City of Ramsey
Agenda - Revision 1
Regular Planning Commission
Thursday, August 3, 2017
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. **Call to Order**

2. **Citizen Input**

3. **Approve Agenda**

4. **Approve Minutes**

5. Public Hearing

1. PUBLIC HEARING: Consider a request for Preliminary Plat approval of Bunker Lake Industrial Park (Project #17-127); Case of PSD, LLC

2. PUBLIC HEARING: Consider a request for Preliminary Plat and Site Plan for Jaspar Industrial Park (Project #16-69); Case of Sharp Associates, LLC.

3. PUBLIC HEARING: Consider Request for a Variance to cul-de-sac size requirements (Project #117-132); Case of Bryon Cole

4. PUBLIC HEARING: Consider Request for an Amended Conditonal Use Permit for Motor Vehicle Sales and Repair at 6845 Highway 10 NW (Project No. 17-136); Case of EJ Properties LLC

5. UPDATED - PUBLIC HEARING: Review Sketch Plan for Lavern Estates (Project no. 117-137); Case of Joshua Peterson
1. Resolution Approving Comprehensive Plan Amendment
2. Ordinance Approving Zoning Amendment

6. Commission Business

1. Discussion Item: Update on Variance Request for a Fence Installation at 7214 167th Terrace NW; Case of Brandon Sis

2. Site Plan for Greenway Terrace (Project #16-84); Case of Aeon, LLC

3. UPDATED: Recommend Approval of Final Home Designs for Vistas at North Commons; Case of Morning Sun Homes

4. UPDATED: Review Sketch Plan for Davis Addition; Case of Green Valley Greenhouse

5. Review Concept Plan for 175 Unit Market Rate Apartment in The COR; Case of Inland Group

7. Comprehensive Plan Update Items

8. **Commission/Staff Input**

1. Zoning Bulletins

9. **Adjournment**

Regular Planning Commission **5. 1.**

Meeting Date: 08/03/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

PUBLIC HEARING: Consider a request for Preliminary Plat approval of Bunker Lake Industrial Park (Project #17-127); Case of PSD, LLC

Purpose/Background:

The purpose of this case is to review the preliminary plat for a new Business Park being proposed near the southeast corner of Bunker Lake Boulevard and Puma St. The total area is about forty-five (45) acres in size, but only a portion of that is being proposed for development initially. It should be noted that the City Council has approved a Tree Clearing and Grading Agreement for the Developer to allow some of the site preparation work to begin in advance of final approvals to aid in getting Lots 1 & 2 pad ready as soon as possible.

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:

Generally speaking, the proposed development meets the intent of the Comprehensive Plan and Zoning District. On February 14, the City Council approved a Comprehensive Plan amendment to guide the property for Business Park. The property is currently zoned for B-2 Business District and its anticipated that the developer will request a rezoning to E-1: Employment with the Final Plat and Site Plan Application. The requested preliminary plat has been reviewed based on the bulk standards of the E-1 Employment District.

The proposed business park is proposed to be serviced by two new streets, Jackal Street NW and 147th Lane NW. Jackal Street is proposed to run north to south and connect Bunker Lake Blvd with the proposed 147th Lane NW running east to west through roughly parallel and about 450 feet south of Bunker Lake Road. All access for the two buildable lots will be gained from 147th Lane NW. The proposed streets are satisfactory to staff.

City utilities are proposed to be extended as part of this project to service the industrial lots. No drainage and utility easements are currently shown on the preliminary plat; however standards drainage and utility easements shall be dedicated on Lot 1 and Lot 2 of the proposed buildable lots and over the entirety of the stormwater pond being constructed on Outlot C.

The Natural Resource Inventory (NRI) indicates that the land included in this proposed development is not located in an area considered to be either an exceptional, high, moderate, or low are of natural quality.

Alternatives

Alternative 1: Recommend approval of the requested preliminary plat. The proposed project appears to comply with the bulk standards of the City Code and the proposed use would be an asset to the communities growing employment base. Staff is supportive of this alternative contingent upon compliance with the Staff Review Letter.

Alternative 2: Recommend denial of the preliminary plat as currently requested. If the Planning Commission desires

to recommend denial it should clearly state its findings for the recommended denial and direct staff to prepare a resolution outlining those findings of fact. As previously noted, the proposed project appears consistent with the provisions of City Code. Staff does not support this alternative.

Funding Source:

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

Recommendation:

Staff recommends approval of Resolution #17-08-192 granting preliminary plat approval of Bunker Lake Industrial Park, contingent upon compliance with the Staff Review Letter dated July 27, 2017.

Action:

Motion to recommend City Council Adopt Resolution #17-08-192 granting preliminary plat approval of Bunker Lake Industrial Park, contingent upon compliance with the Staff Review Letter dated July 27, 2017.

Attachments

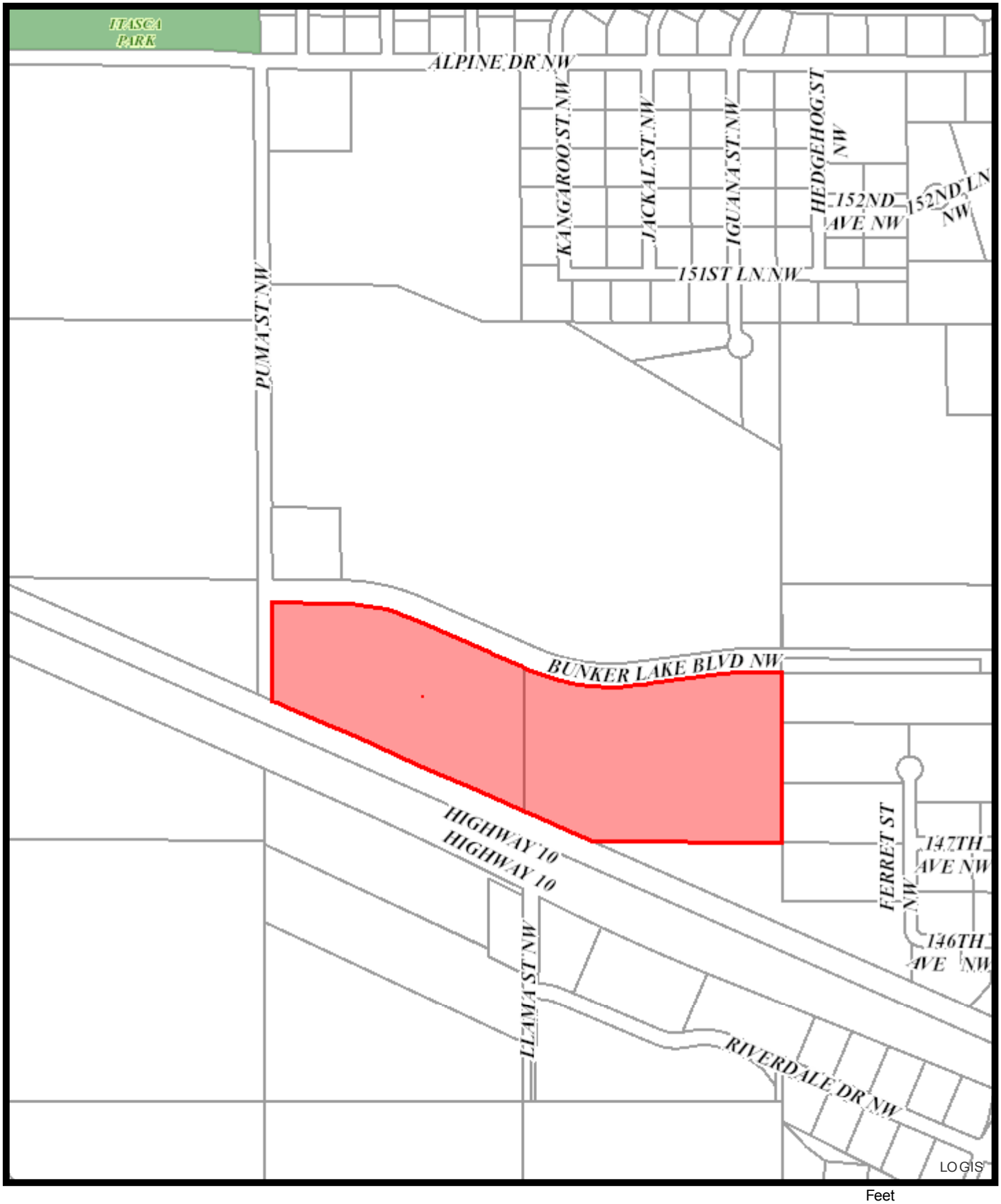
Site Location Map
Complete Plan Set
Preliminary Plat
Tech Memos
Resolution #17-08-192 Approving Preliminary Plat
Engineering Comments

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/28/2017 09:15 AM
Form Started By: Eric Maass		Started On: 07/25/2017 04:25 PM
Final Approval Date: 07/28/2017		

Site Location Map

Bunker Lake Industrial Park



Print Date: May 31, 2017

PSD, LLC

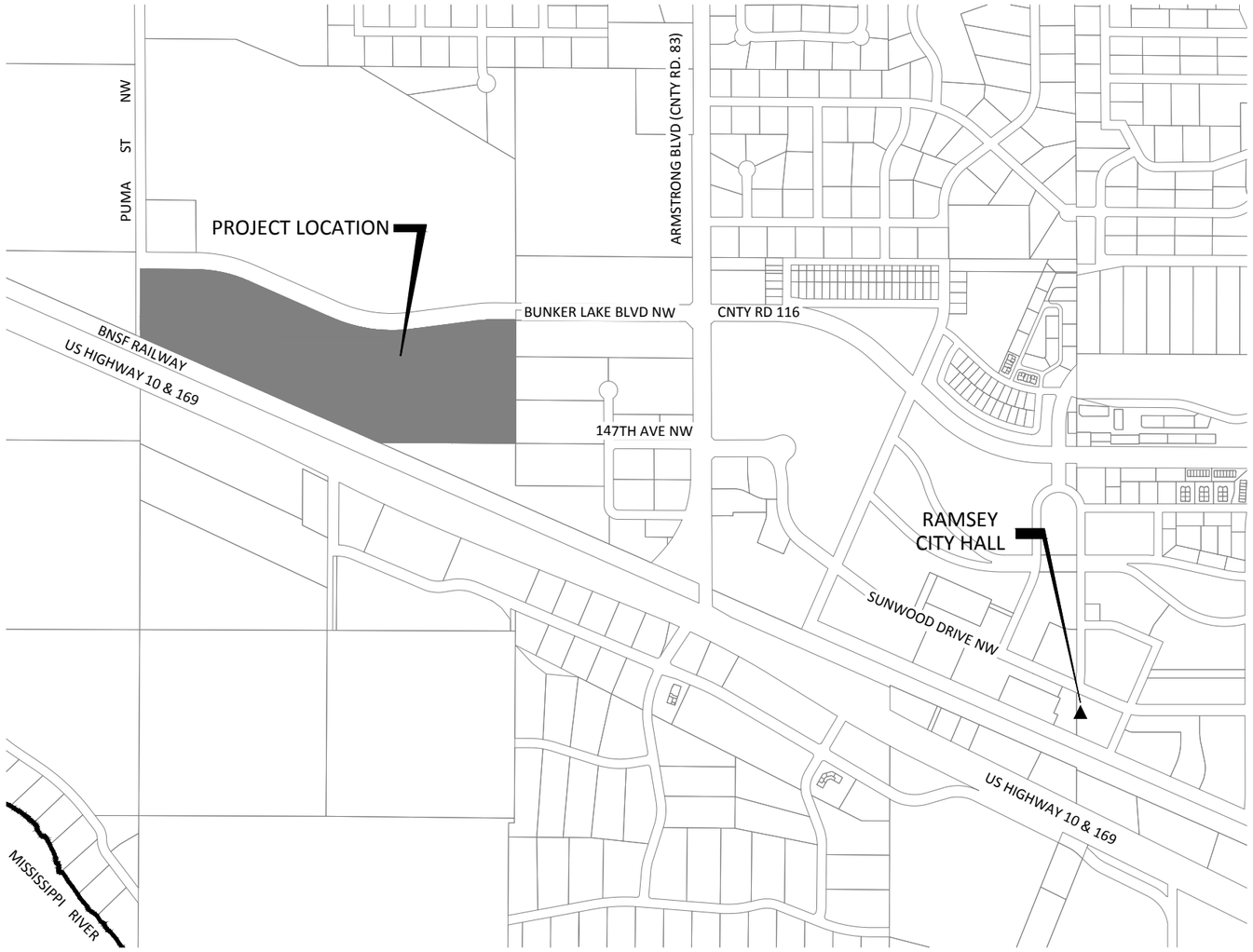
CIVIL CONSTRUCTION PLANS FOR

BUNKER LAKE BUSINESS PARK - SITE IMPROVEMENTS

RAMSEY, MINNESOTA

SITE PREPARATION MASS GRADING

JULY, 2017



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MAP OF THE
CITY OF RAMSEY
ANOKA COUNTY, MN

SHEET INDEX

SHEET NO.	
	GENERAL
G0.01	TITLE
G0.02	LEGEND
	EXISTING CONDITIONS & REMOVALS
C0.01 - C0.02	EXISTING CONDITIONS
	DETAILS
C1.04	EROSION CONTROL DETAILS
	EROSION CONTROL
C2.01 - C2.03	STORMWATER POLLUTION PREVENTION PLAN
C2.04 - C2.08	EROSION CONTROL PLAN
	SITE PLAN
C2.09	OVERALL SITE IMPROVEMENTS
	GRADING
C3.01	MASS SITE GRADING PLAN - WEST
C3.02	MASS SITE GRADING PLAN - EAST
	UTILITY PLANS
C4.01	OVERALL UTILITY LAYOUT PLAN

THIS PLAN SET CONTAINS 17 SHEETS.

PRELIMINARY

SCALES

PLAN 0' 20'

PROFILE 0' 20' HORIZ. 0' 5' VERT.

INDEX MAP 0' 500'

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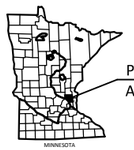

PROJECT LOCATION
ANOKA COUNTY, MN

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL, 1-800-252-1166 OR 612-454-0002.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

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.

PRELIMINARY

XXXX REG. NO. 21814 DATE: XX/XX/2017

PROJECT DATUM:

HORIZONTAL: Anoka County Coordinates (1996 Adjustment)

VERTICAL: NGVD 29

DESIGNED KFB
DRAWN KGA
CHECKED JP

BOLTON & MENK

7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

REV.	BY	DATE

RECORD DRAWING INFORMATION
OBSERVER:
DATE:

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
TITLE SHEET

SHEET G0.01

EXISTING

- IRON PIPE MONUMENT SET
- MONUMENT FOUND
- CAST IRON MONUMENT FOUND
- STONE MONUMENT FOUND
- POST SET
- BENCH MARK
- AUTO SPRINKLER
- ANTENNA
- AIR CONDITIONER
- ANCHOR
- AIR PUMP
- APRON
- BASKETBALL HOOP
- BIRD FEEDER
- BENCH
- BRACE POLE
- CATCH BASIN
- CLOTHES LINE POLE
- CONTROL POINT
- CLEAN OUT
- COMMUNICATION PEDESTAL
- CURB STOP VALVE
- DITCH TOP
- DRINKING FOUNTAIN
- DOWN SPOUT
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER
- EXHAUST VENT
- FLAG POLE
- FILL PIPE
- GAS MANHOLE
- GAS REGULATOR
- GAS VALVE
- GAS METER
- ACCESS GRATE
- HANDICAPPED PARKING
- HAND HOLE
- HYDRANT
- IRRIGATION CONTROL VALVE
- LIGHT DECORATIVE
- LIGHT POLE
- MAILBOX
- METER
- POST
- MANHOLE
- LIFT STATION MANHOLE
- MONITORING WELL
- ORDER MICROPHONE
- PARK GRILL
- GAS PUMP
- POST INDICATOR VALVE
- PARKING METER
- SANITARY MANHOLE
- SATELLITE DISH
- SEMAPHORE TRAFFIC LIGHT
- SIGNAL BOX
- SIGNAL POLE - RR
- SOIL BORING
- SIREN
- SPRINKLER HEAD
- STORM MANHOLE
- TELEPHONE MANHOLE
- PUBLIC TELEPHONE
- TILE INLET
- TILE RISER
- TRAFFIC ARM BARRIER
- TRAFFIC SIGN
- TRANSMISSION TOWER
- UTILITY POLE
- VACUUM
- VENT PIPE
- DECIDUOUS TREE
- CONIFEROUS TREE
- STUMP
- BUSH
- WELL
- WATER MANHOLE
- WATER METER
- WATER SPIGOT
- WATER VALVE
- WETLAND / MARSH
- WETLAND - DELINEATED

- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- FIBER OPTIC LINE
- UNDERGROUND COMMUNICATIONS LINE
- OVERHEAD UTILITY LINE
- WATER SYSTEM
- STORM SEWER
- TILE LINE
- SANITARY SEWER
- SANITARY FORCEMAIN
- CULVERT
- INTERMEDIATE CONTOURS
- INDEX CONTOURS
- COUNTY LINE
- CITY LIMITS
- SIXTEENTH LINE
- QUARTER LINE
- SECTION LINE
- ADJACENT LINES
- EASEMENT LINE
- BUILDING SETBACK LINE
- FENCE LINE
- GUARD RAIL
- ACCESS CONTROL LINE
- CENTERLINE
- PROPERTY / LOT LINE
- ROAD RIGHT-OF-WAY LINE
- RAILROAD RIGHT-OF-WAY LINE
- GRAVEL EDGE
- BITUMINOUS EDGE
- CONCRETE EDGE
- CURB & GUTTER
- WATER EDGE
- WATER CENTERLINE
- HIGHWATER LINE
- WETLAND EDGE
- SWALE CENTERLINE
- RAILROAD TRACKS
- TREE DRIP LINE

PROPOSED

- ALIGNMENT/CENTERLINE (22+00)
- RIGHT-OF-WAY LINE
- TEMPORARY EASEMENT
- CONSTRUCTION LIMITS
- CURB & GUTTER
- CURB & GUTTER (OUT)
- BITUMINOUS EDGE
- CONCRETE EDGE
- GRAVEL EDGE
- SILT FENCE-PREASSEMBLED
- SILT FENCE-HEAVY DUTY
- EROSION PROTECTION AT INLET
- MANHOLE
- CATCH BASIN
- STORM INLET
- APRON
- STORM SEWER
- PERFORATED PIPE DRAIN
- STORM DRAIN TILE
- CULVERT W/APRON
- STORM MANHOLE NUMBER (1)
- SANITARY SEWER
- SANITARY FORCEMAIN
- SANITARY SEWER SERVICE
- SANITARY LIFT STATION
- SANITARY MANHOLE
- SANITARY MANHOLE NUMBER (A)
- WATERMAIN
- WATERMAIN SERVICE
- WATER SYSTEM MANHOLE
- HYDRANT
- HYDRANT W/ VALVE
- VALVE
- CURBSTOP
- BEND
- REDUCER
- CROSS
- TEE
- CAP
- SLEEVE
- SIGN
- LIGHT POLE
- GUARD RAIL
- SOIL BORING (B-?)
- WETLAND
- BUSH
- CONIFEROUS TREE
- DECIDUOUS TREE

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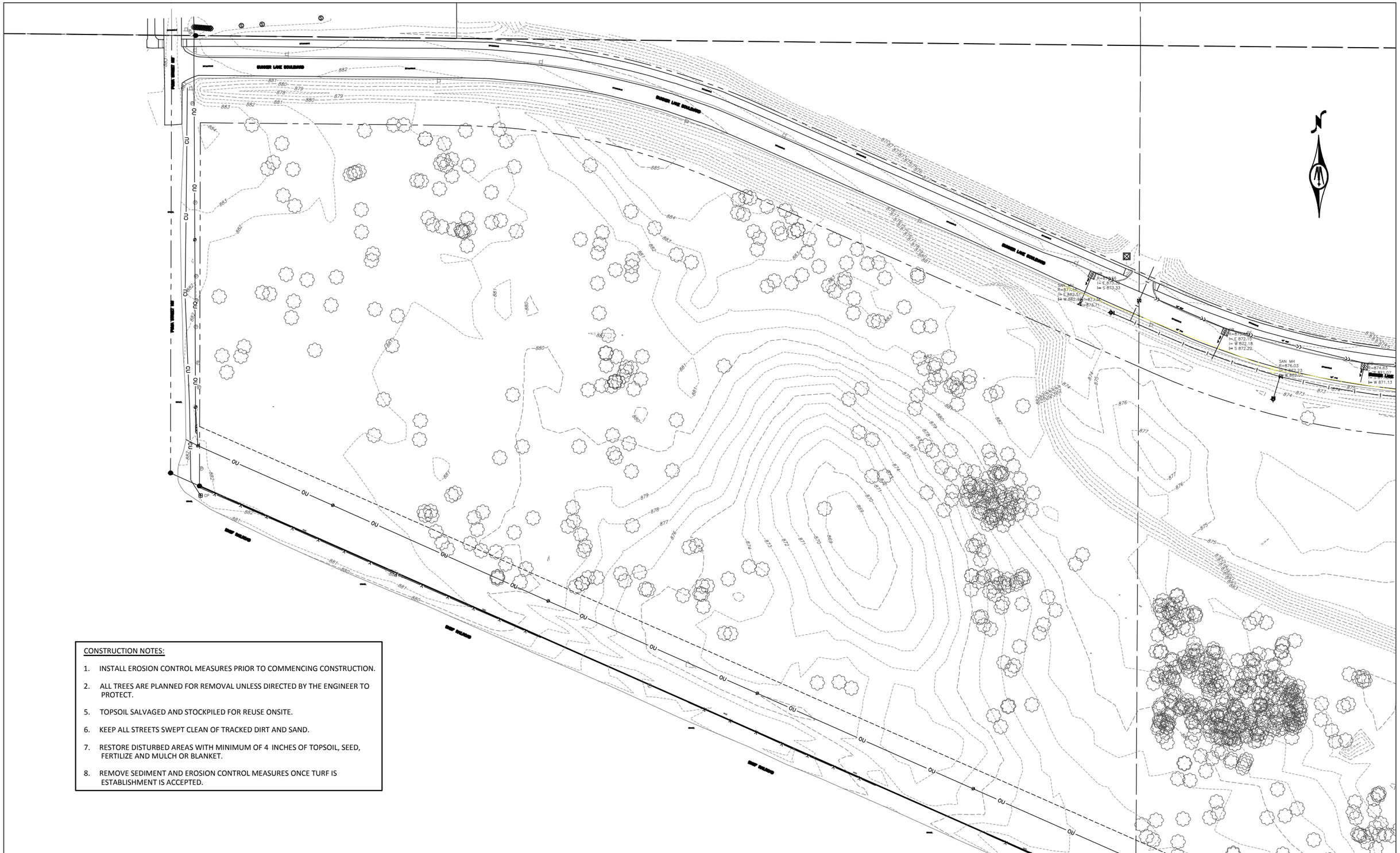
Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED KFB
DRAWN KGA
CHECKED JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
LEGEND

SHEET G0.02



CONSTRUCTION NOTES:

1. INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCING CONSTRUCTION.
2. ALL TREES ARE PLANNED FOR REMOVAL UNLESS DIRECTED BY THE ENGINEER TO PROTECT.
5. TOPSOIL SALVAGED AND STOCKPILED FOR REUSE ONSITE.
6. KEEP ALL STREETS SWEPT CLEAN OF TRACKED DIRT AND SAND.
7. RESTORE DISTURBED AREAS WITH MINIMUM OF 4 INCHES OF TOPSOIL, SEED, FERTILIZE AND MULCH OR BLANKET.
8. REMOVE SEDIMENT AND EROSION CONTROL MEASURES ONCE TURF IS ESTABLISHMENT IS ACCEPTED.

