASHINGTON

Several bills affecting Washington's Growth Management Act have been introduced this year. Reportedly, HB 1017, which allows building of new schools outside of designated urban growth areas "has been partially signed into law," with Governor Inslee vetoing a section that would allow extending new sewer lines to the schools. HB 1504, which allows land designated as agricultural or forest next to the state's smaller railroads to be rezoned industrial if it is for a rail-dependent use, arrived on the Governor's desk on April 23; the Governor had 20 days to act on it. HB 1683, which was also awaiting the Governor's action, would "allow properties that use septic systems to be excused from the state's push to get all property connected to a sewer, as long as the property cannot be redeveloped, already has a non-polluting septic system and the septic system is periodically tested to ensure it is well maintained." Also awaiting action by the Governor, SB 5790 would allow "small counties with populations below 75,000 to override part of the Growth Management Act if they meet the state's criteria for being in 'economic deterioration.' " It would let them prioritize economic growth over environmental protection and sustainable development.

Source: *Crosscut*; *http://crosscut.com*

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PRACTICE PARKING REFORM



6

Eliminating Parking Minimums

By Ben LeRoy

For decades, many American planners unquestioningly applied minimum off-street parking requirements to projects of every conceivable size, type, and context.

Whether drawn from the quasi-scientific findings of the Institute of Transportation Engineers' *Parking Generation* report or simply borrowed whole cloth from other cities' zoning codes, minimum parking requirements continued to grow more onerous and complex. Communities across the nation watched as formerly walkable neighborhoods were hollowed out by parking. Even as planners crafted complete streets policies and rejiggered tax incentives for infill redevelopment, minimum parking requirements were largely ignored, taken on faith as a necessity for any well-planned city.

But many planners have woken up. A wealth of data-oriented research—from *Parking Reform Made Easy* by Richard Willson, FAICP, to the work of Chuck Marohn, AICP's Strong Towns organization, to the seminal *The High Cost of Free Parking* by Donald Shoup, FAICP—has produced a growing consensus within the planning profession that the traditional approach to requiring automobile parking produces more harm than good. In response, cities and counties have begun chipping away at their parking requirements with a variety of techniques, offering urban-minded developers the opportunity to reduce their parking burden through shared parking, payments in lieu of parking, and smarter management of the public parking supply.

While these incremental steps have generally proven popular with developers, relatively few communities have taken the bolder step of eliminating parking requirements in part or in full. The following sections lay out the case for parking reform, profile recent reform efforts in three cities, and present a series of strategies to help planners make the case for eliminating off-street parking requirements to residents and elected officials.

THE CASE FOR PARKING REFORM

The case for parking reform is not self-evident in our auto-dominated society, especially to those not trained as urban planners. Residents and business owners alike have legitimate concerns about ever-increasing congestion levels. Accordingly, a discussion of *how* to achieve parking reform would be lacking if it did not include a summary of the top reasons *why* parking reform is a worthwhile goal. Although parking requirements are well-intentioned, they raise housing prices, induce automobile traffic, and degrade the built environment.