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PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EXISTING CONDITIONS & REMOVALS

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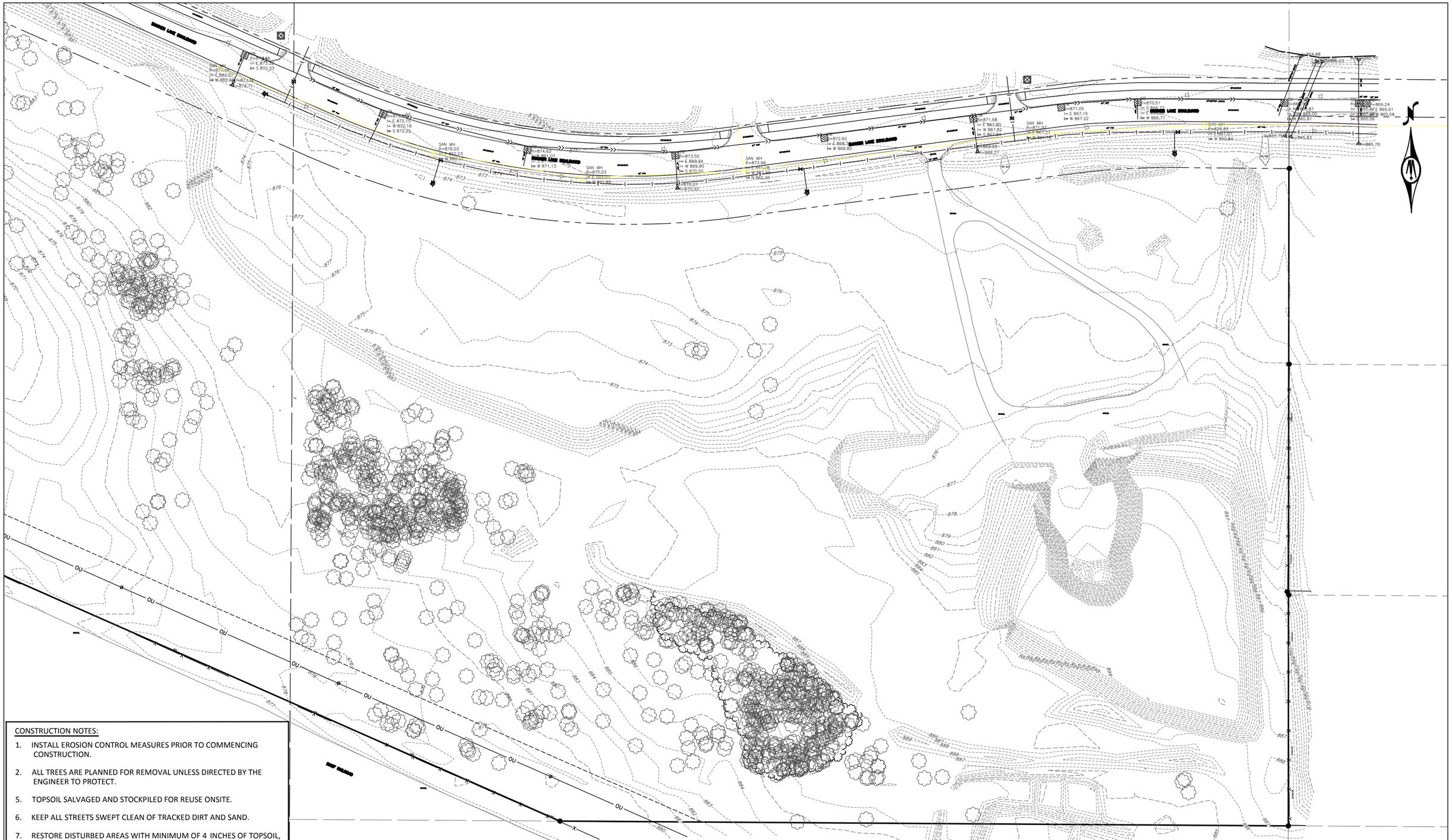

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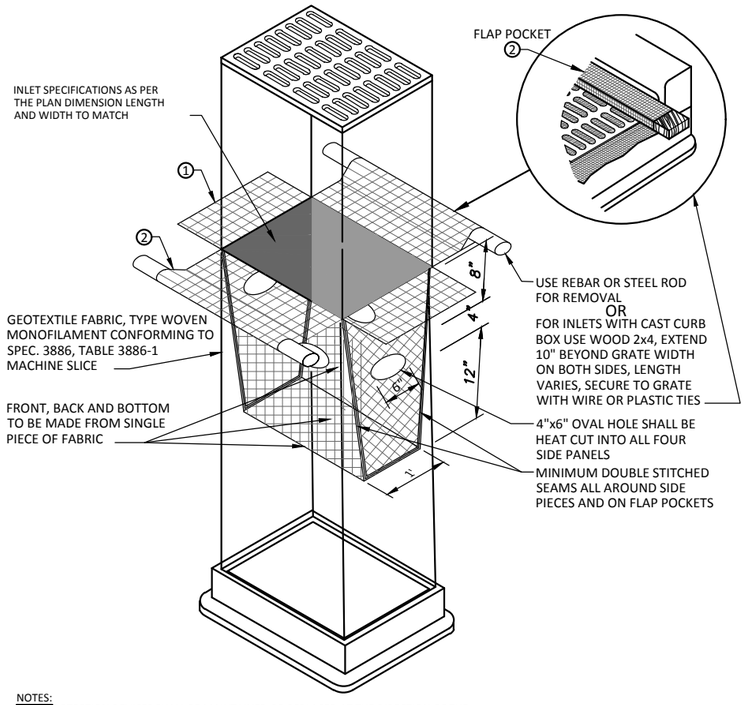
PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EXISTING CONDITIONS & REMOVALS

SHEET C0.02



NOTES:
INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENTS EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL IN THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

1. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2x4.

INSTALLATION NOTES:

2. DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

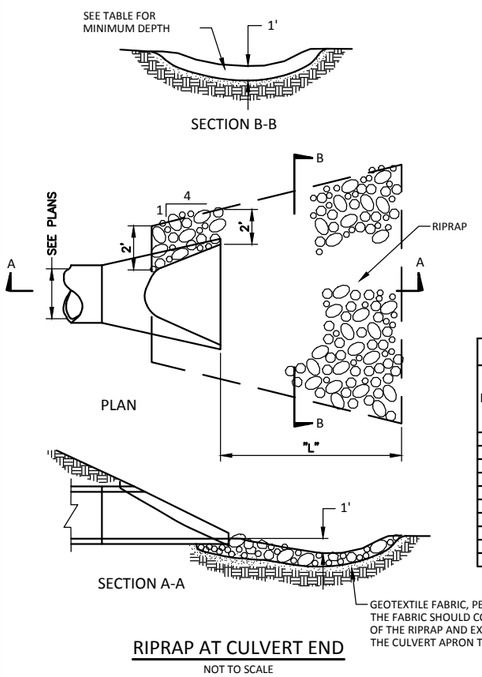
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
GEOTEXTILE BAG

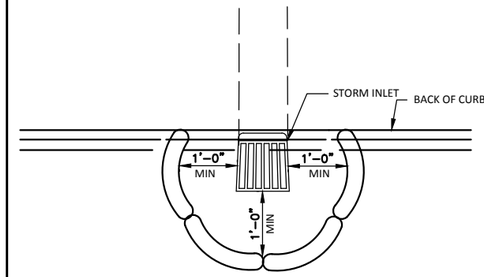
NOTES:

1. CITY OF RAMSEY ROADWAY STANDARDS SHALL BE FOLLOWED FOR CONSTRUCTION ACTIVITIES UNLESS OTHERWISE NOTED IN THE PLANS.
2. GRADE ALL AREAS TO 18" DEPTH BELOW FINISHED SURFACE ELEVATION FOR MASS SITE GRADING.
3. PLACE SALVAGED TOPSOIL ON DISTURBED AREAS TO 4" DEPTH FOR TURF ESTABLISHMENT AND SITE STABILIZATION.
4. SURFACING SLOPES AT INTERSECTION LOCATIONS MAY VARY FROM THOSE SHOWN ON THE TYPICAL SECTION

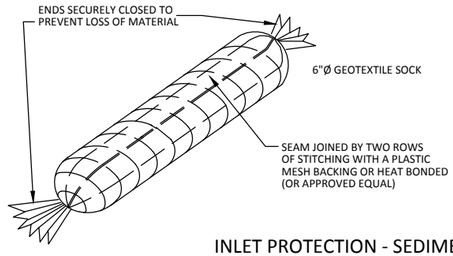


DIA OF ROUND PIPE (IN)	L (FT)	CLASS II d50=6" 12" DEPTH RIPRAP (CU YD)	CLASS III d50=9" 18" DEPTH RIPRAP (CU YD)	CLASS IV d50=12" 24" DEPTH RIPRAP (CU YD)
12	8	5	8	10
15	8	5	8	10
18	10	6	10	15
21	10	8	15	15
24	12	10	15	20
27	12	10	15	20
30	14	15	20	25
36	16	18	25	30
42	18	20	30	40
48	20	20	40	50

RIPRAP AT CULVERT END
NOT TO SCALE

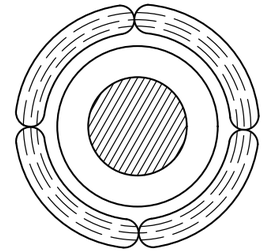


NOTE:
THIS INLET PROTECTION IS USED DURING ROUGH GRADING AND REMAIN UNTIL TURF ESTABLISHMENT

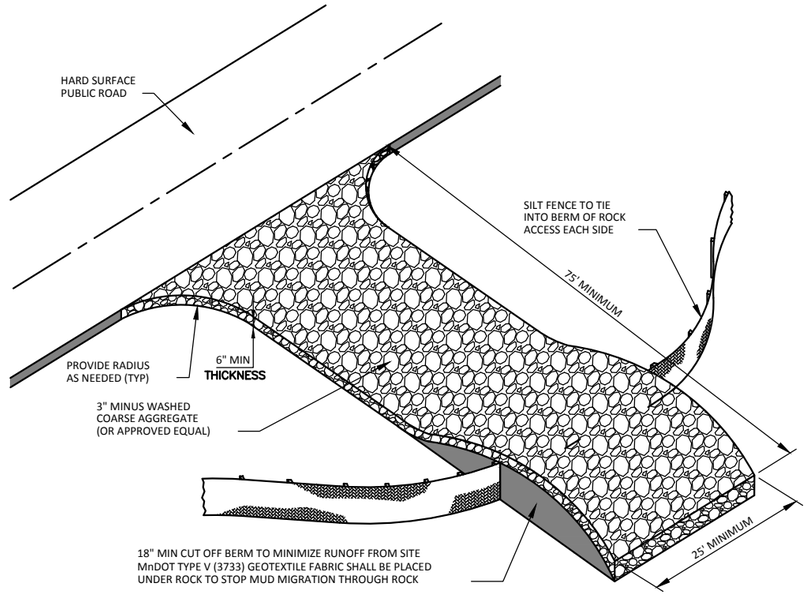


INLET PROTECTION - SEDIMENT CONTROL LOG
NOT TO SCALE

PAYMENT SHALL INCLUDE ALL MATERIALS, FILLING OF LOG, PLACEMENT, MAINTENANCE & REMOVAL; 80% OF BID PRICE SHALL BE PAID UPON PROPER PLACEMENT WITH THE FINAL 20% PAID UPON REMOVAL

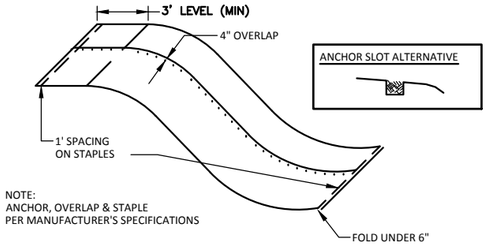


INLET PROTECTION

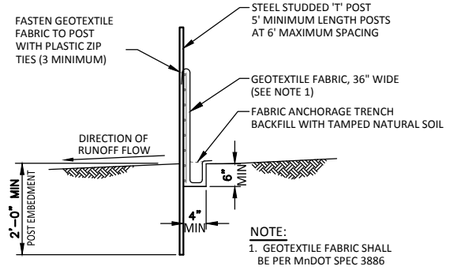


ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE

* ALTERNATIVE TRACK OUT DEVICES ALLOWED WITH ENGINEER REVIEW



EROSION CONTROL BLANKET INSTALLATION
NOT TO SCALE



SILT FENCE - HEAVY DUTY
NOT TO SCALE

NOTE: DETAILS NOT TO SCALE

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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED KFB
DRAWN KGA
CHECKED JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
DETAIL SHEET

SHEET C1.04

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

BUNKER LAKE INDUSTRIAL PARK

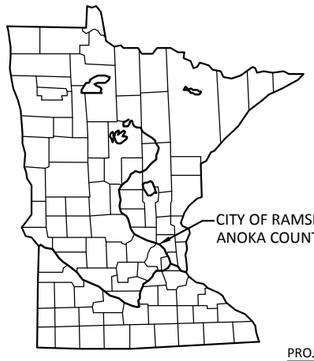
CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

ALAN MAXWELL, P.E.

UNIVERSITY OF MINNESOTA

Alan Maxwell

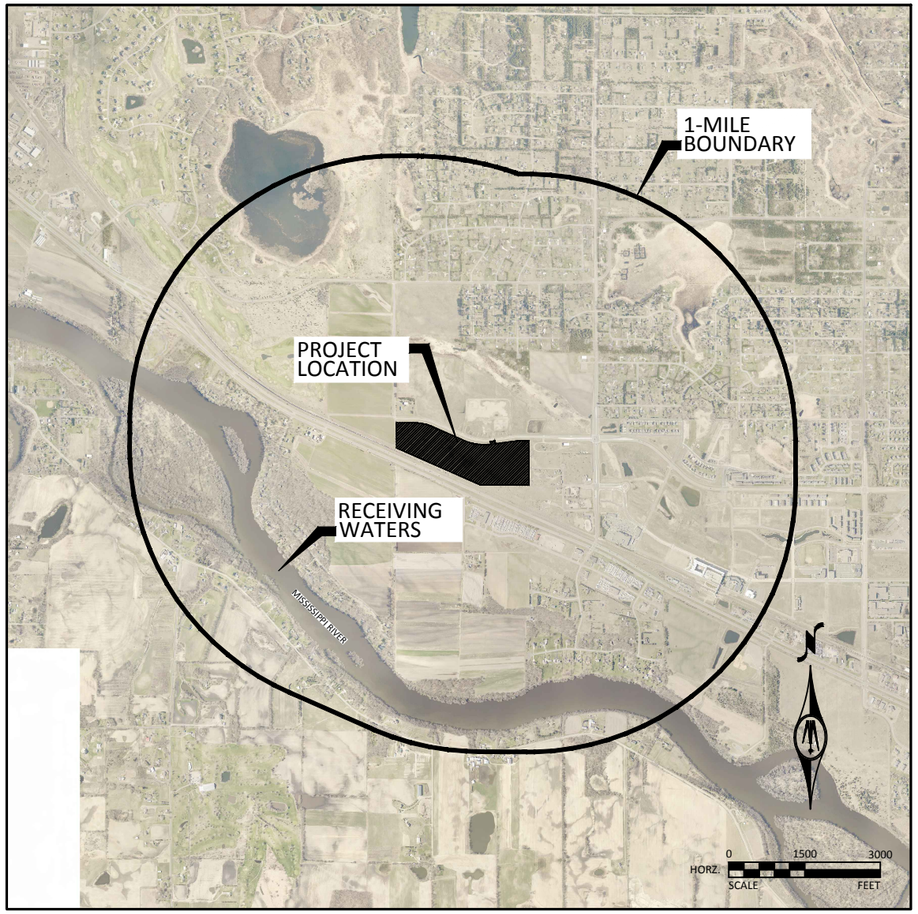
Construction Installer (May 31 2020)
Construction Site Management (May 31 2020)
Design of Construction SWPPP (May 31 2020)



CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

LEGEND

PROJECT BOUNDARY



PROJECT AREAS:

Total Project Size (disturbed area) =	45.2	ACRES
Existing area of impervious surface =	0.0	ACRES
Post construction area of impervious surface =	9.4	ACRES
Total new impervious surface area created =	9.4	ACRES

Planned Construction Start Date: 07/25/2017
Estimated Construction Completion Date: 08/31/2018

PERMANENT STORMWATER MANAGEMENT SYSTEM:
Type of storm water management used if more than 1 acre of new impervious surface is created:

X	Wet Sedimentation Basin
X	Infiltration/Filtration
	Regional Pond
	Permanent Storm Water Management Not Required

PROJECT LOCATION:

COUNTY	TOWNSHIP	RANGE	SECTION	LATITUDE	LONGITUDE
ANOKA	T32N	R25W	S29	45.2335620	-93.4804244

RESPONSIBLE PARTIES:
The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollutant Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. [Longer time frames apply to sites that disturb areas greater than 50 acres.]

The Contractor shall provide one or more trained Construction SWPPP Manager(s) knowledgeable and experienced in the application of erosion prevention and sediment control BMPs that will oversee the implementation of the SWPPP, and the installation, inspection and maintenance of the erosion prevention and sediment control BMPs. A Construction SWPPP Manager must be available for an on-site inspection within 72 hours upon request by the MPCA.

The Contractor shall provide one or more trained BMP Installer(s). The BMP Installer will perform and/or supervise the installation, maintenance and repair of BMPS. At least one individual on project must be trained in these job duties.

	COMPANY	CONTACT PERSON	PHONE
OWNER:	PSD	Matt Kuker	763-427-5955
SWPPP DESIGNER:	Bolton & Menk, Inc.	Alan Maxwell, P.E.	763-433-2851
CONTRACTOR:	TBD		
CONSTRUCTION SWPPP MANAGER:	TBD		
PARTY RESPONSIBLE FOR LONG TERM O&M:	PSD	Matt Kuker	763-427-5955

The SWPPP Designer and Construction SWPPP Manager must have appropriate training. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Training documentation for the SWPPP Designer is included on this sheet. The Contractor shall attach training documentation to this SWPPP for the Construction SWPPP Manager prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

ADDITIONAL COMPENSATION
Payment for all work associated with Erosion and Sediment Control shall be as described in the Project Manual. Unless otherwise authorized by the Owner no additional payment shall be made for any work required to administer and maintain the site erosion and sediment control in compliance with the Minnesota Pollution Control Agency (MPCA) - General Storm Water Permit for Construction Activity (MN R100001) including but not limited to inspection, maintenance, and removal of BMPs or addition of BMPs to accommodate Contractor phasing.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

1)	Was an environmental review required for this project or any part of a common plan of development or sale that includes all or any portion of this project?	NO
2)	Does any portion of the site have the potential to affect threatened or endangered species or their critical habitat?	NO
3)	Does any portion of this site discharge to a Calcareous fen.	NO
4)	Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a known or discovered archeological site?	NO
5)	Have any Karst features have been identified in the project vicinity?	NO
6)	Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO
7)	Has the MN DNR promulgated "work in water restrictions" for any Public Water this site disharges to during fish spawning?	NO

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Part III of the Permit for the design of the permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to::

1. The expected amount, frequency, intensity, and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

BMP SUMMARY	QUANTITY	UNIT
SILT FENCE, TYPE MS	2810	LIN FT
STORM DRAIN INLET PROTECTION	27	EACH
SEDIMENT CONTROL LOG	180	LF
STABILIZED CONSTRUCTION EXIT	1	LUMP SUM
EROSION CONTROL BLANKETS CATEGORY 3	7200	SQ YD

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Tree removal, Site grading, Constructing sanitary sewer, Constructing watermain, Constructing storm sewer, Constructing concrete curb & gutter, Constructing bituminous roadway, Constructing bituminous parking lot, Constructing a wet sedimentation basin and drainage ditch, Temporary erosion and sediment control, and Permanent stabilization.

The Bunker Lake Industrial Park project will include constructing new underground utilities, roadways, curb & gutter, and parking lots to facilitate future buildings. The existing drainage gathers within the site in various areas. Some of the existing drainage gathers in ditches, either along Bunker Lake Boulevard to the north or along the BNSF railroad to the south. Drainage and storm water treatment will be gathered from the roadways and parking lots into curb & gutter and drain to catch basins. The catch basins will gather via storm sewer and outlet to a wet sedimentation basin in the southwest corner of the site. After being gathered in the wet sedimentation basin, water will be allowed to overflow into a culvert and drain to a newly constructed ditch. The new ditch will allow water to infiltrate and drain across the western and northern edge of the site, where it will ultimately drain to two existing 29" X 45" arch pipes that cross Bunker Lake Boulevard and empty north of the site.

DOCUMENT RETENTION
The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT in compliance with Part III.E of the Permit.

1. The final SWPPP
2. Copies of all stormwater related permits required for the project
3. Records of all inspection and maintenance conducted during construction
4. Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance, and
5. All required calculations for design of the temporary and permanent BMPs.

RECEIVING WATERS:
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, are identified on the USGS 7.5 min quad map within one mile of the project boundary. Receiving waters that are impaired, the impairment, and WLA are listed as follows. All specific BMPs relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (ditch, pond, wetland, lake, etc.)	Appendix A Special Water?	Flows to Impaired Water Within 1 Mile?	USEPA Approved TMDL?
MISSISSIPPI RIVER	RIVER	YES	YES, NOT FOR CONST	YES, NOT FOR CONST
Impairments: MERCURY				

IMPLEMENTATION SCHEDULE AND PHASING:

1) Submit SWPPP Updates to Engineer. Submittal shall include any requested changes to the SWPPP, including but not limited to: Trained Personnel, Locations for Stockpiles, Concrete Washout, Sanitation Facilities, Types and Locations of Erosion & Sediment Control. Failure to submit updates shall be considered acceptance of the SWPPP as designed with no changes.
2) Install perimeter sediment control, inlet protection, and construction exit.
3) Rough grade site.
4) Construct sedimentation basin and drainage ditch. Install sediment control to ensure sediment does not leave site via the newly constructed ditch.
5) Construct bituminous roadways, parking, and building areas.
6) Install inlet protection on newly constructed catch basins.
7) Stabilize site.
8) Add additional temporary BMPs as necessary during construction based on inspection reports.
9) Ensure final stabilization measures are complete.
10) Submit Notice of Termination (NOT) to MPCA within 30 days of final stabilization.

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BOLTON & MENK
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

REV.	ISSUED FOR	DATE

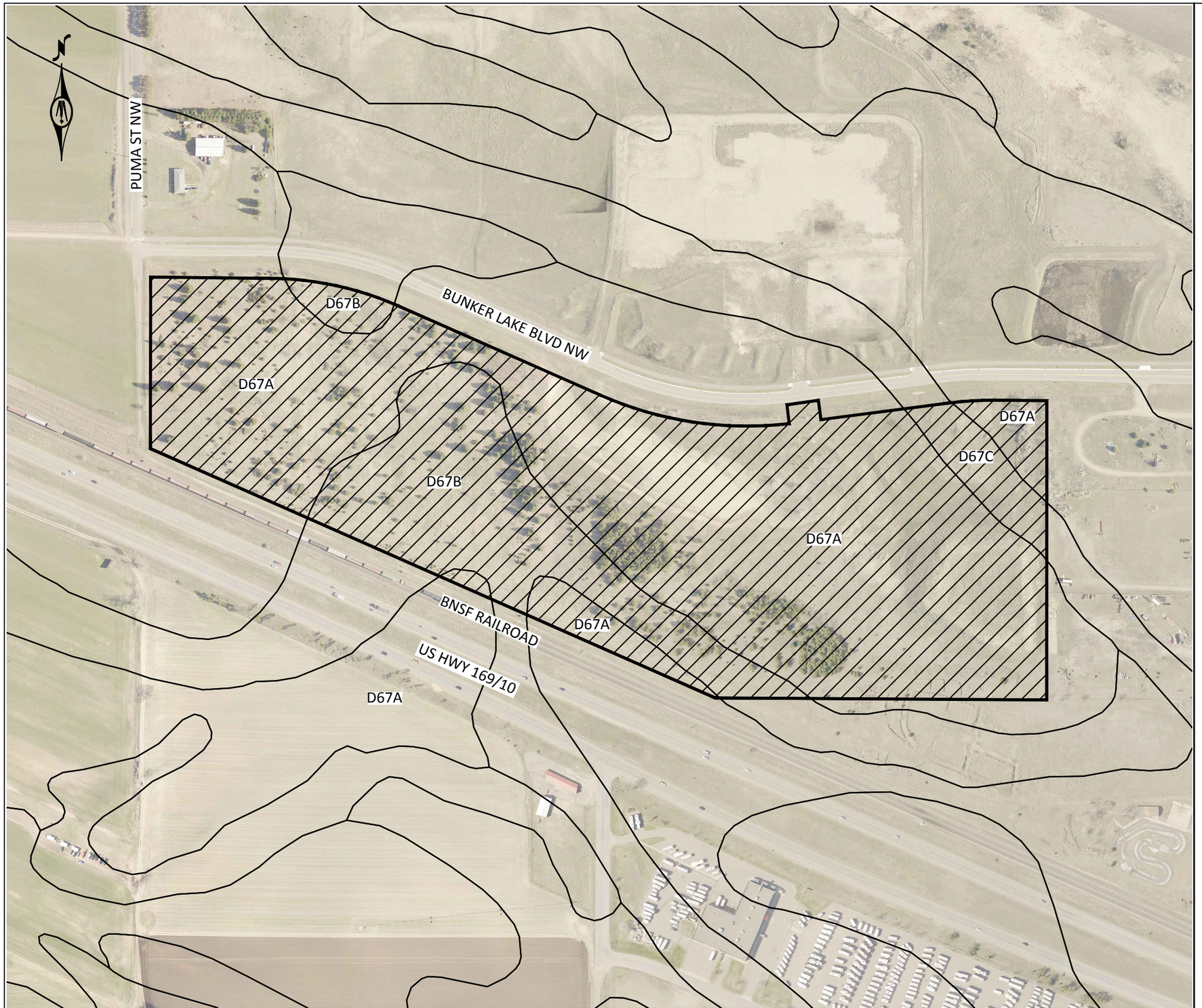
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED	KFB
DRAWN	KGA
CHECKED	JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
STORM WATER POLLUTION PROTECTION PLAN

SHEET
C2.01



LEGEND

PROJECT BOUNDARY

SOIL TYPE

SOIL TYPE SUMMARY

Map Unit Symbol	Soil Name	Hyd. Soil Group
MUSYM	MUNAME	HYDGRP
D67A	HUBBARD LOAMY SAND, MISSISSIPPI RIVER VALLEY, 0 TO 2 PERCENT SLOPES	A
D67B	HUBBARD LOAMY SAND, MISSISSIPPI RIVER VALLEY, 2 TO 6 PERCENT SLOPES	A
D67C	HUBBARD LOAMY SAND, MISSISSIPPI RIVER VALLEY, 6 TO 12 PERCENT SLOPES	A

NHEL - Not Highly Erodible Land
PHEL - Potentially Highly Erodible Land
HEL - Highly Erodible Land

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PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
STORM WATER POLLUTION PROTECTION PLAN

SHEET C2.02

Information contained in this SWPPP narrative sheet summarizes requirements of the GENERAL PERMIT AUTHORIZATION TO DISCHARGE STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM PROGRAM - Permit No: MN RI0000I as they apply to this project. All provisions of the permit including those not specifically cited herein shall apply to this project. The Contractor is responsible to be familiar with and comply with all conditions of the permit. The full text of the permit is available at:
http://www.pca.state.mn.us/index.php/water/water-types-and-programs/stormwater/construction-stormwater/mpca-to-re-issue-construction-stormwater-general-permit.html

SWPPP AMENDMENTS

Permittee must amend SWPPP as necessary to include additional requirements to correct problems identified or address the following situations.

1. There is a change in design, construction, operation, maintenance, weather or seasonal conditions.
2. Inspections or investigations by site owner or operators, USEPA or MPCA officials determine the SWPPP is not minimizing discharge of pollutants to surface waters or underground waters or discharges are causing water quality standard exceedances.
3. The SWPPP is not achieving the objectives of minimizing pollutants in stormwater discharges associated with construction activity, or the SWPPP is not consistent with the terms and conditions of the permit.
4. The MPCA determines that the project's stormwater discharges may cause, have reasonable potential to cause, or contribute to non-attainment of any applicable water quality standard, or the SWPPP does not incorporate the applicable requirements of the permit.

EROSION PREVENTION PRACTICES

The location of areas not to be disturbed must be delineated on the project before site work begins.

Disturbance on steep slopes (>33.3%) shall be minimized. Where required, techniques such as phasing and stabilizing practices designed for steep slopes shall be used.

All exposed soils must be stabilized as soon as possible, but in no case later than 14 days after the construction activity has temporarily or permanently ceased.

For public waters that have been promulgated "work in water restrictions" during 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 stabilization within 24-hours during the time period.

Stormwater conveyance channels shall be routed around unstabilized areas. Erosion controls and velocity dissipation devices shall be used at outlets within and along the length of any constructed conveyance channel.

The normal wetted perimeter of all ditches or swales, including storm water management pond slopes, that drain waters from the site must be stabilized within 200' of any property edge or discharge point, including storm sewer inlets, within 24 hours of connection.

Stabilization of the remaining portions of any temporary or permanent ditches or swales within 14 calendar days after connecting to a surface water or property edge and construction in that portion of the ditch has temporary or permanently ceased.

Temporary or permanent ditches or swales used as sediment containment during construction do not need to be stabilized during temporary period of use and shall be stabilized within 24 hours after no longer used as sediment containment.

Mulch, hydromulch, tackifier, or similar practice shall not be used in any portion of a temporary or permanent drainage ditch. Refer to erosion and sediment control plan for temporary and permanent stabilization measures for ditches and swales.

Stormwater discharges shall be directed to vegetated areas where feasible. Velocity dissipation devices shall be used at discharge point.

Phased construction will be used to extent practical or as indicated in the plans to minimize exposed soils.

Rapid stabilization shall be of type and quantity indicated in the project specifications. Additional rapid stabilization may be necessary to minimize erosion throughout the duration of the project. Type and quantity shall be determined by the engineer or inspector prior to installation. In extreme cases, the contractor shall use any available rapid stabilization to immediately mitigate erosion, then further remedy the situation with approval by owner or engineer.

SEDIMENT CONTROL PRACTICES

Practices must be established on all down gradient perimeters and be located up gradient of any buffer zones. Perimeter controls must be in place before up gradient land- disturbing activities begin and shall remain in place until final stabilization.

All sediment controls practices shall be re-installed if they have been adjusted or removed to accommodate short-term activities and replaced immediately after the short term activity has ceased. Short term activities shall be performed as quickly as possible. Sediment control practices shall be re-installed even before the next precipitation event if the activity is not complete.

All storm drains must be protected by appropriate BMPs during construction until all sources to the inlet have been stabilized. Inlet protection may be removed for specific safety concerns identified by the Permittee or jurisdictional authority. The removal shall be documented in the SWPPP and retained on site. Temporary stockpiles must have silt fence or other effective sediment controls and shall not be placed in surface waters or natural buffers.

Vehicle tracking BMPs shall be installed to minimize track out of sediment from the construction site. Method shall be approved by engineer prior to commencement of construction activities. Street sweeping shall be used if vehicle tracking BMPs are not adequate to prevent sediment from being tracked onto the street.

Soil compaction shall be minimized and topsoil shall be preserved, unless infeasible or if construction activities dictate soil compaction or topsoil stripping.

A 50 foot natural buffer, or redundant BMPs (where a buffer is infeasible) must be maintained when a surface water is located within 50 feet of disturbance activities and site runoff flows to the surface water.

If polymers, flocculants, or other sedimentation treatment chemicals are used on site, 1) conventional erosion and sediment controls shall be sowed prior to chemical placement, 2) chemicals shall be chosen based on soil types, and expected turbidity, pH, and flow rate of stormwater flowing into the treatment system, and 3) chemicals shall be used with accepted engineering practices and dosing specifications.

TEMPORARY SEDIMENTATION BASINS

The temporary sedimentation basin shall be constructed and made operational prior to disturbance of 10 or more acres draining to a common location.

Temporary sedimentation basins are required prior to runoff leaving the construction site or entering surface waters when 10 or more acres of disturbed soils drain to a common location. The basin must provide 3,600 cubic feet of "storage below the outlet per acre drained. If hydraulic calculations are available, the temporary sedimentation basin must provide a storage volume equivalent to the 2-year, 24-hour storm, but in no case less than 1800 cubic feet per acre drained. The temporary sedimentation basin must be constructed and made operational concurrent with the start of soil disturbance up gradient of the pond. The temporary sedimentation basin shall be designed to prevent short circuiting. The outfall shall be designed to remove floatable debris, allow for complete drawdown of the pond for maintenance activities, and have energy dissipation. The emergency spillway shall be stabilized.

Temporary sedimentation basins shall be situated outside of surface waters and any required buffer zone, and must be designed to avoid draining wetlands, unless the impact is in compliance with the requirements of this permit.

Excessive sediment-laden water that is not properly filtered will not be permitted to discharge from site.

DEWATERING AND BASIN DRAINING

Turbid or sediment-laden waters related to dewatering or basin draining shall be discharged to a temporary or permanent sedimentation basin on the project site unless infeasible. The temporary or permanent basin may discharge to surface waters if the basin water has been visually checked to ensure adequate treatment has been obtained in the basin and that the nuisance conditions will not result from the discharge. Discharge points shall be adequately protected from erosion and proper velocity dissipation provided.

All water from dewatering or basin-draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in the receiving channels or on down slope properties, or inundation in wetlands causing significant adverse impacts to the wetland.

If filters with backwash waters are used, the backwash water shall be hauled away for disposal, returned to the beginning of the treatment process, or incorporated into site in a manner that does not cause erosion. Backwash water may be discharged to sanitary sewer if permission is granted by the sanitary sewer authority.

POLLUTION PREVENTION

Building products that have the potential to leach pollutants must be under cover to prevent discharge or protected by an effective means designed to minimize contact with stormwater.

Pesticides, herbicides, insecticides, fertilizers, treatment chemicals, and landscape materials must be under cover.

Hazardous materials and toxic waste must be properly stored in sealed containers to prevent spills, leaks or other discharge. Restricted access storage areas must be provided to prevent vandalism.

Solid waste must be stored, collected and disposed of in compliance with Minn. R. CH 7035.

Portable toilets must be positioned so that they are secure and will not be tipped or knocked over. Sanitary waste must be disposed of properly in accordance with Minn. R. CH 7041.

Discharge of spilled or leaked chemicals, including fuel, from any area where chemicals or fuel will be loaded or unloaded shall be prevented using drip pans or absorbents. Supplies shall be available at all times to clean up discharged materials and that an appropriate disposal method must be available for recovered spilled materials.

Exterior vehicle or equipment washing on the project site shall be limited to a defined area of the site. Runoff from the washing area shall be contained in a sediment basin or other similarly effective controls and waste from the washing activity must be properly disposed of. No engine degreasing is allowed on site. Effective containment for all liquid and solid wastes generated by concrete and other washout operations related to construction activity shall be effectively contained. Liquid and solid washout waste shall not contact the ground, and containment must be designed so that it does not result in runoff from the washout operations or areas. A sign must be installed adjacent to each washout facility that requires site personnel to utilize the proper facilities for disposal of concrete and other washout wastes.

INFESTED WATERS:

MN DNR permits are not valid for work in waters that are designated as infested waters unless accompanied by an Infested Waters Permit or written notification has been obtained from MN DNR stating that such permit is not required. There is no exception for pre-existing permits. If a MN DNR Permit has been issued for the project and the water is later designated as infested, the Contractor shall halt all work covered by the MN DNR Permit until until such time as an Infested Waters Permit is obtained or that written notification is obtained stating that such permit is not required.

INSPECTION & MAINTENANCE

A trained person shall routinely inspect the entire construction site at least once every 7 days during active construction and within 24-hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24-hours after a rainfall event, the next inspection must be conducted within 7 days.

All inspections and maintenance conducted during construction must be recorded within 24 hours in writing and records must be retained with the SWPPP. Inspection report forms are available in the Project Specifications. Inspection report forms other than those provided shall be approved by the engineer.

Where parts of the project site have permanent cover, but work remains on other parts of the site, inspections may be reduced on these areas to once per month.

Where the site has permanent cover on all exposed areas and no construction activity is occurring anywhere on site, the site must be inspected during non-frozen conditions at least once per month for 12 months. Following the 12th month of permanent cover and no construction activity, inspections shall be terminated until construction activity resumes or notification from MPCA has been issued that erosion has been detected at the site.

During frozen ground conditions, inspections may be suspended and shall resume within 24 hours after runoff occurs or 24 hours prior to resuming construction activity, whichever is first.

Inspection and maintenance shall resume until another Permittee has obtained coverage under this Permit or the project has undergone Final Stabilization, and an NOT has been submitted.

All erosion prevention and sediment control BMPs shall be inspected to ensure integrity and effectiveness during all routine and post-rainfall inspections. All non-functioning 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.

All perimeter control devices must be repaired, replaced, or supplemented when they become non-functional or the sediment reaches one-half (1/2) of the height of the device. These repairs must be made by the end of the next business day after discovery, or as soon as field conditions allow.

Temporary and permanent sediment basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches one-half (1/2) the storage volume. Drainage and sediment removal must be completed within 72 hours of discovery, or as soon as field conditions allow.

Surface waters, including drainage ditches and conveyance systems, must be inspected for erosion and sediment deposition during each inspection. All deltas and sediment deposited in drainage ways, catch basins, and other drainage systems shall be removed. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The Permittee is responsible for obtaining all applicable permits prior to conducting any work in surface waters.

Construction site vehicle exit locations must be inspected for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all paved surfaces both on and off site within 24-hours of discovery, or if applicable, within a shorter time to comply with the permit.

Streets and other areas adjacent to the project must be inspected for evidence of off-site accumulations of sediment. If sediment is present, it must be removed in a manner and at a sufficient frequency to minimize off-site impacts.

All infiltration areas must be inspected to ensure that no sediment from ongoing construction activity is reaching the infiltration area and that equipment is not being driven across the infiltration area.

FINAL STABILIZATION

Final Stabilization is not complete until all of the following requirements have been met:

1. All soil disturbing activities at the site have been completed and all soils are stabilized by a uniform perennial vegetative cover with a density of 70% of its expected final growth density over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions.
2. Permanent stormwater management system is constructed, meets all requirements of the Permit, and is operating as designed. Temporary or permanent sedimentation basins that are to be used as permanent water quality management basins have been cleaned of any accumulated sediment. All sediment has been removed from conveyance systems, and ditches are stabilized with permanent cover.
3. All temporary synthetic and structural erosion prevention and sediment control BMPs have been removed. BMPs designed to decompose on site may be left in place.
4. For residential construction only, individual lots are considered finally stabilized if the structure(s) are finished, temporary erosion protection and down gradient perimeter control has been completed and the residence has been sold to the homeowner. Also, the "Homeowner Fact Sheet" has been provided to the homeowner

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7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED KFB
DRAWN KGA
CHECKED JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
STORM WATER POLLUTION PROTECTION PLAN

SHEET C2.03

EXCESS COMMON EXCAVATION MATERIAL STOCKPILE AREA

12 CY CL. III RANDOM RIPRAP

BOP 10+00.00

10+00 11+00 12+00 13+00 14+00

24 CY CL. III RANDOM RIPRAP

12 CY CL. IN RANDOM RIPRAP

12 CY CL. III RANDOM RIPRAP

B–3 B–7 B–7 B–8 B–17 B–18 B–19 B–22

-4.8:1 -4.3:1 -4.0:1 -4.2:1 -4.4:1

31 15

OU WIRE GRAVEL BNSF RAILROAD

NOTES:

1. INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCING CONSTRUCTION.
2. A STREET SWEEPER MUST BE AVAILABLE WITHIN 3 HOURS UPON NOTICE FROM THE CITY THAT THE STREETS NEED TO BE SWEPT
3. ALL SILT FENCE TO BE REMOVED ONCE SEED IS ESTABLISHED.
4. ROCK CONSTRUCTION ENTRANCE SHALL INCLUDE A ROCK FILTER BERM AT A MINIMUM TWO FEET IN HEIGHT AND SIDE SLOPES OF 4:1 AT THE SITE ENTRY.
5. ALL SEDIMENT TRACKED ON CITY STREETS SHALL BE SWEPT IMMEDIATELY UPON DISCOVERY.