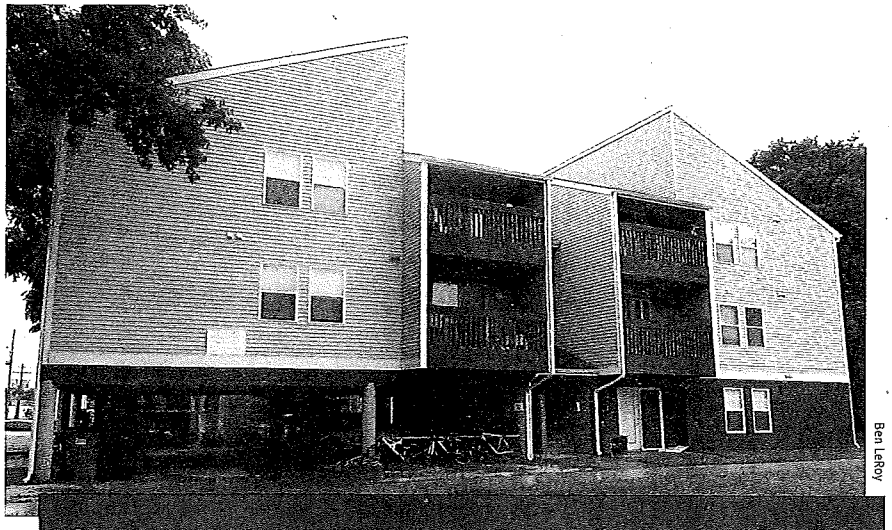
Increased Housing Prices

Because Americans often park for free, they could be forgiven for thinking that parking is free to build and maintain. Unfortunately, nothing could be further from the truth. It turns out that parking—and more specifically, parking produced as a result of minimum parking requirements—is a significant contributor to unaffordable housing.

The construction of parking carries substantial costs. Surface parking consumes valuable land that could otherwise be used for productive buildings, while structured parking costs average nearly $19,000 per space (Cudney 2016). With parking requirements elevating parking supplies beyond what the market would normally produce, parkers often do not directly cover the cost of their own parking. Instead, the cost of parking is tucked into rent, hiding the true allocation of the burden. Non-parkers often end up subsidizing parkers, producing a more expensive and less fair result than allowing developers to build only as much parking as parkers are willing to pay for.

Induced Automobile Traffic

Intended to mitigate congestion, minimum parking requirements have unfortunately produced the opposite effect. By hiding the true cost of automobile ownership and spreading out destinations, minimum parking requirements create the very traffic burden they were created to contain. A recent analysis by the



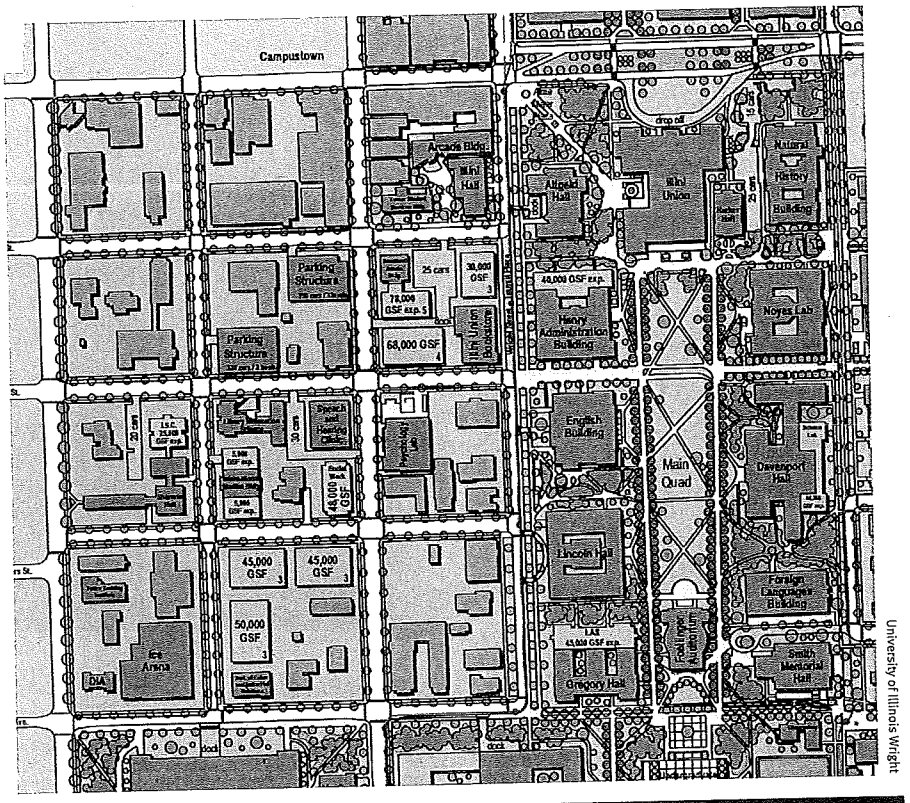
Ben LeRoy

In dense urban areas with high land values, many developers choose to build parking at surface level and elevate the building on stilts. The effect at street level is unpleasant, especially for pedestrians.

State Smart Transportation Initiative and the University of Connecticut found substantial association between increases in a city's parking supply and subsequent increases in car commuting (McCahill 2016). Planners are unable to conduct a controlled experiment to test this phenomenon in the real world, but a wealth of evidence suggests that the relief that parking requirements supposedly buy from traffic congestion is temporary at best.

A Degraded Built Environment

Ask the residents of your community whether they would prefer to spend their time in the city's most walkable district or its largest parking lot, and you will hear nearly unanimous acclaim for the former (a few people are born contrarians). Julie Campoli's excellent *Made for Walking* examines 12 unusually walkable neighborhoods across North America. While these neighborhoods vary in many respects, they share the theme of possessing a limited and carefully managed parking supply. As the author notes, "Rather than feeding auto-dependency, smarter parking policies help initiate a cycle of urban pedestrianism. . . . Replacing surface lots and street-level garages with homes or businesses improves the quality of the street and encourages trips by bike or on foot."



The University of Illinois *Campus Master Plan* shows several potential future buildings (denoted by lighter coloration and anticipated GSF), some of which are sited on existing private land that the University does not currently own.

PARKING REFORM IN PRACTICE

While many cities have eliminated nonresidential minimum off-street parking requirements in their central business districts, very few have removed parking minimums entirely. For communities contemplating more dramatic reform, the cities of Champaign, Illinois; Fayetteville, Arkansas; and Buffalo, New York, illustrate three distinct models.

Champaign, Illinois

The college town of Champaign, Illinois, has seen substantial reinvestment in its core neighborhoods over the past 15 years. Spurred on by growing enrollment at the University of Illinois, local developers have engaged in a building boom in the high-density residential neighborhood (known as the University District) adjacent to campus. At the same time, a greater number of all sorts of residents—graduate students, young professionals, empty nesters, and even families—have driven a smaller boom in Champaign's vibrant downtown. With space at a premium and walkability in high demand, developers have frequently sought (and been granted) relief from the generally applicable parking requirements.

Over the same period, Champaign's policy makers have recognized a change in community attitudes toward transportation. Between 2000 and 2012, nearly a dozen text amendments reduced parking requirements for particular land uses or overlay zones. The *Champaign Tomorrow* comprehensive plan, adopted in 2011, acknowledges the importance of balancing the parking supply against other transportation and urban design concerns to enhance walkability in core neighborhoods. With a comprehensive update to the zoning ordinance following on the heels of *Champaign Tomorrow* and Champaign's minimum parking requirements experiencing death by a thousand cuts, the city's planning staff began to consider the possibility of taking a bold step: eliminating parking requirements in the core neighborhoods of the community.

A quirk of geography and demography made Champaign's University District an attractive test case. Surrounded by railroad tracks to the east, a busy arterial street to the north, and the University of Illinois campus to the east and south, the University District is almost an island of student housing. These barriers largely prevent the commingling of student housing with nearby neighborhoods composed of home owners, a typical source of NIMBY sentiment in many college towns. Furthermore, the University District's robust transit network, its proximity to campus, and the lack of on-campus student parking combined to keep daily driving demand among the University District's (mostly student) residents at a minimum. Extensive interviews of University District landlords confirmed staff observations that the residential parking supply was experiencing a vacancy rate of approximately 30 percent. At study sessions with the plan commission and city council, elected and appointed officials expressed their openness to further reductions in parking requirements. With no opposition arising from home owners (who were indifferent) or the development

community (which was eager for parking reform), Champaign staff anticipated smooth passage of a proposal to eliminate all parking requirements within the University District.

However, the proposal hit an unexpected speed bump at the plan commission meeting. The University of Illinois sent a representative to the meeting to register the university's opposition. Citing the university's master plan, the university's director of real estate planning and services expressed concern over the impact the proposal would have on privately held surface parking lots adjacent to campus: "Once this law is eliminated those parking lots will become the hottest commodity in Champaign County for high-density development. It turns out that some of those that are preserved right now for parking for the private sector are locations where we have proposed future academic buildings" (Champaign 2015). The commission was unmoved by this line of dissent, but nevertheless continued the hearing to another date. At that meeting, the university abandoned its original argument, suggesting instead that a tightening of the residential parking supply could lead to overflow and enforcement impacts on the university's parking supply. Staff countered, noting that the university's parking supply is largely controlled by a combination of meters and permits, making it highly unlikely that University District residents would try to use university parking as long-term parking.