LEGEND

- STABILIZED CONSTRUCTION EXIT
- FIBER BLANKET FERTILIZER, SEED
- MULCH, SEED MIX 25-121, FERTILIZER TYPE 3
- RIPRAP
- SEDIMENT CONTROL LOG
- SILT FENCE
- INLET PROTECTION
- 4:1 SURFACE SLOPE
- SURFACE FLOW ARROW
- X 950.5 SPOT ELEVATION

0 60 120
SCALE FEET

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DESIGNED KFB
DRAWN KGA
CHECKED JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EROSION CONTROL PLAN

SHEET C2.05

NOTES:

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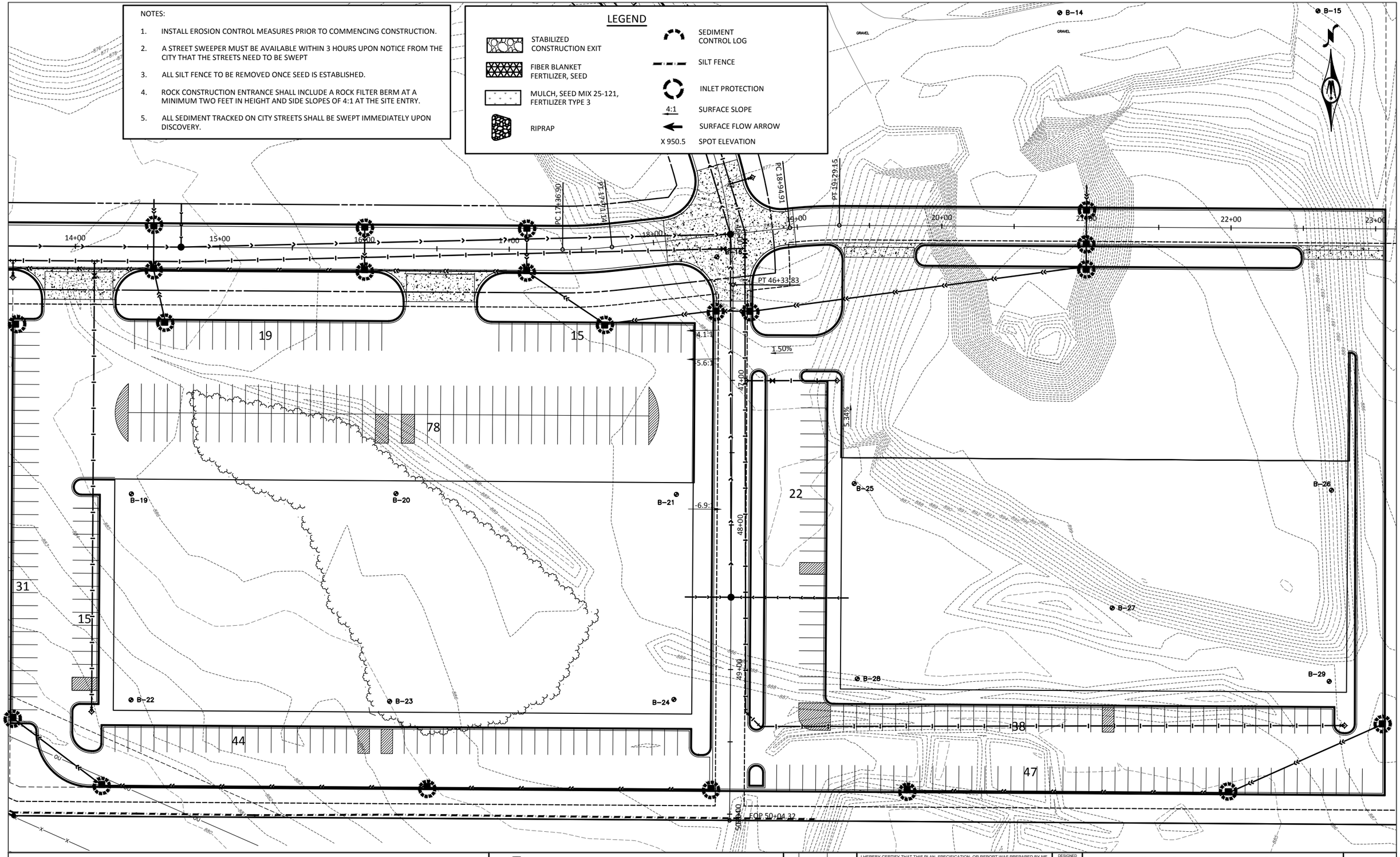
- MULCH, SEED MIX 25-121, FERTILIZER TYPE 3
- RIPRAP
- SEDIMENT CONTROL LOG
- SILT FENCE
- INLET PROTECTION
- 4:1 SURFACE SLOPE
- SURFACE FLOW ARROW
- X 950.5 SPOT ELEVATION



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RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

REV	ISSUED FOR	DATE

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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED	KFB
DRAWN	KGA
CHECKED	JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EROSION CONTROL PLAN

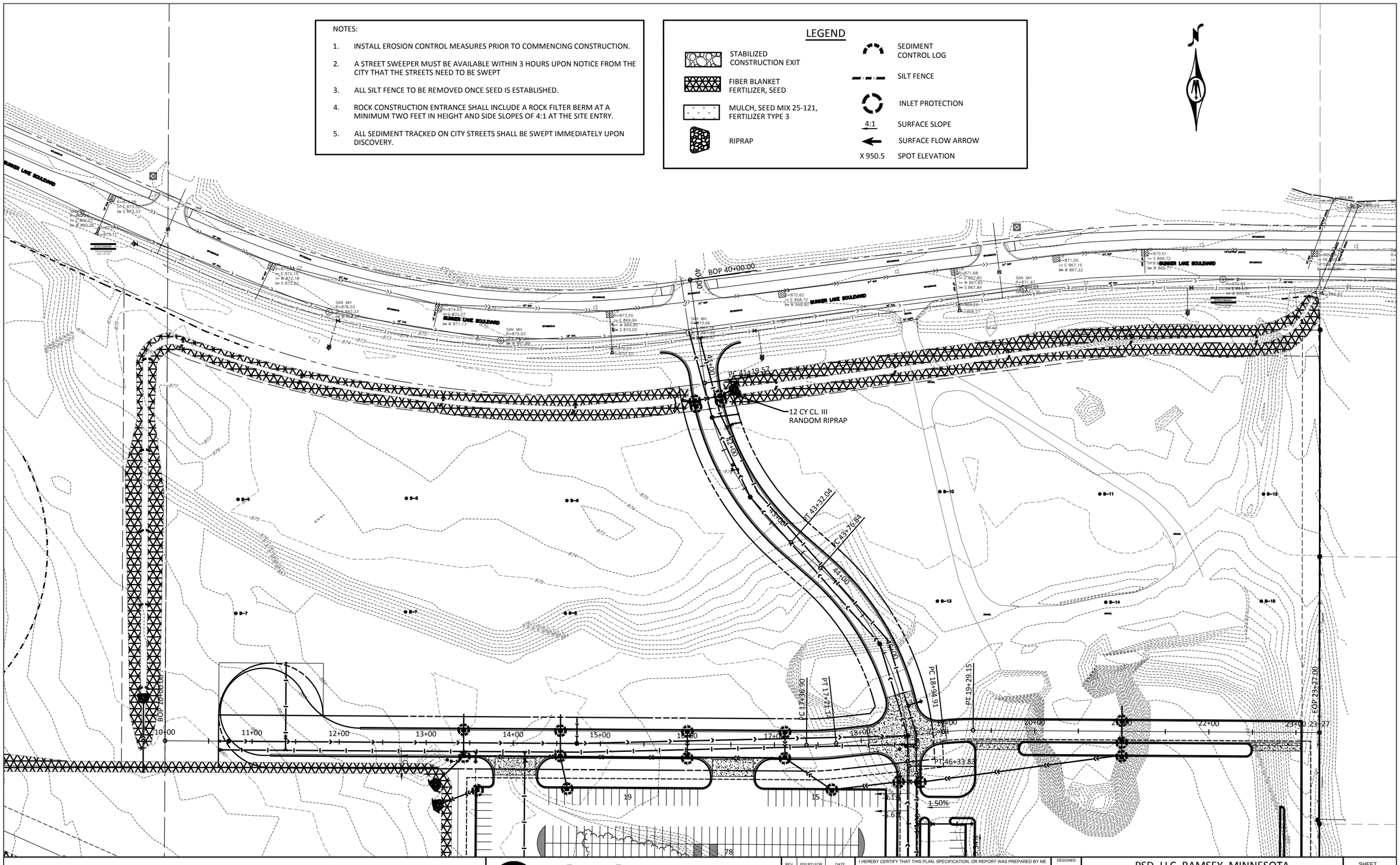
SHEET C2.05

NOTES:

1. INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCING CONSTRUCTION.
2. A STREET SWEEPER MUST BE AVAILABLE WITHIN 3 HOURS UPON NOTICE FROM THE CITY THAT THE STREETS NEED TO BE SWEPT
3. ALL SILT FENCE TO BE REMOVED ONCE SEED IS ESTABLISHED.
4. ROCK CONSTRUCTION ENTRANCE SHALL INCLUDE A ROCK FILTER BERM AT A MINIMUM TWO FEET IN HEIGHT AND SIDE SLOPES OF 4:1 AT THE SITE ENTRY.
5. ALL SEDIMENT TRACKED ON CITY STREETS SHALL BE SWEPT IMMEDIATELY UPON DISCOVERY.

LEGEND

- STABILIZED CONSTRUCTION EXIT
- FIBER BLANKET FERTILIZER, SEED
- MULCH, SEED MIX 25-121, FERTILIZER TYPE 3
- RIPRAP
- SEDIMENT CONTROL LOG
- SILT FENCE
- INLET PROTECTION
- 4:1 SURFACE SLOPE
- SURFACE FLOW ARROW
- X 950.5 SPOT ELEVATION



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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

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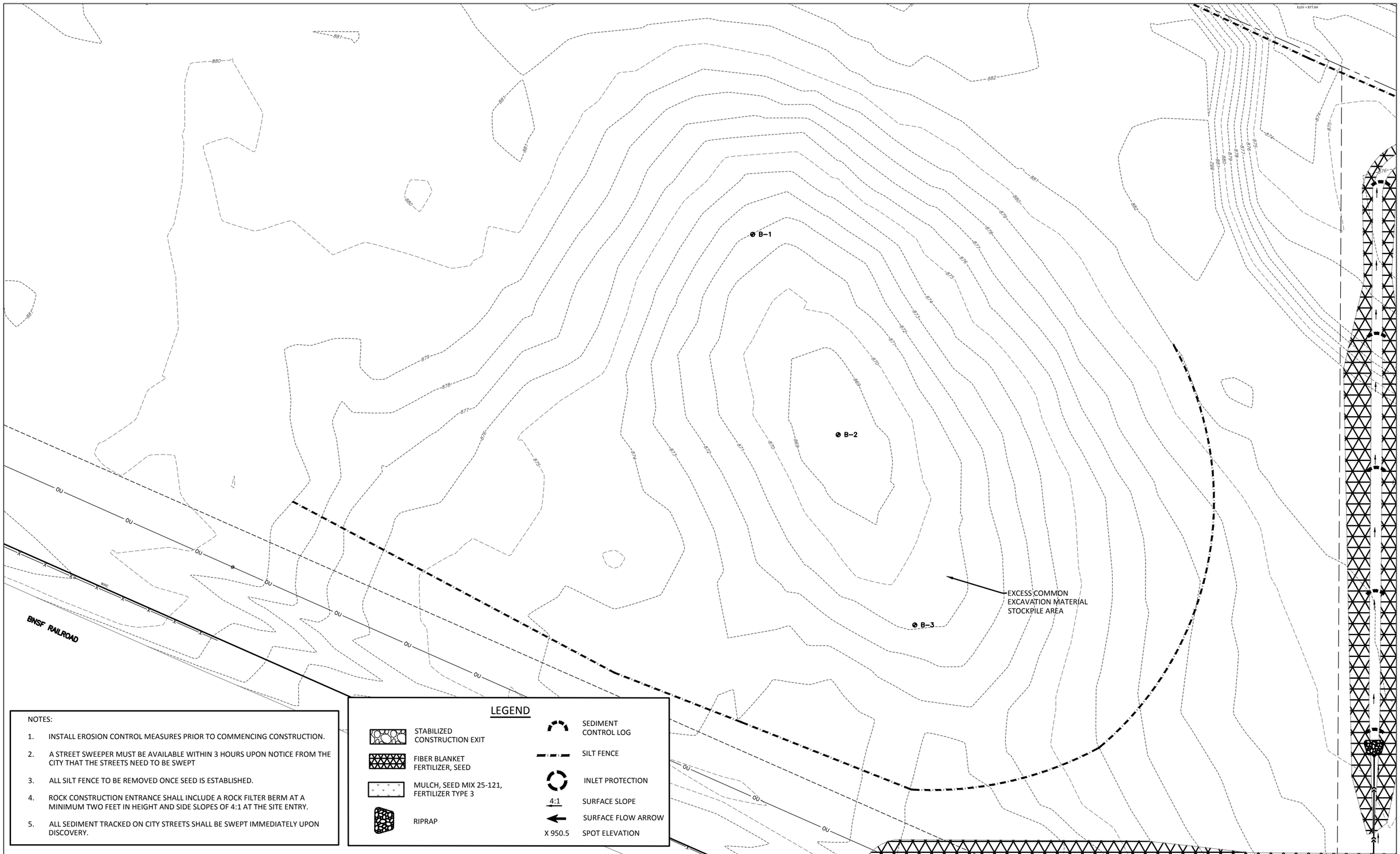
PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EROSION CONTROL PLAN

SHEET C2.06



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LEGEND

- STABILIZED CONSTRUCTION EXIT
- FIBER BLANKET FERTILIZER, SEED
- MULCH, SEED MIX 25-121, FERTILIZER TYPE 3
- RIPRAP
- SEDIMENT CONTROL LOG
- SILT FENCE
- INLET PROTECTION
- 4:1 SURFACE SLOPE
- SURFACE FLOW ARROW
- X 950.5 SPOT ELEVATION

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Kevin F. Bittner
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PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EROSION CONTROL PLAN

SHEET C2.07

PUNA STREET NW

GRAVEL

BITUMINOUS

B–1

EXCESS COMMON EXCAVATION MATERIAL STOCKPILE AREA

NOTES:

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LEGEND

- STABILIZED CONSTRUCTION EXIT
- FIBER BLANKET FERTILIZER, SEED
- MULCH, SEED MIX 25-121, FERTILIZER TYPE 3
- RIPRAP
- SEDIMENT CONTROL LOG
- SILT FENCE
- INLET PROTECTION
- 4:1 SURFACE SLOPE
- SURFACE FLOW ARROW
- X 950.5 SPOT ELEVATION

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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

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PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
EROSION CONTROL PLAN

SHEET C2.08

BUNKER LAKE BOULEVARD

POND 1

LOT 2

LOT 1

19
15
78
22
31
15
44
98
47

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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED	KFB
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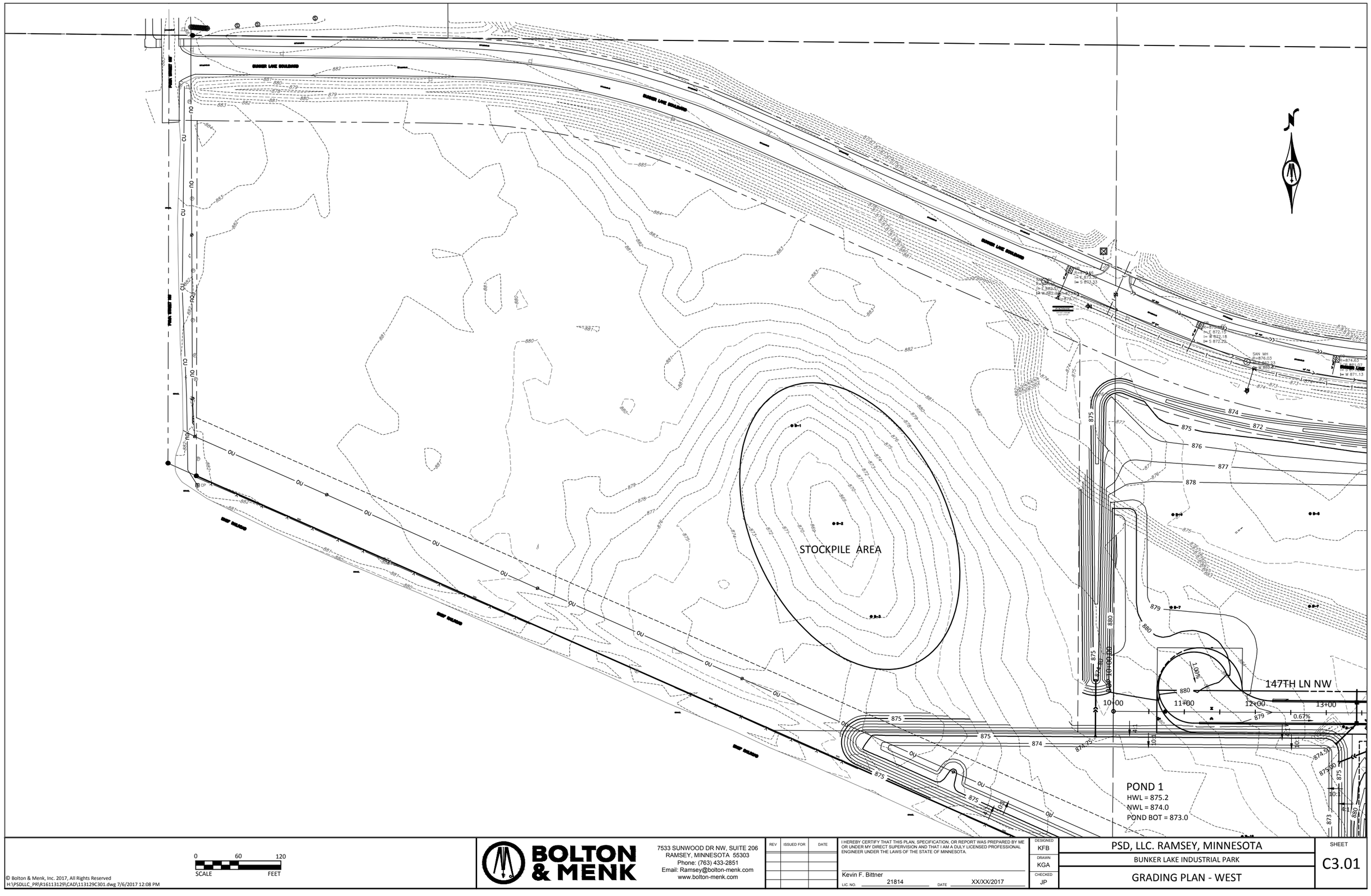
PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
OVERALL SITE PLAN

SHEET C2.09



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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED	KFB
DRAWN	KGA
CHECKED	JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
GRADING PLAN - WEST

SHEET
C3.01

STOCKPILE AREA

POND 1
HWL = 875.2
NWL = 874.0
POND BOT = 873.0

LOT 1

LOT 2

BOP 40+00.00

PC 41+19.57

PT 43+32.04

PC 43+76.94

PT 47+36.90

PC 47+74.74

PC 18+94.91

PT 19+29.15

PT 46+33.83

EOP 23+27.00

EOP 50+04.32

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SCALE FEET

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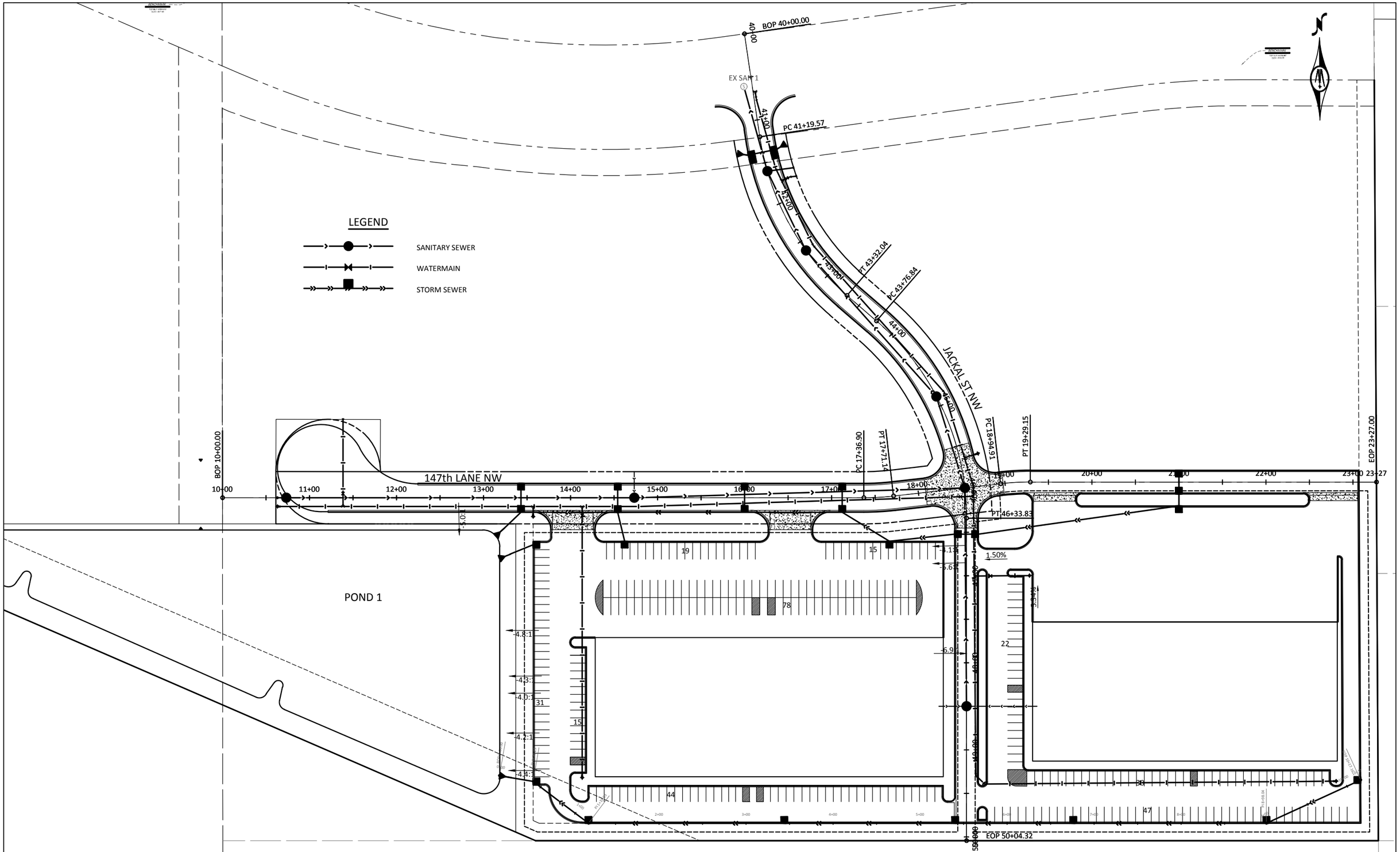
Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