Ultimately, both the planning commission and city council approved the proposal, and in October 2015 Champaign eliminated parking requirements within the University District. As predicted, a number of student housing developments submitted permit applications shortly afterwards, as developers were waiting to make use of the lower parking requirements. These developments all provide parking at different rates, but none of them provides as much parking as was previously required. As the Fall 2017 semester approaches, these developments will be opening their doors for the first time. Others are in the pipeline right now. In the meantime, the city expanded parking reform to the nearby Midtown and Downtown areas, eliminating parking requirements in core areas that serve a much less student-oriented population. It is possible—even likely—that some of the developments built in the wake of this reform will find that they have underbuilt or overbuilt their parking supply, and the city plans to monitor private parking demand and pricing over the coming years. Staff anticipates that the findings will show that any concerns were largely unfounded: The market will value parking appropriately for the first time in decades, and Champaign's core neighborhoods will continue to mature into more walkable areas as the effects of a one-size-fits-all parking policy begin to fade.



Andrew Garner, City of Fayetteville

The second floor of Fayetteville's Nelson's Crossing Shopping Center sat vacant for years as it was "underparked" according to the city's parking requirements table. Once nonresidential parking requirements were repealed, businesses could occupy the second floor, improving the development's financial productivity.

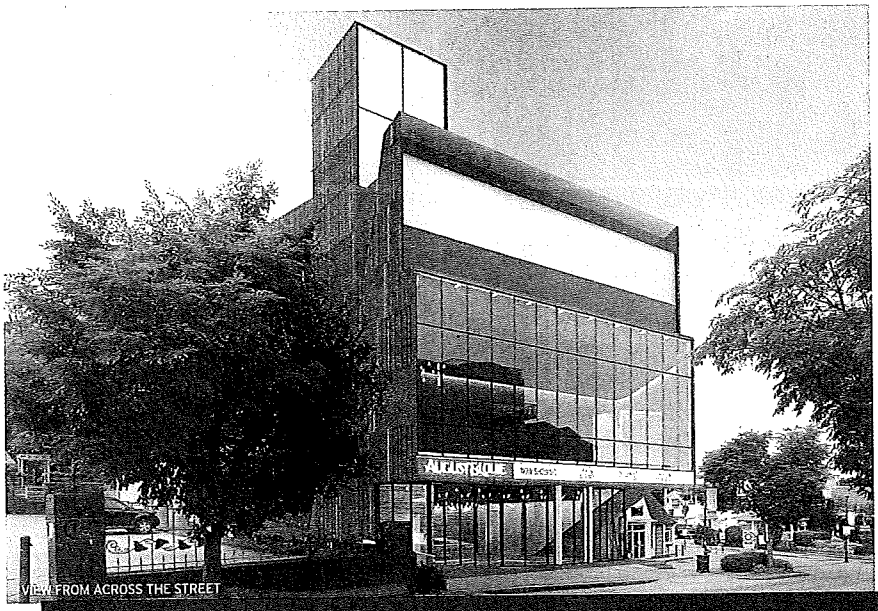
Fayetteville, Arkansas

Fayetteville, Arkansas, is similar to Champaign, Illinois, in many ways. Both are college towns with approximately 80,000 residents. Both host a flagship state university. Both recognized a problem with their existing parking regulations. While Champaign has eliminated all parking minimums in select areas, in 2015 Fayetteville eliminated all nonresidential parking requirements citywide, leaving parking requirements for residential uses in place.

As in Champaign, Fayetteville's parking reform efforts were built on the foundation of a comprehensive plan commitment to reducing automobile dependence. The *Fayetteville Downtown Master Plan* expanded on this idea, recommending a "Smart Parking" approach including the adoption of shared parking standards and revised minimum parking requirements. But change began slowly. While the city amended its downtown parking regulations to allow changes in land use without the provision of new parking, new construction and building expansion still triggered the standard parking requirements. A separate amendment allowed bike parking spaces to be substituted for automobile parking spaces. Nevertheless, most projects in downtown Fayetteville (and everywhere else) were still subject to minimum parking requirements.

The impetus to completely eliminate nonresidential parking requirements came from the community's commercial real estate brokers. Planning staff noted the frustration many brokers expressed in trying to fill vacant commercial spaces with new uses required to provide more parking than the original use. This issue was not limited to downtown, but extended even into the city's most automobile-oriented districts. Noting the constraining effect parking requirements were having on the local economy, staff proposed cutting all nonresidential parking requirements.

To the surprise of many, the adoption of such sweeping parking reform went relatively smoothly. Fayetteville's planning director, Andrew Garner, AICP, recounts that staff framed the proposal to tick many boxes for both liberal and conservative community members and elected officials. Parking reform in Fayetteville found bipartisan support in its projected sustainability improvements, reduced burden on small business owners, and individual property rights. While some mild opposition arose, enthusiastic support from several planning commissioners assured passage. Tracy Hoskins, a businessman and developer who sits on the planning commission, acknowledged that while the parking reform experiment might create a few negative



Andrew Garner, City of Fayetteville

The proposed Lumiere Theatre in downtown Fayetteville would not provide any parking of its own, relying instead on the private and public supply on surrounding streets and lots.

impacts, "the question is does this cure more problems than it creates? And absolutely, it does" (Gill 2015).

As Fayetteville's parking reform approaches its second anniversary, Garner reports that results have been as expected so far. In more auto-oriented districts, businesses continue to provide ample parking. Some sites exceed the old minimum requirements, while others have made use of the increased flexibility to fill spaces previously kept vacant due to code requirements. Meanwhile, downtown Fayetteville is making room for a pair of theater projects that planners anticipate will make the area even more vibrant. One of the theaters proposes no parking at all, while the other (which includes a small number of on-site dwelling units) proposes a small lot for staff and residents. No matter the location, Fayetteville businesses are now free to provide as much—or as little—parking as they need to become successful contributors to the community.

Buffalo, New York

Parking reform in Champaign and Fayetteville may seem like a leap to planners in communities still nipping and tucking their parking codes, but their partial parking repeals are downright modest compared to Buffalo, New York. That city closed out 2016 by adopting a sweeping new unified development ordinance that, among other things, eliminated parking requirements almost universally.

Having grown to over 550,000 residents before World War II, Buffalo has spent the last several decades shrinking to approximately half its peak population. Buffalo's population decline has been accompanied by a hollowing out of its many prewar neighborhoods by parking lots. As one civic booster quipped about downtown Buffalo in 2003, "If you look very closely, there are still some buildings that are standing in the way of parking progress" (Shoup 2005).

Not content to idly watch the city continue to slide, the city's strategic planning office launched the Buffalo Green Code planning effort in April 2010. This project stripped the city's existing unified development ordinance down to the studs, replacing its standard use-based zoning with a form-based code, retooling street design standards, and severely curtailing parking requirements. As one project consultant put it, the Green Code represents "a radical reimagining of how they were going to do every facet of the development controls in the city of Buffalo" (Strungys 2017).