DESIGNED	KFB
DRAWN	KGA
CHECKED	JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
GRADING PLAN - EAST

SHEET C3.02



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Kevin F. Bittner
LIC. NO. 21814 DATE XX/XX/2017

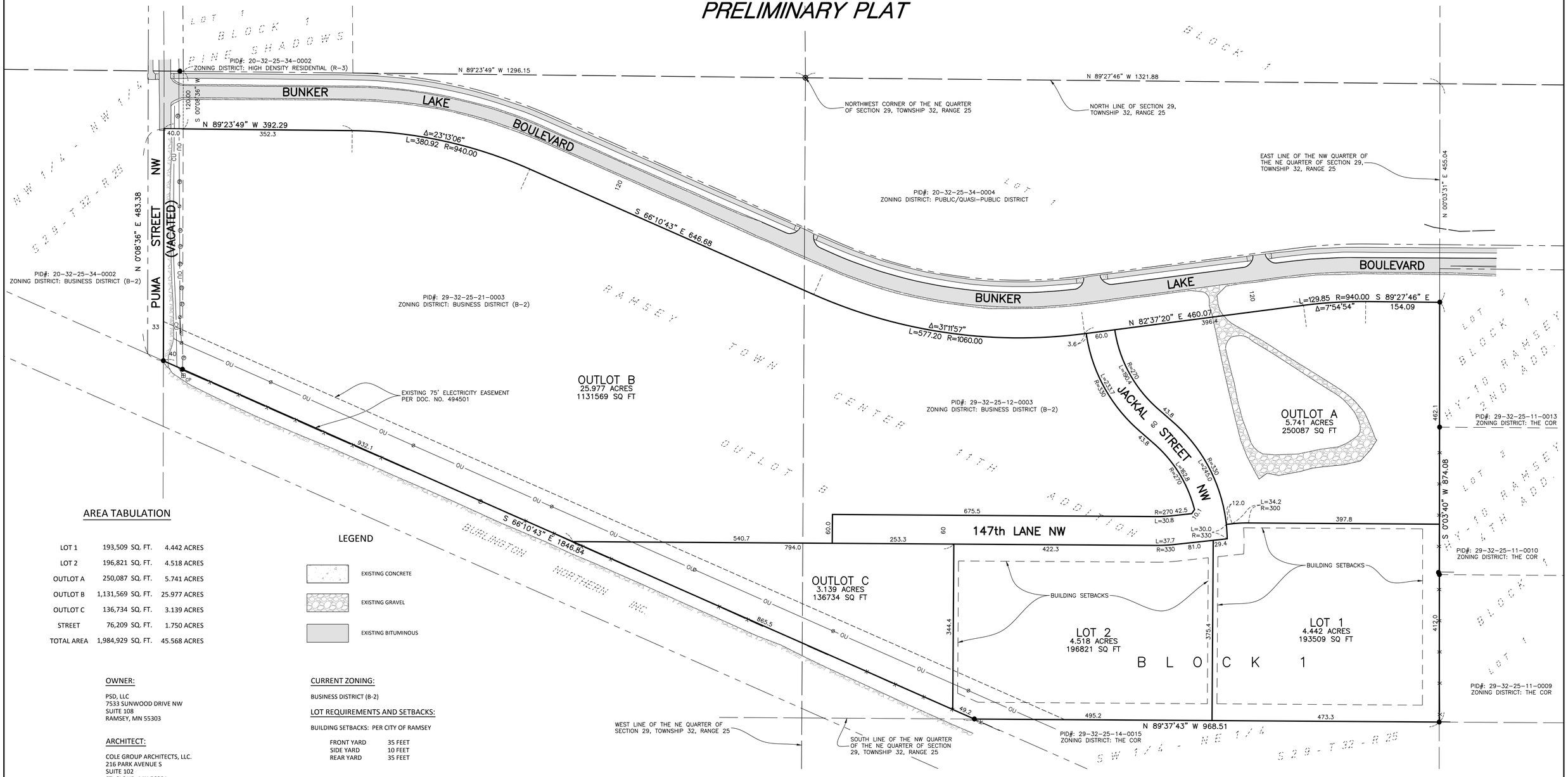
DESIGNED	KFB
DRAWN	KGA
CHECKED	JP

PSD, LLC. RAMSEY, MINNESOTA
BUNKER LAKE INDUSTRIAL PARK
OVERALL UTILITY PLAN

SHEET
C4.01

BUNKER LAKE INDUSTRIAL PARK ADDITION

PRELIMINARY PLAT



AREA TABULATION

LOT 1	193,509	SQ. FT.	4.442 ACRES
LOT 2	196,821	SQ. FT.	4.518 ACRES
OUTLOT A	250,087	SQ. FT.	5.741 ACRES
OUTLOT B	1,131,569	SQ. FT.	25.977 ACRES
OUTLOT C	136,734	SQ. FT.	3.139 ACRES
STREET	76,209	SQ. FT.	1.750 ACRES
TOTAL AREA	1,984,929	SQ. FT.	45.568 ACRES

LEGEND

EXISTING CONCRETE

EXISTING GRAVEL

EXISTING BITUMINOUS

OWNER:

PSD, LLC
7533 SUNWOOD DRIVE NW
SUITE 108
RAMSEY, MN 55303

ARCHITECT:

COLE GROUP ARCHITECTS, LLC.
216 PARK AVENUE S
SUITE 102
ST. CLOUD, MN 56301

SURVEYOR:

BOLTON & MENK, INC.
7533 SUNWOOD DRIVE NW
SUITE 206
RAMSEY, MN 55303

FIELD TOPOGRAPHY PROVIDED BY:

BOLTON & MENK, INC.
7533 SUNWOOD DRIVE NW
SUITE 206
RAMSEY, MN 55303

CURRENT ZONING:

BUSINESS DISTRICT (B-2)

LOT REQUIREMENTS AND SETBACKS:

BUILDING SETBACKS: PER CITY OF RAMSEY

FRONT YARD	35 FEET
SIDE YARD	10 FEET
REAR YARD	35 FEET

LEGAL DESCRIPTION:

Outlot B, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota.

AND

That part of Puma Street NW, as dedicated and delineated on ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying south of the westerly extension of the southerly right of way of Bunker Lake Boulevard as dedicated and delineated on said plat of ALPHA DEVELOPMENT.

SURVEYOR'S 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.

Russell O. Halverson
License Number 41813

07/06/2017
Date

0 100 200 300 400
SCALE IN FEET

Adjacent landowners address and parcel identification number are shown hereon based on Anoka County GIS parcel records.

PRELIMINARY PLAT
BUNKER LAKE INDUSTRIAL PARK, RAMSEY, MINNESOTA

OUTLOT B, ALPHA DEVELOPMENT
ANOKA COUNTY, MINNESOTA

FOR: PSD, LLC

BOLTON & MENK
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
(763) 433-2851

JOB NUMBER: R16.113129 FIELD BOOK: DRAWN BY: ALH

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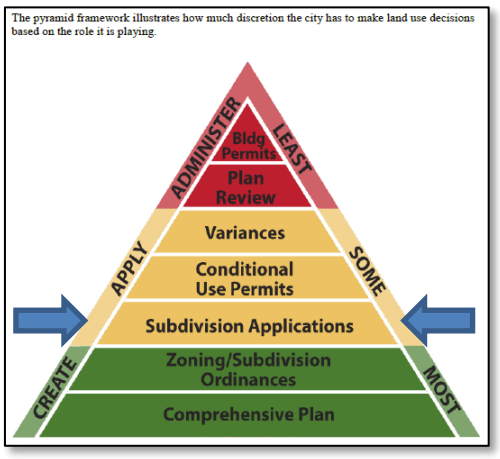
CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	7/27/2017	**PROJECT ADDRESS**	SE CORNER OF 143RD AND JASPAR
PROJECT. TITLE	17-127: BUNKER LAKE INDUSTRIAL PARK ADDITION PRELIMINARY PLAT		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Zweber, Planning Consultant Phone: (763)762-2837 Email: ezweber@wsbeng.com		

General: The purpose of this file is to review a Preliminary Plat for Bunker Lake Industrial Park Addition located on the southeast corner of Puma Street NW and Bunker Lake Blvd and east of the HWY-10 Ramsey industrial park. The Developer, PSD, LLC, has proposed a five lot subdivision with two buildable lots for the proposed buildings and three outlots. The Property has been formerly used as a gravel mine/borrow pit.

This case is being reviewed per and Chapter 117, Article III entitled Subdivisions.



Comprehensive Plan/Zoning: On February 14, the City Council approved a Comprehensive Plan amendment (CPA) to guide the Property for Business Park. The Property is currently zoned for B-2: Business District and its anticipated that the developer will request a rezoning to E-1: Employment with the Final Plat and Site Plan application. For purposes of this technical review, the Property is assumed to receive the rezoning approval to E-1: Employment. Both districts call for industrial development such as warehousing, offices, showrooms, manufacturing, and light or heavy industrial that provides good paying jobs, high quality development, and opportunities for the growth of existing businesses. The proposed subdivision is consistent with the Business Park Comprehensive Plan guidance and the E-2: Employment zoning district.

Dimensional Standards for the E-1 Employment District: The following standards apply to subdivisions in the E-2 Employment District. Lot 1 has a lot size of 4.442 acres and a lot wide of 463.4 feet. Lot 2 has a lot size of 4.512 acres and a lot width of 503.3 feet. It appears that the subdivision meets all applicable dimensional standards. The setback, height, and lot coverage requirements will be evaluated with the Site Plan review.

Standard	Requirement
Minimum Lot Size	1 Acre
Minimum Lot Width	200 feet
Minimum Lot Depth	NA
Minimum Front Yard Setback	35 feet
Minimum Rear Yard Setback	35 feet
Minimum Side Yard Setback	20 feet
Building Height	65 feet
Maximum Lot Coverage	45 percent

Streets/Access. Two new streets are proposed as part of the subdivision: Jackal Street NW and 147th Lane NW. Jackal Street will running roughly north to south and will connect the existing Bunker Lake Blvd with the proposed 147th Lane NW. 147th Lane will run roughly in a east to west direction and run roughly parallel and about 450 feet south of Bunker Lake Road. All access for the two buildable lots will be gained from 147th Lane NW. The proposed streets are satisfactory to staff.

The Preliminary Plat is requesting a vacation of Puma Street NW. The Comprehensive Plan does not illustrate the extension of Puma Street beyond the existing railroad track and does not show an intersection with MN Highway 10. Therefore, staff supports the requested vacation. The vacation of Puma Avenue will require a public hearing at the City Council meeting approving the Final Plat.

Utilities/Wells. All new lots created by this subdivision will be served by city sewer and water, and plans have been submitted indicating the extensions. No well locations are shown as the property is proposed to be connected to city utilities. Building setbacks are shown on the Preliminary Plat, but no drainage and utility easements are shown on Preliminary Plat. Standard drainage and utility shall be dedicated on Lot 1 and Lot 2 of Bunker Lake Industrial Park and over the entirety of the stormwater pond being constructed on Outlot C.

The grading plan shows a ditch being constructed to the west of the cul-de-sac for 147th Lane, then running north to Bunker Lake Blvd and the turning east and running through a culvert under the new Jackal Street (end of Outlot B) and onto the northeast corner of Outlot A and into the culverts under Bunker Lake Blvd. A drainage and utility should be dedicated over this drainage ditch. All other easements for the Outlots will be taken prior to building on the lots, at the time of re-subdivision.

Development Fees. The Developer will be required to pay development fees consistent with the City's approved schedule of Rates and Charges.

Fee	Amount	# of Acres	Total
Park Dedication	$3,966/acre	12.10	$47,988.60
Trail Development	$1,090/acre	12.10	$13,189.00
Water Trunk	$6,131/acre	12.10	$74,185.10
Water Lateral	$6,454/acre	12.10	$78,093.40
Sanitary Sewer Trunk	$3,391/acre	12.10	$41,031.10
Sanitary Sewer Lateral	$3,411/acre	12.10	$41,273.10
Stormwater Management	$4,577/acre	12.10	$55,381.70

Sidewalks/Trail. No sidewalk or trail is proposed along Jackal Street or 147rd Lane as part of this subdivision. There is a sidewalk located on the north side of Bunker Lake Blvd. No other sidewalks and/or trail or trails are planned for this area.

Natural Resource Inventory (NRI). The NRI indicates that the land included in this proposed development is not located in an area considered to be either an exceptional, high, moderate, or low area of natural quality. In addition, the area is not a part of the Anoka County Greenway Corridor or indicated by the National Wetland Inventory (NWI) to contain any wetlands.

Tree Preservation Plan. There has been a tree preservation plan submitted as part of the review of this preliminary plat. There are 1,145 trees (6,741 inches) of trees that will be removed as a part of this development. The trees are predominately pine, with a number of spruce, juniper, and cottonwood, along a few cherry and oak trees. This removal will require the replacement by installing about 1,011 trees (2,528 inches) of trees. The two buildable lots are about 30% of the total site, so the expectation of installing about 30% of the replacement trees (304 trees/760 inches) would be a reasonable expectation. The provided landscape plan includes 173 trees, which will need to meet the landscaping requirement as well. An deficiency in tree replacement should be addressed through a payment to the Community Forestry Fund.

Landscaping. The city code requires that a minimum of 120 trees and 400 shrubs be provided on the two buildable lots of the site being developed. It appears that the landscaping plan has met the requirements for landscaping on the site to be developed, leaving 53 tree available to be used for tree replacement. The landscaping plan is showing trees in abundance along the perimeter of the parking areas and is adequately providing shade and visual relief to the parking areas.

Trees shall be installed with the first set of primary roots at finished grade level, shall include a two (2) to four (4) inch layer of mulch to the dripline of the tree (and not be piled against the tree trunk), and shall have the upper 1/3 of the burlap and twine/wire removed if using balled and burlap stock. Minimum planting sizes must be 2.5 inches in diameter for deciduous trees and 6 feet in height for coniferous trees.

Topsoil. Each individual lot shall have four (4) inches of topsoil meeting the City's topsoil specification applied to all disturbed areas not improved with impervious surfacing. It is strongly encouraged to limit land disturbance on each lot to limit the quantity of topsoil required. A topsoil inspection is required ***prior*** to landscaping being installed and copies of the load tickets are required as well. This is reviewed at time of Building Permit Application and request for Certificate of Occupancy for each individual lot.

Lighting. Currently, the Preliminary Plat does not propose any new streetlighting. Cobra-style street lighting shall be include in the Site Plan and Final Plat.

Building Elevations. Building elevations shall be submitted with Site Plan review.

Parking/loading areas. Per the city code, one parking stall is required for every 300 square feet office space or one parking stall per 1,000 square feet of industrial space. The preliminary site plan shows a 56,000 square foot building with 105 parking stalls on Lot 1 and a 64,000 square foot building with 204 parking stalls. Both site have more parking than is required for industrial uses but less parking than would be required with if the entire building were offices. Lot 1 indicates that there will be loading areas on the north side of the building and Lot 2 shows no loading areas. Final parking and loading calculations will be reviewed during the formal Site Plan review.

Septic/Drainfield. The current plan proposes connection to city utility services as such, no septic systems or drainfields are proposed.

Other comments. None.

Recommendation. City Staff is recommending that the Planning Commission approve the Preliminary Plat for the Bunker Lake Industrial Park Addition and direct the Developer to proceed to the preparation of a Final Plat, with the considerations listed in this staff report, contingent upon review and approval of the civil engineering plan by the City Engineer prior to review by the City Council.

Next Steps. A key decision will occur at Preliminary Plat, in which the layout and number of lots will be approved, subject to approving the Site Plan, Final Plat, Right-of-Way Vacation, and final construction plans/building permits. The City will review items including, but not limited to, Site Plan, Building Elevations, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. The developer will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review. This will occur as part of approval of the Final Plat.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 14, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	JASPER INDUSTRIAL PARK		
ESCROW #	115818		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the Landscape Plan prepared by Lampert Architects and dated July 3, 2017 and civil engineering plans prepared by Hakanson Anderson and dated July 5, 2017:

The City's Natural Resources Inventory (NRI) does not identify any significant natural areas within the project area. However, there is a moderate quality natural area directly adjacent to the Subject Property, within Foster Cemetery. While not within the project area, there is significant grading proposed directly adjacent to this stand of mixed oaks, which could impact their health. Additional information outlining what steps will be implemented to protect those root systems is needed. City Staff is concerned about the impacts to these potentially historic trees as this cemetery has been in existence (and presumably mostly untouched) since the mid-1800s.

While there is some information about existing trees and removals, the submittal appears to be deficient of an actual Tree Inventory and Preservation Plan. An inventory of all significant trees, defined as any oak or evergreen with a Diameter at Breast Height (DBH) of four (4) inches or more and any other deciduous tree with a DBH of eight (8) inches or greater, must be completed and submitted. The inventory must specify the species (scientific and common name), diameter, condition, status (preserved/removed) and reason for removal and shall also include a tally of all significant tree inches on site and a tally of inches to be preserved.

At least thirty percent (30%) of the significant tree inches shall be retained on site or reforestation will be required. Until this information is received, it cannot be determined whether the project complies with the Tree Preservation standards or if reforestation will be required. The Inventory will also clarify what types of trees will be impacted. This may have a bearing on potential activities regarding disease management (e.g. preventing spread of oak wilt to adjacent mixed oak area in cemetery).

Based on the lineal footage of the site (Lot 1) and the building square footage and parking stalls, sixty-three (63) trees and 173 shrubs are required. The proposed Landscape Plan provides 173 shrubs and fifty-two (52) trees. Species and size are generally acceptable; however, note that shrubs shall be at least twenty-four inches (24") in height or width, depending on plant

characteristics, at the time of planting. Additional trees must be incorporated into the Landscape Plan to meet the minimum planting standards.

Access to the cemetery must be retained. It cannot be across Outlot B as all that area needs to be unencumbered for the future build-out of the Public Works Campus.

The use of seed rather than sod does require City Council approval. Furthermore, landscape will not be considered complete until seed has germinated and is ready to be mowed. Staff does not oppose the proposed use of seed as it is not directly adjacent to a public street.

Required Sheet Revisions

Sheet 3
- Add City's standard detail for topsoil.

Sheet 4
- Revise to eliminate any activity on Outlot B as that is not part of the land transaction.
- Revise to show tree preservation fence.
- Provide more detail on the 'clearing and grubbing' of trees adjacent to the cemetery. As previously noted, there are concerns with the potential impacts to the adjacent mixed oak woods.

Sheet 5
- Revise to eliminate any activity on Outlot B as that is not part of the land transaction.
- Revise to show tree preservation fence.
- More information must be supplied regarding the grading activity adjacent to the cemetery so that the potential impacts to the adjacent trees can be further assessed.

Sheet 7
- Provide more detail about each proposed seed mix.
- There is not a symbol in the legend for the cross hatched areas along the east and west boundaries of Lot 1.
- Under General Notes #2, topsoil must meet the City's specification and shall be required over all disturbed areas not improved with impervious surfacing, excluding the proposed ponding basins.

Sheet L1
- Incorporate at least eleven (11) additional trees into Planting Schedule based on the proposed number of parking stalls (one [1] tree per every ten [10] parking stalls is required).
- Revised Planting Schedule to indicate shrub size shall be at least twenty-four (24) inches in height or width, based on plant characteristics.

Tree Inventory and Preservation Plan
- There is no tree inventory or preservation plan. This must be submitted for review as discussed above.

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

RESOLUTION # 17-08-192

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF BUNKER LAKE INDUSTRIAL PARK

WHEREAS, PSD, 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 Outlot B Alpha Development lying within the Northeast Quarter of the Northwest Quarter of Section 29,Township 32, Range 25, Anoka County, Minnesota

-and-

That part of the Outlot B Alpha Development lying within the Northwest Quarter of the Northeast Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan application for Bunker Lake Industrial Park from PSD, LLC on May 30, 2017; and

WHEREAS, the Planning Commission reviewed the sketch plan on June 1, 2017 and July 6, 2017; and;

WHEREAS, the City of Ramsey received a preliminary plat application for Bunker Lake Industrial Park from PSD, LLC on July 6, 2017; and

WHEREAS, the City Council reviewed and approved resolution #17-07-173 for a comprehensive plan amendment for Bunker Lake Industrial Park on July 11, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation and the proposed landscape plan pertaining to the preliminary plat on July 17, 2017; and

WHEREAS, on August 3, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, the City Council reviewed the preliminary plat of Bunker Lake Industrial Park on August 22, 2017.

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 Bunker Lake Industrial Park in accordance with relevant City Codes, subject to the following conditions:

a) Compliance with the Staff Review Letter dated July 27, 2017.
b) Approval of the Comprehensive Plan Amendment to Business Park by the Metropolitan Council.
c) Rezoning of the property to E-1 Employment District.
d) Approval by the City Engineer.
e) 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 22nd day of August, 2017

_____
Mayor

ATTEST:

_____
City Clerk

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 27, 2017	**PROJECT ADDRESS**	SOUTH OF BUNKER LAKE BLVD, EAST OF PUMA STREET
PROJECT. TITLE	BUNKER LAKE BOULEVARD INDUSTRIAL PARK		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Civil Construction Plans submittal for Bunker Lake Boulevard Industrial Park. The submittal consists of 20 sheets prepared by Bolton & Menk. The plans are not dated. The plans were received on July 5, 2017.