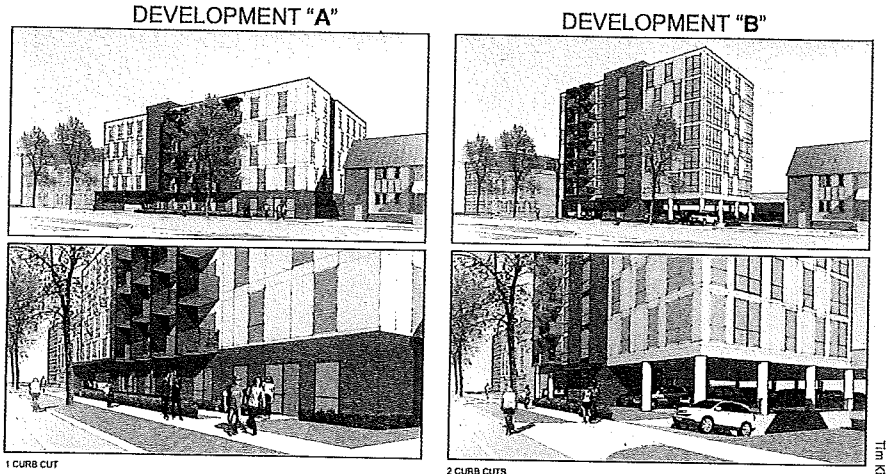
The sheer scope of the Green Code project necessitated an extremely robust public input process, with over 240 community meetings attracting over 6,500 participants. With every element of the development control process up for review, parking received substantial emphasis during these meetings but did not lead the agenda. As project manager John Fell, AICP, recalls, "parking was probably a top five important issue to the public," but people were equally or more concerned with building height and materials, site design, and the redevelopment of large vacant institutional sites. The project also recruited a citizen advisory committee, composed of representatives from every city neighborhood, to both act as a sounding board and recruit neighbors to public meetings.

The input process gave the planning team opportunities to urge concerned residents to consider a more comprehensive transportation demand management (TDM) approach to congestion, rather than clinging to an outdated system of parking requirements that had only managed to degrade the urban environment while doing little to mitigate congestion. Under the new code, projects consisting of (a) 5,000 square feet of new construction or (b) 50,000 square feet of a renovation involving a change of use must prepare a TDM plan. While each project must accommodate the travel demand it generates, developers may employ a host of demand management tools ranging from bicycle parking to subsidized transit passes to alternative work schedules.

The full impact of Buffalo's parking reform will not be felt for several years, but things are already starting to change. Staff members report fielding interest from a few developers in adding dwelling units without additional parking to small projects already under way. Though many of Buffalo's walkable neighborhoods currently bear the scars of required parking lots, look for these areas to mature and thrive as the city's residents rediscover the value of urban-style developments in their urban neighborhoods.

STRATEGIES FOR SELLING PARKING REFORM

The context for parking reform in each of the preceding examples was unique, as it is for every community. The elected officials and citizens in these cities may have shared a willingness to listen, learn, and experiment with parking reform in a way that other communities are not quite ready for. Nevertheless, some of the strategies employed are transferrable to municipalities of every type and size. Consider trying the following strategies when pursuing parking reform in your community.



Two projects, one profit margin: A developer expects the same return from either building, but the one granted parking flexibility presents a much more welcoming face to the street.

Employ Scenarios and Alternatives

Parking requirements have been the law of the land for so long that many people have trouble envisioning how a newly constructed building with little or no parking might function in their city. The local development community can show the impact of parking requirements on both the design and finances of a proposed project.

In Champaign, architect Tim Kirkby, AICP, demonstrated to the plan commission how one of his projects would change if parking requirements were eliminated (Champaign 2015). Kirkby presented two alternatives side by side. While both alternatives projected an expected return of 7.5 percent, their form and finances differed dramatically. The "required parking" alternative was two stories taller than the "flexible parking" alternative, and was largely lifted up on stilts to accommodate ground-floor parking. In contrast, the "flexible parking" alternative had one fewer curb cut and presented ground-level dwelling units facing the street. Perhaps more compelling was the financial comparison of the two buildings. The cost of building required parking was projected to increase rents by approximately 33 percent! This real-life example of a building that would be made both more attractive and more affordable was very compelling evidence of the wisdom of eliminating parking requirements in the University District.

The development community is already a natural ally of any planner seeking to ease parking requirements, although care must be taken to avoid stirring up legitimate concerns that parking reform is simply a giveaway of the city's regulatory power to enhance the private sector's bottom line. Asking developers to compare "required" and "flexible" parking alternatives that project the same profit margin can mitigate these concerns.

Put the Focus on Residents, Not Drivers

Many parking reform efforts are stalled by neighboring residents and businesses sounding the alarm about parking congestion. Even if these concerns are overblown (as they are in many cases), parking congestion proves to be a difficult ground on which to do battle. Instead, consider shifting the conversation to the positive impact that parking reform has on the wallets of residents.

As discussed above, overly burdensome parking requirements raise the cost of construction and building maintenance. These costs are tucked into the rent and purchase price of building, needlessly raising the price on every activity conducted within those buildings. Invite concerned neighbors and elected officials to speculate on what it could mean for the city coffers if residents, no longer tied up by unnecessary parking costs, found themselves with a greater disposable income.

A common rejoinder to this argument raises the specter that developers will simply keep rents the same and pocket the cost savings as extra profit. Fortunately, a couple of rebuttals address this line of attack. First, in a competitive housing market tenants will generally select the housing option with greater amenities (including parking) if rent is the same, providing a strong economic incentive for landlords with less parking to lower their rents to remain competitive. Additionally, even if prices do not drop for some reason, it is hard to argue in favor of forcing tenants to waste money on unused parking simply to spite developers and reduce their profits.

Fairness arguments can be very powerful in these situations. Is it good city policy to make people pay for parking they don't use? Depending on the community, appealing to housing affordability can be a powerful argument.

Substitute Local Examples for National Studies

The field of parking policy research has produced extensive data about nearly every aspect of parking, from vacancy rates to supply/demand models to land consumption. Unfortunately, these studies may be of limited use in front of elected officials disinclined to look to national trends for local decisions. Instead, generate your own local data and examples to create a compelling narrative that parking reform is a unique solution for your unique city's unique problems.

In Fayetteville, planners could point to buildings in otherwise busy commercial districts that were being left vacant due to excessive parking requirements. In Buffalo, staff successfully argued that residential parking requirements were excessive in a community where 30 percent of households did not own a single car. In Champaign, questionnaires sent to landlords revealed that most apartment buildings had parking occupancy rates of only 60 to 80 percent, even at reduced rental rates. These findings mirrored numbers from the city's own public parking permits in the area, which had cut rates in an attempt to preserve the 70 percent occupancy rate. In all these cases, the local story told the tale of why parking reform was important.

Remember, too, that the story does not end upon the successful adoption of new parking regulations. As the built environment changes over the years, consider tracking building permits to see how much parking developers are providing. In Champaign, staff projected that most future buildings would likely provide parking at 50 to 75 percent of

the rate formerly required, promising to return to the plan commission with an update in a few years. One and a half years later, this projection has been borne out by the building permits received for review. Tracking data both before and after adoption of parking reform reassures elected officials that they can always change the rules back if an unforeseen negative trend arises.

SHARING THE STORY

Perhaps your community will be the next to make waves in the planning world by adopting sweeping parking reforms. Or perhaps your community is still testing the waters with incremental tweaks to the system. Whatever position you find yourself in, remember to share the story with the world! Parking reform is still a relatively nascent movement, and practitioners around the country benefit from seeing what their colleagues in other cities and states have accomplished.

Strong Towns maintains a user-updated map of communities that have or are considering reducing their parking requirements. Visit this site to gain ideas for your community, and update the map once you have made progress toward your goals. The planning trade press is also very receptive to stories about parking reform.

Explore the Strong Towns parking reform map (strongtowns.org/parking) to see how communities around the country are updating their parking requirements.

Don't hesitate to contact publications like *Planning* magazine, *Streetsblog*, *CityLab*, or your favorite planning blog. You may be surprised at their willingness to shine a spotlight on your unique efforts.

Finally, consider submitting a session proposal to a conference. Parking sessions are often standing room only at APA conferences, but other connected professional organizations such as the International City/County Management Association, the American Public Works Association, and the Government Finance Officers Association can benefit from learning about parking reform as well.

It is an exciting time to be working in the field of parking reform. Most cities employed the same parking policy playbook through much of the 20th century, but cities are beginning to experiment with individualized solutions.

No single parking policy will be the right choice for every city, but the examples recounted in this article may provide a road map for your community to rethink how parking fits in with other planning goals.

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Ben LeRoy is an associate planner for Champaign, Illinois, and a 2013 graduate of the University of Illinois at Urbana-Champaign. His master's capstone analyzed the impacts of minimum parking requirements on the city's rental housing supply. He has also drafted new infill-friendly zoning districts in the city's core neighborhoods and rewritten the planned development ordinance.

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