This report also covers the Phase 1 grading plans for this project received July 7, 2017. This submittal consists of 12 sheets. The comments are listed separately at the end of this report.

We offer the following comments on the sheets:

Civil Construction Plans

General comments:

1. A legend is must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. Symbols not used must not be in the legend. The patterns in the legend must match size and scale of patterns on the plans.
2. Ramsey City Details are included in the set. Some details can be removed from the set as noted below.
3. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
4. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
5. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.

6. Graphic scale **must** match viewport scale.
7. Underlying lines must be broken where they are under text boxes to enhance readability. This project will require a stormwater permit from the Lower Rum River Watershed Management Organization (LRRWMO).

G0.01:

1. A date must be shown on **each** page of the set.

C0.01 – C0.02:

8. A sheet specific legend must be added to **each** sheet.
9. Make all text legible.
10. Add note: "All erosion control must be installed and inspected by the City prior to any work commencing on site."

C2.03:

1. Change "14 days" to "7 days". This site is within 1 mile of the Mississippi River.

C2.04- C2.08:

1. The intent of the Erosion Control Plan sheets is not clear. The same areas of the site are shown on multiple pages. Notes must be added to clarify intent of pages.
2. Add note "Silt fence must be placed around base of stockpile and stabilization installed within 7 days on slopes."
3. The cul-de-sac does not match the sketch.
4. Utility lines should be screened on the erosion control plan. Match lines are required on all sheets.
5. Show screened grading with drainage patterns on Erosion Control Sheets.
6. Remove Mulch , Seed mix entry from legend if it is not used on sheet.
7. Add "See Page XX" label where features continue off the page.
8. Add text mask to hide lines under labels.
9. All items curb, striping, storm sewer, etc., must be in lighter shades on the erosion control plan. See general comment 5.
10. Legend must show all items pertinent to each sheet. Fiber blanket in legend does not match plan view.
11. Stabilized construction exit is in legend, not on plans.
12. Silt fence must be placed downslope of all disturbed areas.

C2.09:

1. A legend is required on each sheet.
2. Why is a concrete intersection proposed?
3. Are curb cuts proposed for the north side of the east-west street?

C3.01:

1. A legend is required on each sheet.
2. Label the side slopes on the ditch.
3. Additional contour elevations and spot elevations are required around the pond.
4. Identify the solid line extending west from the pond and the dashed line that intersects the edge of pavement? in the cul-de-sac.
5. The normal water level of the pond seems higher than existing groundwater levels in this area. Will an impermeable liner be installed in the pond?
6. Label the street with and curb radii.
7. The existing tree line symbol must be lighter to match the existing contours.
8. The proposed contours west of the main access road do not match the access road in all places.
9. The proposed contours on the swale north of the pond must tie into existing contours.
10. All text on the sheet must be legible (Bunker Lake Blvd features in particular)

C4.01:

1. A legend is required on each sheet.
2. Drainage and utility easements are required over all sanitary sewer or storm sewer that serve more than one site.
3. Drainage and utility easements are required over all watermain.

A Lower Rum River Watershed Management Organization permit will be required.

Phase 1 Grading

C0.01- C0.02:

1. Make all text legible.
2. A legend is required on each sheet.
3. Add and label match lines.

C2.03:

1. Change "14 days" to "7 days". This site is within 1 mile of the Mississippi River.

C2.04- C2.08:

1. The intent of the Erosion Control Plan sheets is not clear. The same areas of the site are shown on multiple pages. Notes must be added to clarify intent of pages.
2. Add note "Silt fence must be placed around base of stockpile and stabilization installed within 7 days on slopes."
3. The cul-de-sac does not match the sketch.
4. Utility lines should be screened on the erosion control plan. Match lines are required on all sheets.
5. Show screened grading with drainage patterns on Erosion Control Sheets.
6. Remove "Mulch, Seed Mix 25-121…" entry from legend if it is not used on sheet.

7. Add "See Page XX" label where features continue off the page.
8. Add text mask to hide lines under labels.
9. All items curb, striping, storm sewer, etc., must be in lighter shades on the erosion control plan. See general comment 5.
10. Legend must show all items pertinent to each sheet. Fiber blanket in legend does not match plan view.
11. Stabilized construction exit is in legend, not on plans.
12. Silt fence must be placed downslope of all disturbed areas.
13. Proposed rip-rap must be shown.
14. Add and label match lines on all sheets.

C3.01:

1. A legend is required on each sheet.
2. Label the side slopes on the ditch.
3. Additional contour elevations and spot elevations are required around the pond.
4. Identify the solid line extending west from the pond and the dashed line that intersects the edge of pavement? in the cul-de-sac.
5. The normal water level of the pond seems higher than existing groundwater levels in this area. Will an impermeable liner be installed in the pond?
6. Label the street with and curb radii.
7. The existing tree line symbol must be lighter to match the existing contours.
8. The proposed contours west of the main access road do not match the access road in all places.
9. The proposed contours on the swale north of the pond must tie into existing contours.
10. All text on the sheet must be legible (Bunker Lake Blvd features in particular)
11. Remove extra labels.
12. Soil borings are shown on the plans. The geotechnical report must be submitted.

Stormwater Summary

The project is providing volume control (infiltration) and rate control for all storms. Please copy the existing conditions table to the end of the report adjacent to the Final Proposed condition summary so that an easy comparison can be made of existing and proposed conditions.

Regular Planning Commission **5. 2.**

Meeting Date: 08/03/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

PUBLIC HEARING: Consider a request for Preliminary Plat and Site Plan for Jaspar Industrial Park (Project #16-69); Case of Sharp Associates, LLC.

Purpose/Background:

The City has received an application for Preliminary Plat and Site Plan for Jaspar Business Park. The Applicant is proposing a 52,000 square foot multi tenant building for small or start up businesses in manufacturing and services. The project is poposed on the southeast corner of 143rd Avenue and Jaspar Street and east of the current public works facility. The Developer, Sharp & Associates, has proposed a three lot subdivision with one buildable lot for the proposed building and two outlots (one of which is potentially to site the future public works facility).

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:

The proposed project appears consistent with the zoning and future land use maps.

The preliminary plat and site plan appear to meet the minimum bulk standards of the City Code for the E-2 Employment District. In addition, building elevations have been provided which also appear to meet the bulk requirements related to building materials, colors, and architectural detail.

The Environmental Policy Board (EPB) reviewed the proposed site plan at its meeting on July 17, 2017 and recommended approval of the site plan with corrections as noted in the Staff Review Letter.

Alternatives

Alternative 1: Recommend approval of the requested Preliminary Plat, and Site Plan requests. The proposed project appears to comply with the bulk standards of the E-2 Employment District. Staff is supportive of this alternative contingent upon compliance with the Staff Review Letter.

Alternative 2: Recommend denial of the preliminary plat, and site plan as currently requested. If the Planning Commission desires to recommend denial it should clearly state its findings for the recommended denial and direct staff to prepare a resolution outlining those findings of fact. As previously noted, the proposed project appears consistent with the provisions of City Code. Staff does not support this alternative.

Funding Source:

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

Recommendation:

Staff recommend approval of the preliminary plat and site plan, contingent on revisions outlined in the Staff Review Letter.

Action:

Motion to recommend City Council adopt Resolution #17-08-193 approving the Preliminary Plat for Jaspar Business Park, and recommend adoption of resolution #17-08-194 approving the Site Plan for Jaspar Business Park, both contingent upon revisions outlined in the Staff Review Letter.

Attachments

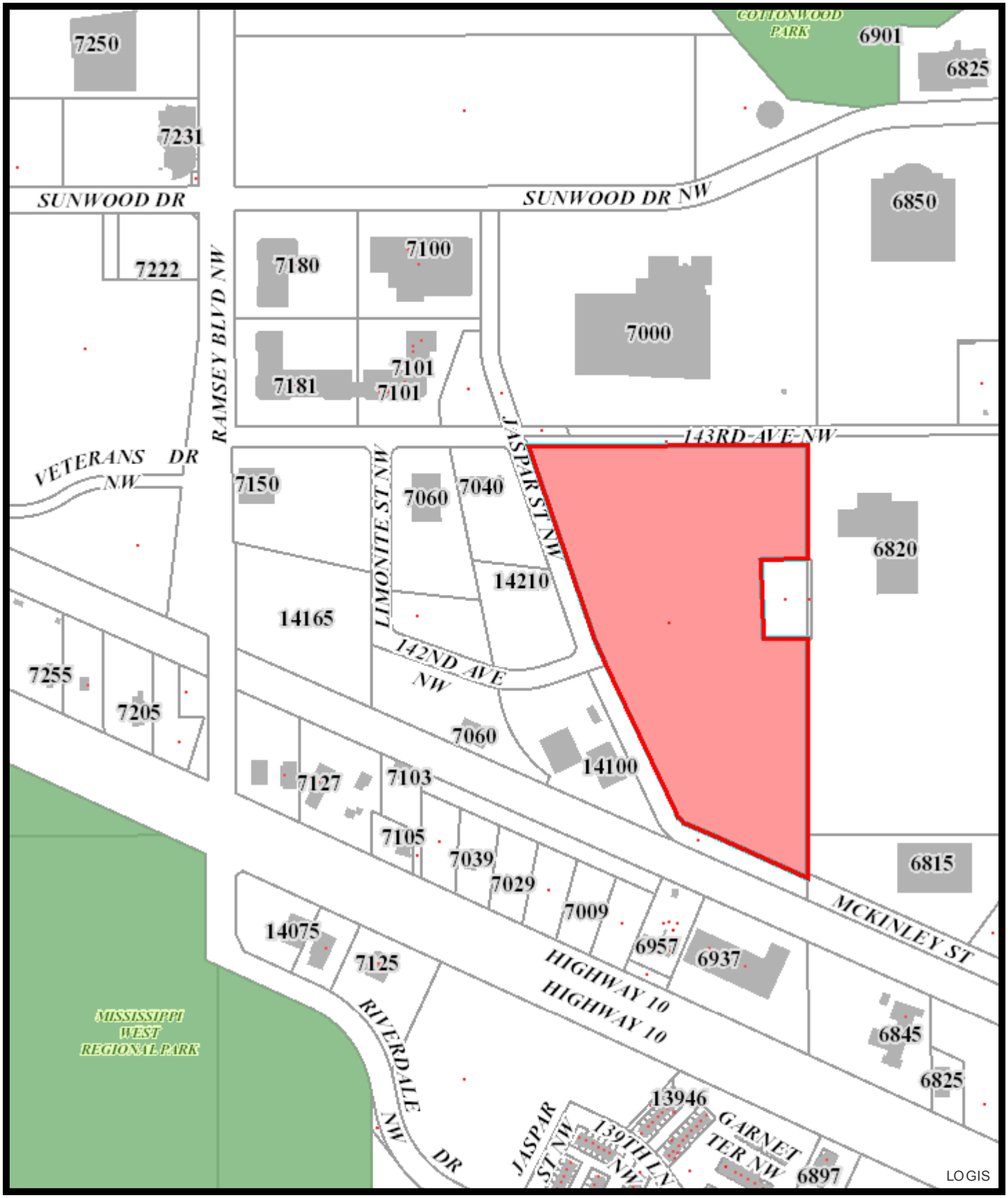
Site Location Map
Complete Plan Set
Plat
Planning Tech Report
Landscaping Tech Report
Res. #17-08-193 Approving Preliminary Plat
Res. #17-08-194 Approving Site Plan
Engineering Comments

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/28/2017 09:15 AM
Form Started By: Eric Maass		Started On: 07/25/2017 04:28 PM
Final Approval Date: 07/28/2017		

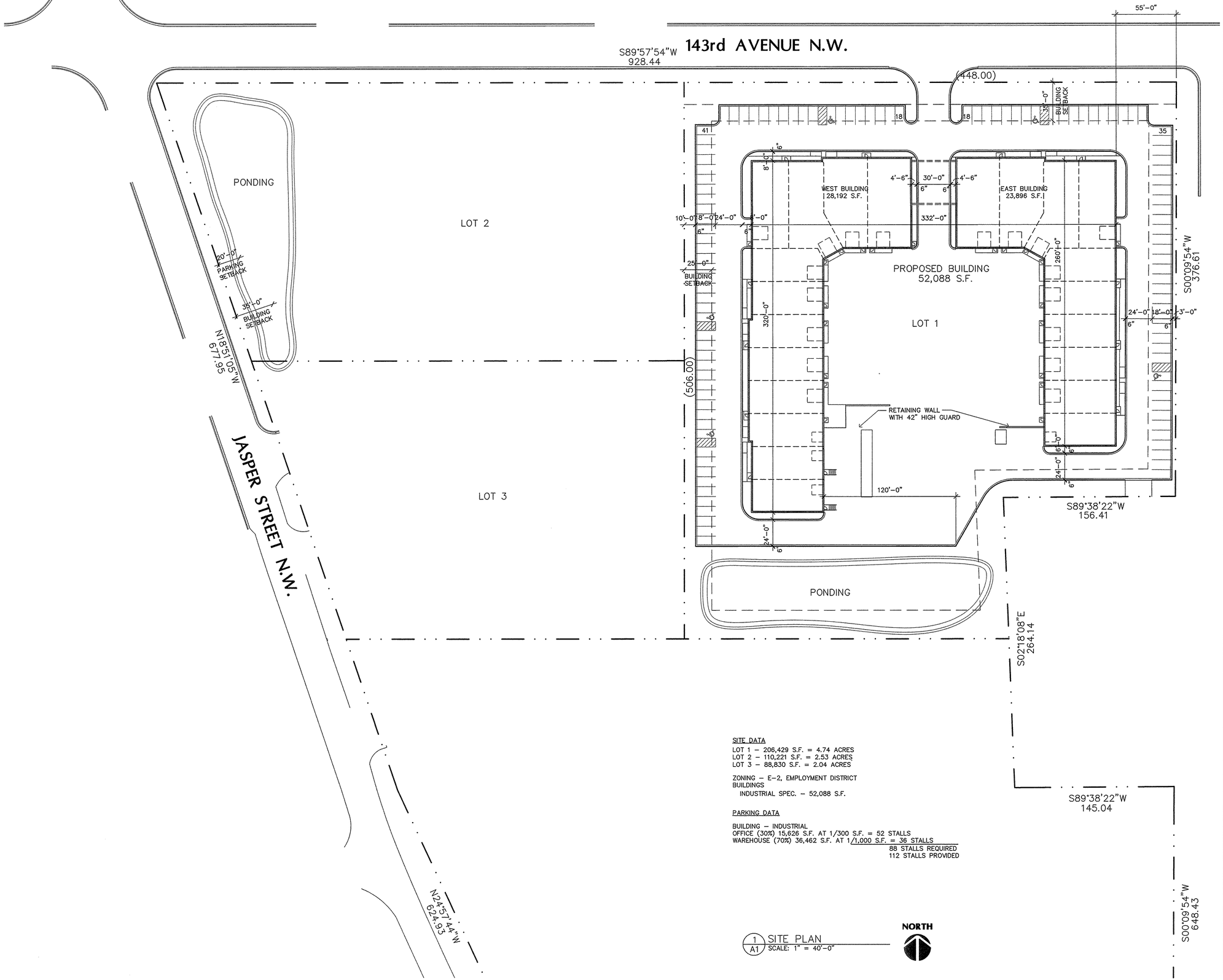
27-32-25-34-0009

Site Location Map



Feet
0 112.5 225 450 675 900

Print Date: July 7, 2017



SITE DATA

LOT 1 – 206,429 S.F. = 4.74 ACRES
LOT 2 – 110,221 S.F. = 2.53 ACRES
LOT 3 – 88,830 S.F. = 2.04 ACRES

ZONING – E-2, EMPLOYMENT DISTRICT
BUILDINGS
INDUSTRIAL SPEC. – 52,088 S.F.

PARKING DATA

BUILDING – INDUSTRIAL
OFFICE (30%) 15,626 S.F. AT 1/300 S.F. = 52 STALLS
WAREHOUSE (70%) 36,462 S.F. AT 1/1,000 S.F. = 36 STALLS
88 STALLS REQUIRED
112 STALLS PROVIDED

1/A1 SITE PLAN
SCALE: 1" = 40'-0"

NORTH

Filename: JASPER INDUSTRIAL BUILDING\JASPER REC BUILDING-A1

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.

SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
DATE

PRELIMINARY NOT FOR CONSTRUCTION

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425-2002
Fax (763) 425-6428

JASPER INDUSTRIAL PARK
Ramsey, Minnesota

Copyright 2017
Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL

Revisions

5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

SITE PLAN

Sheet Number

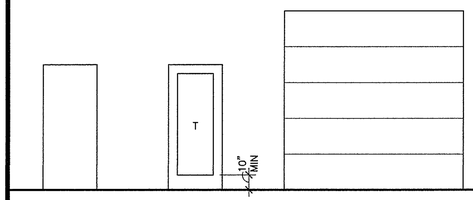
A1

Project No. 170418-2

DOOR & FRAME SCHEDULE					
DR #	DOOR SIZE	THICK	DOOR	FRAME	REMARKS
101	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
102	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
103	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
104	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
105	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
106	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
107	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
108	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
109	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
110	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
111	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
112	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
113	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
114	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
115	3'–0"x7'–0"	1 3/4"	D2	F2	INSULATING GLASS
116	9'–0"x10'–0"	1 3/4"	D3	–	INSULATED
117	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
118	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
119	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
120	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
121	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
122	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
123	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
124	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
125	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
126	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
127	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
128	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
129	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
130	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
131	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
132	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
133	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
134	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
135	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
136	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
137	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
138	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
139	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
140	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
141	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
142	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
143	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
144	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
145	3'–0"x7'–0"	1 3/4"	D3	–	INSULATED
146	12'–0"x14'–0"	1 3/4"	D3	–	INSULATED
147	12'–0"x14'–0"	1 3/4"	D1	F1	INSULATED
148	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
149	3'–0"x7'–0"	1 3/4"	D3	–	INSULATED
150	12'–0"x14'–0"	1 3/4"	D1	F1	INSULATED
151	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
152	9'–0"x10'–0"	1 3/4"	D3	–	INSULATED
153	9'–0"x10'–0"	1 3/4"	D3	–	INSULATED
154	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED
155	9'–0"x10'–0"	1 3/4"	D3	–	INSULATED
156	3'–0"x7'–0"	1 3/4"	D1	F1	INSULATED

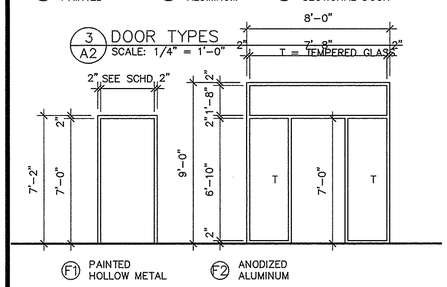
NOTES:

1. ALL DOOR HARDWARE TO BE SPECIFIED & PROVIDED BY CONTRACTOR
2. ALL EXIT HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. MOUNT HARDWARE BETWEEN 34"–48" (ANSI A117.1–404.2.6)
3. PROVIDE A KNOX BRAND FIRE DEPARTMENT KEY BOX AS SPECIFIED BY THE FIRE MARSHAL
4. THE MAIN EXIT IS ALLOWED TO HAVE A KEYED LOCK PROVIDED THAT THE LOCKING DEVICE IS READILY DISTINGUISHABLE AS LOCKED AND A SIGN WITH 1" CONTRASTING LETTERS IS POSTED ON THE EGRESS SIDE STATING: 'THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED'. (IBC 1008.1.9.3)



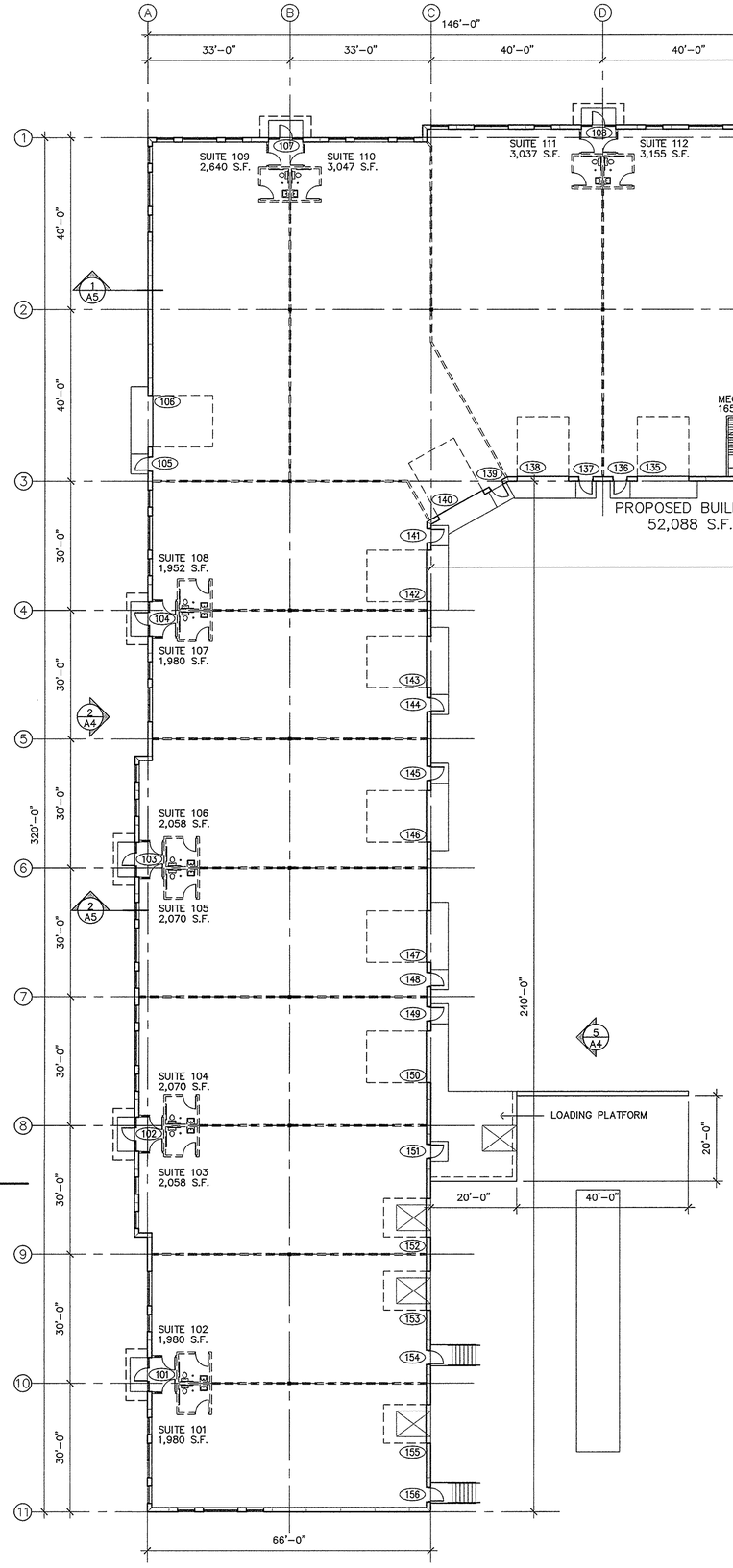
D1 HOLLOW METAL PAINTED D2 ANODIZED ALUMINUM D3 UPWARD ACTING SECTIONAL DOOR

3 / A2 DOOR TYPES
SCALE: 1/4" = 1'–0"



F1 PAINTED HOLLOW METAL F2 ANODIZED ALUMINUM

2 / A2 DOOR FRAME TYPES
SCALE: 1/4" = 1'–0" T = TEMPERED GLASS



1 / A2 FLOOR PLAN
SCALE: 1/16" = 1'–0"

NORTH

Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL-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
PRINT NAME
13669
LICENSE NO.
DATE

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425–2002
Fax (763) 425–8428

JASPER INDUSTRIAL BUILDING

Ramsey, Minnesota

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Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: AE
Checked By: LL
Revisions

5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

FLOOR PLAN

Sheet Number

A2

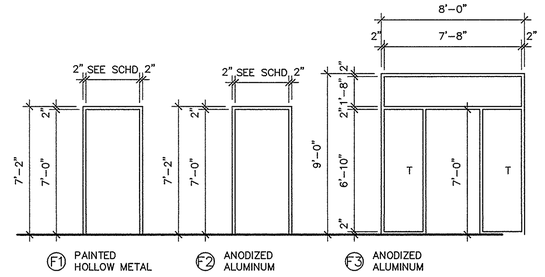
Project No. 170418–2

DOOR & FRAME SCHEDULE

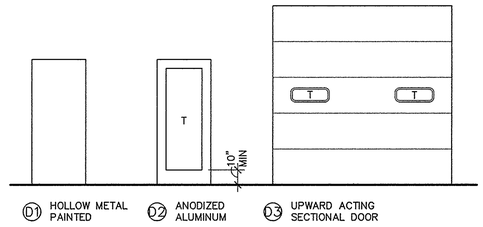
DR #	DOOR SIZE	THICK	DOOR	FRAME	REMARKS
101	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
102	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
103	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
104	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
105	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
106	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
107	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
108	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
109	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
110	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
111	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
112	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
113	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
114	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
115	3'-0"x7'-0"	1 3/4"	D2	F2	INSULATED
116	9'-0"x9'-0"	1 3/4"	D3	–	INSULATED
117	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
118	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
119	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
120	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
121	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
122	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
123	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
124	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
125	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
126	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
127	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
128	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
129	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
130	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
131	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
132	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
133	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
134	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
135	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
136	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
137	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
138	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
139	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
140	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
141	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
142	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
143	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
144	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
145	3'-0"x7'-0"	1 3/4"	D3	–	INSULATED
146	12'-0"x14'-0"	1 3/4"	D3	–	INSULATED
147	12'-0"x14'-0"	1 3/4"	D1	F1	INSULATED
148	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
149	3'-0"x7'-0"	1 3/4"	D3	–	INSULATED
150	12'-0"x14'-0"	1 3/4"	D1	F1	INSULATED
151	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
152	9'-0"x9'-0"	1 3/4"	D3	–	INSULATED
153	9'-0"x9'-0"	1 3/4"	D3	–	INSULATED
154	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED
155	9'-0"x9'-0"	1 3/4"	D3	–	INSULATED
156	3'-0"x7'-0"	1 3/4"	D1	F1	INSULATED

NOTES:

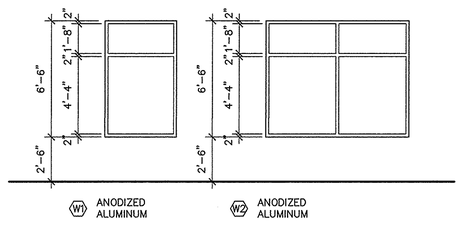
1. ALL DOOR HARDWARE TO BE SPECIFIED & PROVIDED BY CONTRACTOR
2. ALL EXIT HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. MOUNT HARDWARE BETWEEN 34"–48" (ANSI A117.1–404.2.6)
3. PROVIDE A KNOX BRAND FIRE DEPARTMENT KEY BOX AS SPECIFIED BY THE FIRE MARSHAL
4. THE MAIN EXIT IS ALLOWED TO HAVE A KEYED LOCK PROVIDED THAT THE LOCKING DEVICE IS READILY DISTINGUISHABLE AS LOCKED AND A SIGN WITH 1" CONTRASTING LETTERS IS POSTED ON THE EGRESS SIDE STATING: 'THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED'. (IBC 1008.1.9.3)



1 / A3 DOOR FRAME TYPES
SCALE: 1/4" = 1'-0" T = TEMPERED GLASS



2 / A3 DOOR TYPES
SCALE: 1/4" = 1'-0" T = TEMPERED GLASS



3 / A3 WINDOW TYPES
SCALE: 1/4" = 1'-0" T = TEMPERED GLASS

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

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PRELIMINARY NOT FOR CONSTRUCTION

SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
DATE

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425-2002
Fax (763) 425-6428

JASPER INDUSTRIAL BUILDING
Ramsey, Minnesota

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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL

Revisions

5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

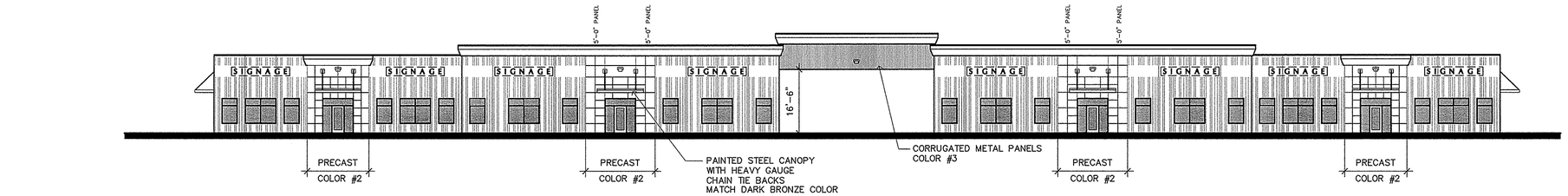
FRAME TYPES
DOOR TYPES
DOOR SCHEDULE

Sheet Number

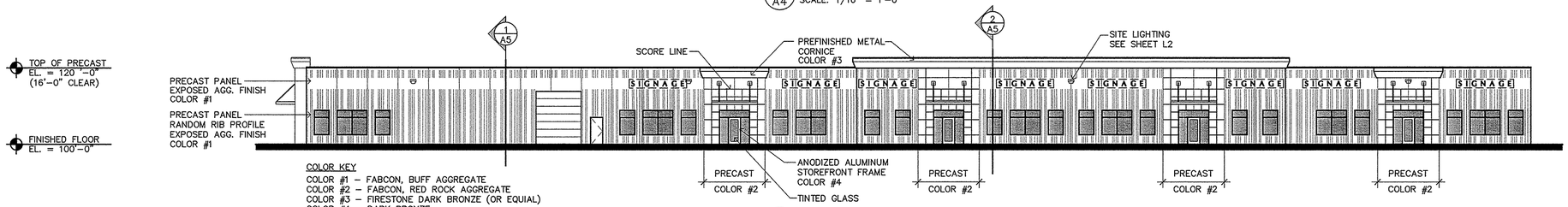
A3

Project No. 170418–2

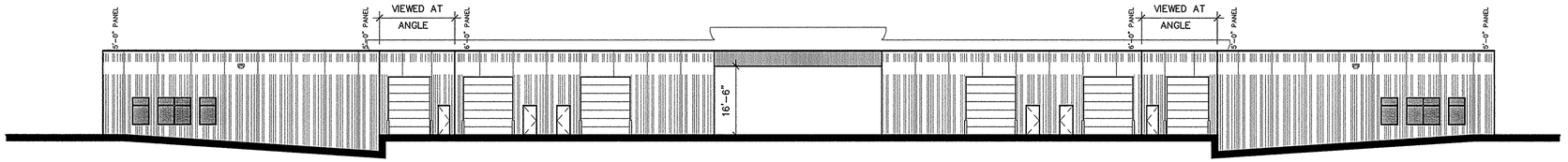
Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL–A3



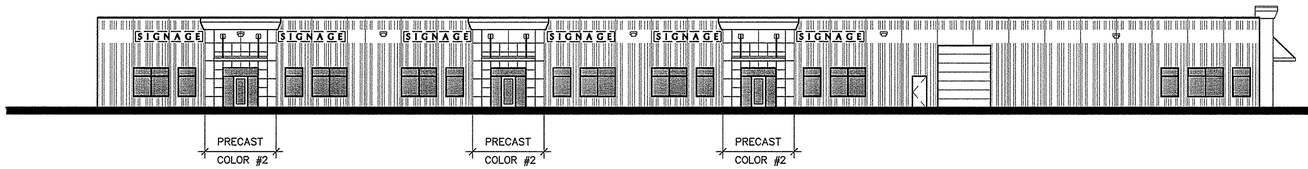
1 / A4 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



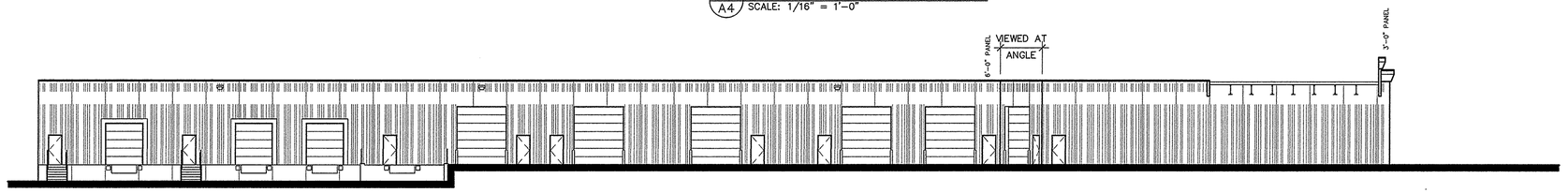
2 / A4 WEST ELEVATION
SCALE: 1/16" = 1'-0"



3 / A4 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 / A4 EAST ELEVATION
SCALE: 1/16" = 1'-0"



5 / A4 EAST ELEVATION
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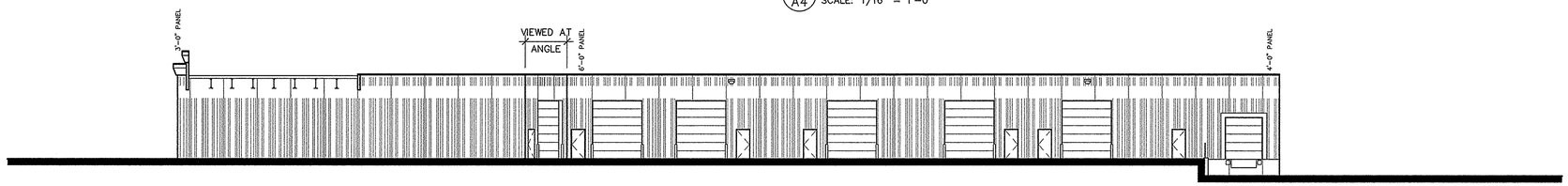

6 / A4 WEST ELEVATION
SCALE: 1/16" = 1'-0"

Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL-A4

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

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Ramsey, Minnesota

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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

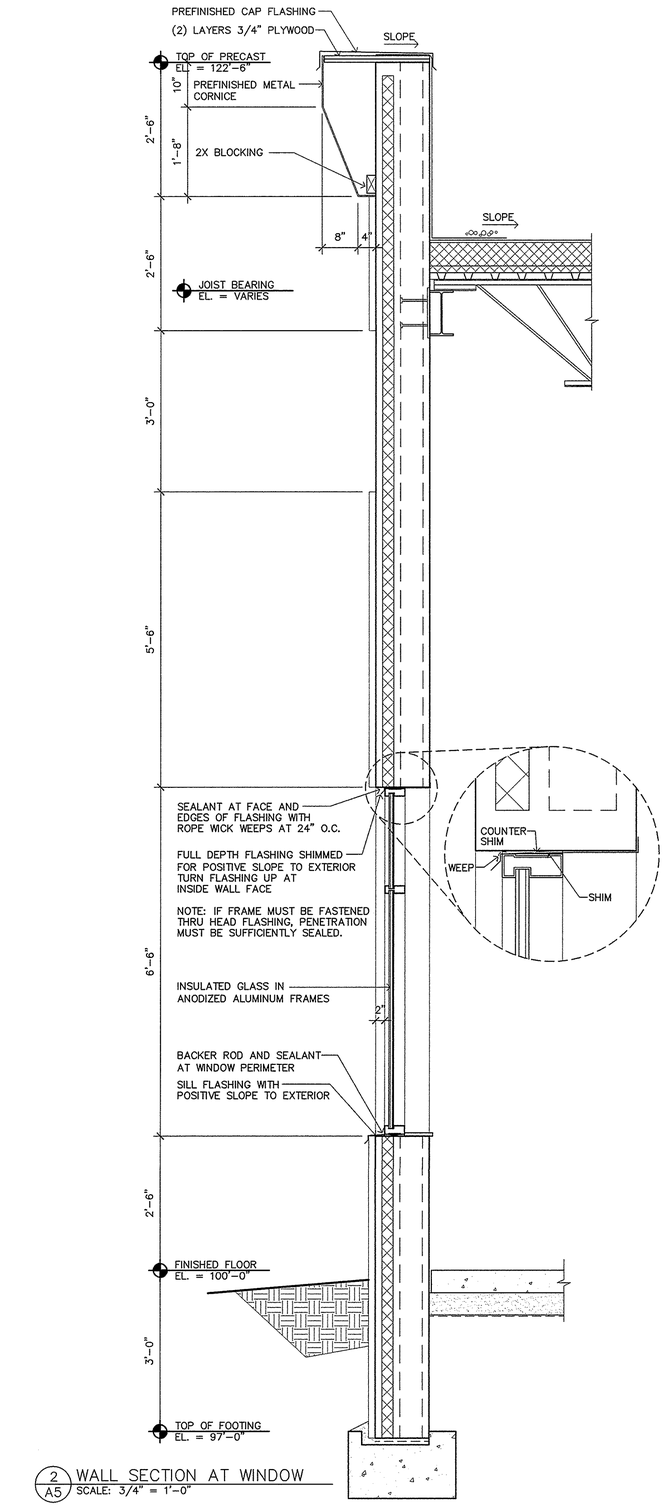
5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

BUILDING ELEVATIONS

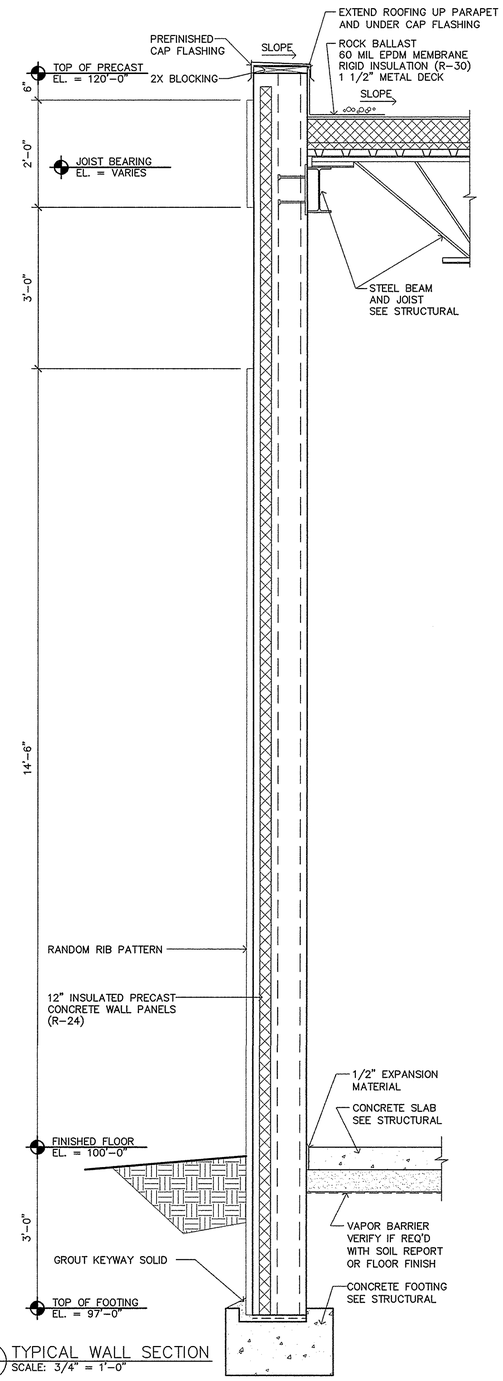
Sheet Number

A4

Project No. 170418-2



2 / A5 WALL SECTION AT WINDOW
SCALE: 3/4" = 1'-0"



1 / A5 TYPICAL WALL SECTION
SCALE: 3/4" = 1'-0"

Filename: JASPER INDUSTRIAL BUILDING\JASPER INDUSTRIAL-A5

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St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
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Anoka, MN 55303
Ph (763) 425-2002
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Project Designer: JAMES B
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Checked By: LL

Revisions

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7/3/17	BUDGET PRICING

WALL SECTIONS

Sheet Number

A5

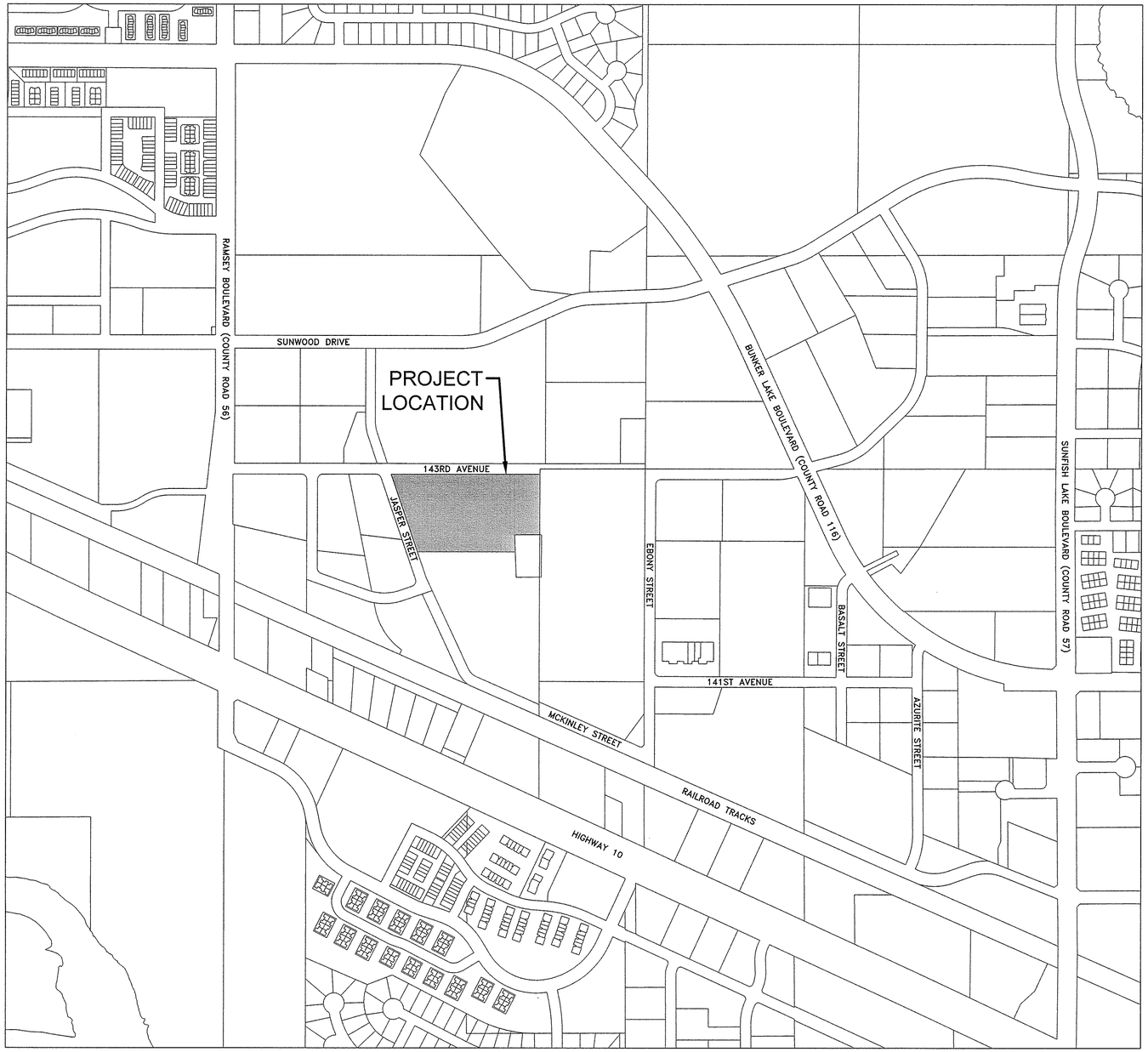
Project No. 170418-2

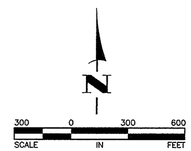
LOT 1, BLOCK 1 - JASPER INDUSTRIAL PARK

CONSTRUCTION PLANS FOR SITE GRADING AND STORM SEWER, SANITARY SEWER, WATERMAIN, PARKING LOT AND MISCELLANEOUS CONSTRUCTION

FOR MAPLE INVESTMENTS, LLC

CITY OF RAMSEY





GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE 2013 EDITION OF THE CITY ENGINEER'S ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR SANITARY SEWER AND WATERMAIN WORK.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 7 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	CONSTRUCTION NOTES AND DETAILS
3	DETAILS
4	EXISTING TOPOGRAPHY AND REMOVALS PLAN
5	GRADING, DRAINAGE AND EROSION CONTROL PLAN
6	UTILITY PLAN
7	PAVING AND RESTORATION PLAN

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

DEVELOPER/OWNER
MAPLE INVESTMENTS, LLC
DENNIS SHARP
500 BUNKER LAKE BLVD. NW
ANOKA, MN 55303
763-425-2002
763-425-6428 (FAX)
dsharp@sharp-associates.com

ENGINEER/SURVEYOR
HAKANSON ANDERSON
3601 THURSTON AVENUE
ANOKA, MN 55303
TIMOTHY A. EGGERICHS, P.E.
time@haa-inc.com
CHARLES R. CHRISTOPHERSON, P.L.S.
charlie@haa-inc.com
763-427-5860
763-427-0520 (FAX)

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.

TIMOTHY A. EGGERICHS, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

43362 LIC. NO.

DATE 7/5/17

DATE	REVISION

SHEET 1 OF 7 SHEETS

3244.10

Jul 05, 2017 - 2:19pm
K:\Projects\3244.10\Dwg\3244.10Dwg\3244.10Dwg\3244101TITLE.dwg

GENERAL CONSTRUCTION AND SOILS NOTES:

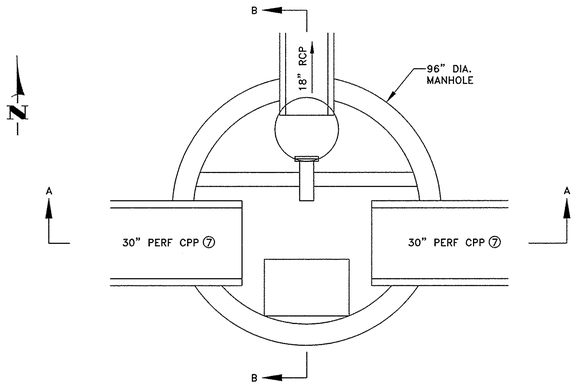
1. STRIP ALL INPLACE TOPSOIL IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. IN AREAS OF PARKING LOT AND BUILDING CONSTRUCTION, THE EXPOSED SAND SHALL BE SURFACE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM D698, IN AT LEAST THE UPPER 3 FEET.
2. UNLESS OTHERWISE RECOMMENDED IN THESE PLANS, THE GRADING SUBGRADE SHALL BE CONSTRUCTED OF SUITABLE GRADING MATERIAL. THE FILL SHALL BE PLACED IN 8" TO 10" LOOSE LIFTS, AND COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY.
3. SUITABLE GRADING MATERIAL FOR THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILT, DEBRIS, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
4. CONTRACTOR SHALL REVIEW THE "PRELIMINARY GEOTECHNICAL REPORT" PREPARED BY WSB AND DATED MAY 1, 2017 FOR ADDITIONAL SITE PREPARATION REQUIREMENTS.
5. PROVIDE A SAW CUT WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT AND AT TERMINI OF CONSTRUCTION TO ENSURE A UNIFORM JOINT.
6. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH MN/DOT SPEC. 2104.
7. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT A UNIFORM RATE OF 0.05 GAL/SY TO 0.07 GAL/SY BETWEEN BITUMINOUS LAYERS. THE APPLICATION RATES ARE FOR UNDILUTED EMULSIONS (AS SUPPLIED FROM THE REFINERY) OR MC AND RC LIQUID ASPHALTS.
8. PERFORMANCE GRADED (PG) ASPHALT BINDER PG 58-28, SPEC. 3151, SHALL BE USED FOR ALL BITUMINOUS MIXES ON THIS PROJECT. SPECIFIC PG GRADES SHALL BE LISTED AT THE END OF THE MIX DESIGNATION NUMBER SHOWN ON THE TYPICAL SECTIONS.
9. THE BITUMINOUS MIXTURES SHALL MEET THE REQUIREMENTS OF SPECIFICATIONS 2360 AND 3139.

GENERAL EROSION CONTROL NOTES:

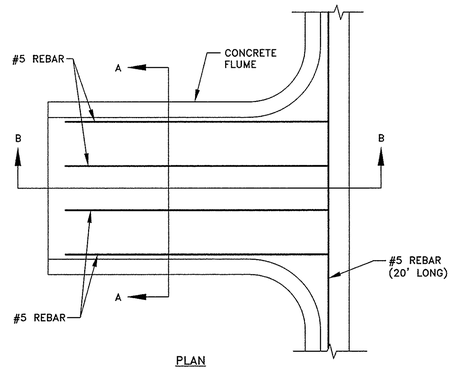
1. EROSION CONTROL SHALL CONFORM TO THE MN/DOT EROSION CONTROL HANDBOOK.
2. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ACQUIRE THE NECESSARY MPCA NPDES STORMWATER PERMIT.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
4. THE CONTRACTOR SHALL SCHEDULE HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
5. BMP'S SHALL BE INSPECTED DAILY BY THE CONTRACTOR. OBSERVATIONS SHALL BE RECORDED IN THE INSPECTION LOG.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.
7. THE CONTRACTOR SHALL FILE A NOTICE OF TERMINATION WITH THE MPCA AFTER FINAL STABILIZATION HAS BEEN APPROVED.

REFERENCE NOTES:

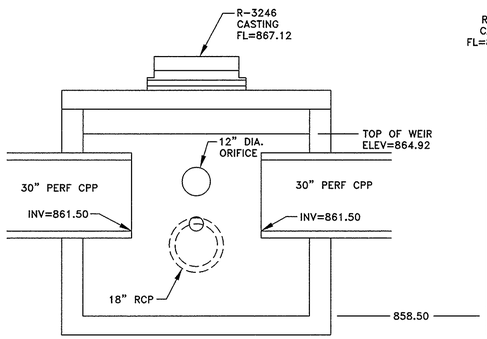
① PAVEMENT SECTION SHALL BE VERIFIED BY GEOTECHNICAL ENGINEER.
② TYPE 1 INLET PROTECTION SHALL BE INSTALLED AS NECESSARY TO MINIMIZE PONDING OF WATER DURING CONSTRUCTION.
③ TYPE 2 INLET PROTECTION SHALL BE INSTALLED ON ALL EXISTING AND NEW CASTINGS RECEIVING RUNOFF FROM THE PROJECT AREA. INLET PROTECTION SHALL BE INSTALLED ON EXISTING, OFF SITE CASTINGS PRIOR TO THE START OF CONSTRUCTION.
④ SELECT GRADING MATERIAL SHALL BE ON SITE SUITABLE GRADING MATERIAL WITH A UNIFIED SOIL CLASSIFICATION OF SP OR SP-SM.
⑤ AGGREGATE BACKFILL SHALL MEET THE REQUIREMENTS OF MN/DOT SPEC. 3149.2H.
⑥ PIPE SHALL BE PERFORATED PER AASHTO CLASS 2 PERFORATION PATTERNS.
⑦ CENTER OF PIPE SHALL BE OFFSET 1.2 FEET FROM CENTER OF MANHOLE.



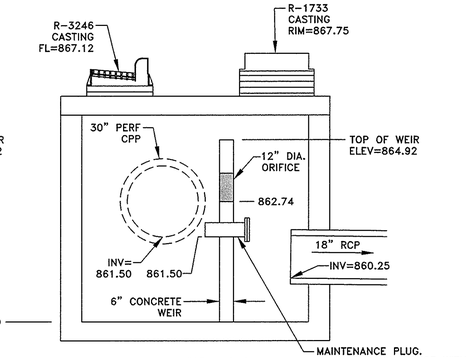
PLAN VIEW



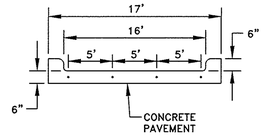
PLAN



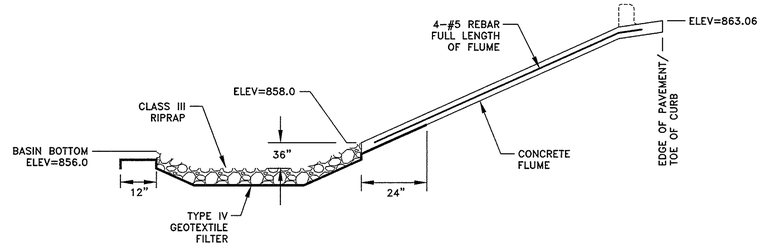
SECTION A-A



SECTION B-B



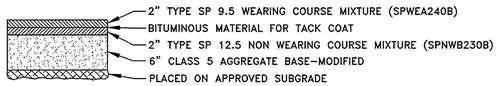
SECTION A-A



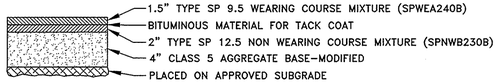
SECTION B-B

4/2 CB/MH #3 DETAIL
NO SCALE

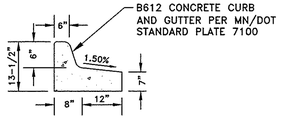
7/2 CONCRETE FLUME DETAIL
NO SCALE



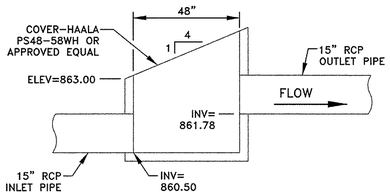
1/2 HEAVY DUTY BITUMINOUS PAVEMENT SECTION ①
NO SCALE



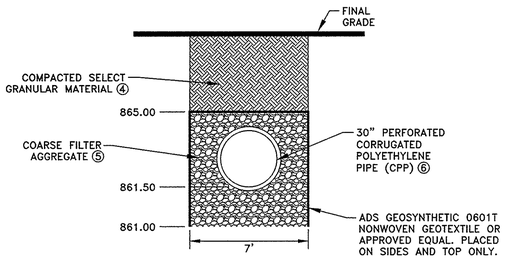
2/2 LIGHT DUTY BITUMINOUS PAVEMENT SECTION ①
NO SCALE



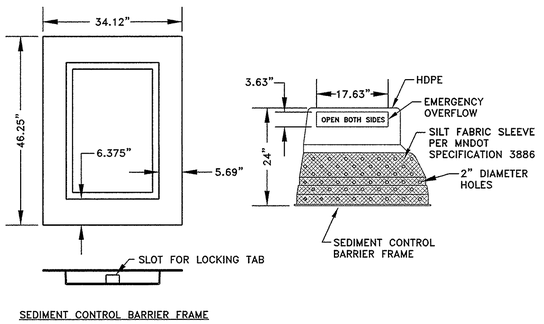
5/2 TIPOUT CURB DETAIL
NO SCALE



3/2 POND OUTLET STRUCTURE
NO SCALE

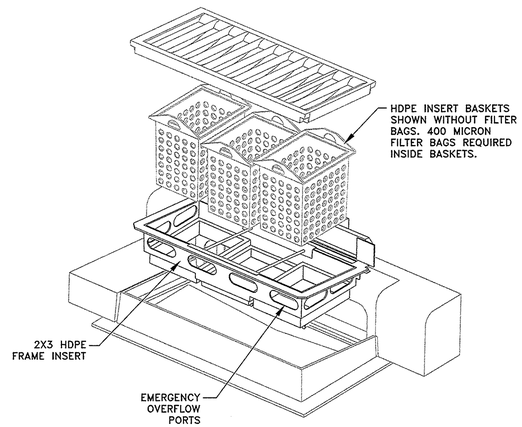


6/2 INFILTRATION TRENCH



SEDIMENT CONTROL BARRIER FRAME

8/2 STORM DRAIN INLET PROTECTION TYPE 1 ②
PRE-CURB



9/2 STORM DRAIN INLET PROTECTION TYPE 2 ③
POST-CURB

DATE	REVISION	DATE	REVISION

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.
TIMOTHY A. EDGERTON, P.E.
Date 7/5/17 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

LOT 1, BLOCK 1
JASPER INDUSTRIAL PARK

CONSTRUCTION NOTES AND DETAILS
CITY OF RAMSEY, MINNESOTA

SHEET 2 OF 7 SHEETS

3244.10

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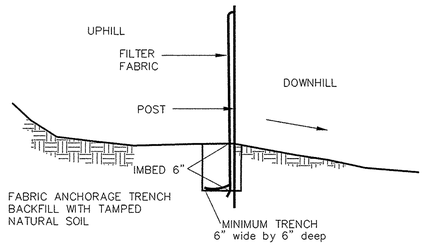


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

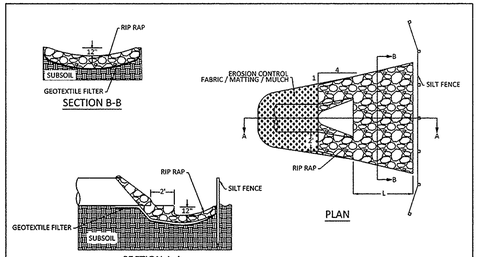
SILT FENCE DETAIL

NO SCALE

APPROVED: 1 - 2016

STANDARD DETAILS: SILT FENCE

CITY PLATE No. ERO-1



NOTE: NOT TO SCALE

NOTES:

1. ON SLOPES 4:1 OR GREATER, ANCHOR OR STRAIGHT DISKED STRAW MULCH, SEEDED NETTING, GABRIC, 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.
2. A SKIRTING OF EROSION CONTROL FABRIC OR MULCH MUST BE USED TO PROTECT OUTLETS AS ILLUSTRATED REGARDLESS OF SLOPE.
3. RIP RAP IS CLASS III PLACED 18" THICK.
4. FOR PIPE GREATER THAN 48" DIAMETER OR 58" SPAN, QUANTITY OF GEOTEXTILE FABRIC AND RIP RAP WILL BE HANDLED IN A CASE BY CASE MANNER.
5. GEOTEXTILE FABRIC SHALL COVER THE BOTTOM AND SIDES OF THE AREA EXCAVATED FOR THE RIP RAP MATERIAL.

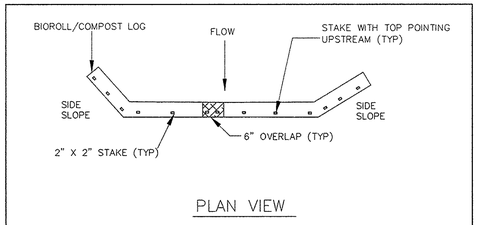
RIP RAP AT RCP OUTLETS			
DIA. OF PIPE (IN.)	L (FT.)	GEOTEXTILE FABRIC (SY)	18" DEPTH RIP RAP (CU. YD)
12	8	19.6	4.4
15	8	20.8	4.8
18	10	25.6	6.4
21	10	27.4	7.1
24	12	33.4	9.3
27	12	35.2	9.9
30	14	41.6	12.3
36	16	50.5	15.9
42	18	57.8	18.7
48	20	66.5	22.3

RIP RAP AT RCP-A OUTLETS			
SPAN OF PIPE (IN.)	L (FT.)	GEOTEXTILE FABRIC (SY)	18" DEPTH RIP RAP (CU. YD)
22	10	25.6	6.1
28	12	33.2	8.5
36	14	41.5	11.2
43	16	50.5	14.3
51	18	57.5	16.9
58	20	65.2	19.8

APPROVED: 9 - 2016

STANDARD DETAILS: RIP-RAP

CITY PLATE No. ERO-3



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

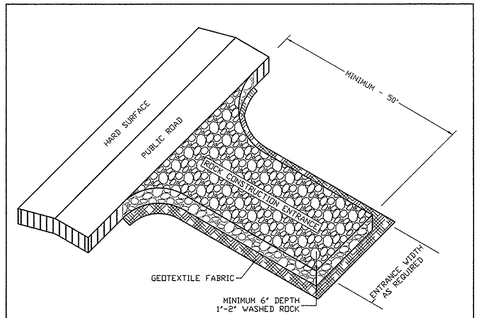
WHEN MORE THAN 1 BIOROLL/COMPOST LOG IS NEEDED, OVERLAP ENDS A MINIMUM OF 6" AND STAKE

WOOD STAKES ARE DRIVEN THROUGH BACK HALF OF BIOROLL OR COMPOST LOG AT 45° ANGLE WITH TOP OF STAKE POINTING UPHILL

APPROVED: 3 - 2016

STANDARD DETAILS: BIO ROLL (COMPOST LOG)

CITY PLATE No. ERO-4



NOTE:

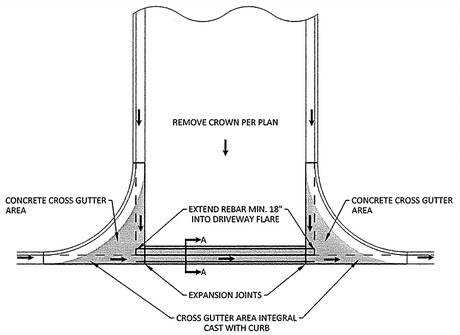
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION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

NOT TO SCALE

APPROVED: 1 - 2016

STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE

CITY PLATE No. ERO-5



NOTE: NOT TO SCALE

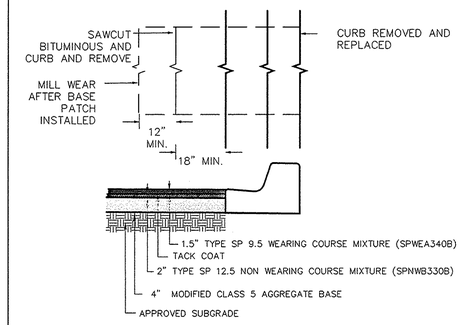
NOTES:

1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED: 3 - 2017

STANDARD DETAILS: CROSS GUTTER

CITY PLATE No. STR-2



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

STANDARD DETAILS: STREET PATCHING STANDARDS

CITY PLATE No. STR-25

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

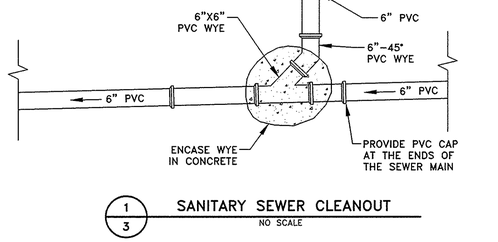
NOTES:

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

STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATION

CITY PLATE No. STR-26



1/3 SANITARY SEWER CLEANOUT

NO SCALE

DATE	REVISION	DATE	REVISION

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Date 7/5/17 TIMOTHY A. EDERGHS, P.E. Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
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DETAILS

CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 7 SHEETS

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REFERENCE NOTES:

① CONTRACTOR SHALL COORDINATE WITH THE OWNER TO DETERMINE THE EXTENT OF THE REMOVALS OF THE ONSITE UTILITIES, WELL, WATERMAIN PIPING AND OTHER MISCELLANEOUS FEATURES.

143RD AVENUE

JASPER STREET

OUTLOT A

OUTLOT B

LOT 1

CEMETERY

SAWCUT, MILL AND REMOVE BITUMINOUS PAVEMENT AND CURB PER CITY PLATE NO. STR-25

REMOVE BLOCK WALL (TYP.)

REMOVE CHAINLINK FENCE

REMOVE BLOCK WALL

REMOVE CONCRETE BARRIERS

LEGEND

- RIGHT-OF-WAY
- PROPERTY LINE
- EASEMENT LINE
- 867 EXISTING CONTOUR
- EXISTING CONCRETE CURB
- T-BUR T-BUR BURIED TELEPHONE LINE
- G G G BURIED GAS LINE
- LIGHT POLE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING STORM SEWER APRON
- EXISTING CATCH BASIN
- EXISTING STORM SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING TREES
- X X EXISTING FENCE
- EXISTING SIGN
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- CLEAR AND GRUB TREES
- CLEAR AND GRUB TREES
- REMOVE CONCRETE CURB
- SAWCUT BITUMINOUS OR CONCRETE PAVEMENT

DATE	REVISION	DATE	REVISION

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TIMOTHY A. EDGERRIN, P.E.
Date 7/5/17 Lic. No. 43362

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: CJJ

Hakanson Anderson
Civil Engineers and Land Surveyors
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763-427-5860 FAX 763-427-0520
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LOT 1, BLOCK 1
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EXISTING TOPOGRAPHY AND REMOVALS PLAN
CITY OF RAMSEY, MINNESOTA

SHEET 4 OF 7 SHEETS

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GENERAL NOTES:

1. VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
2. SEE THE UTILITY PLAN FOR STORM SEWER AND SEWER AND WATER SERVICE INFORMATION.
3. PERVIOUS AREAS SHALL BE STABILIZED WITHIN 14 DAYS OF ROUGH GRADING.
4. SEDIMENT SHALL BE REMOVED FROM ALL PAVED SURFACES WITHIN 24 HOURS OF DISCOVERY.

REFERENCE NOTES:

① PRIOR TO IMPORTING OR EXPORTING MATERIAL FROM THE SITE, CONTRACTOR SHALL CONSTRUCT A ROCK CONSTRUCTION ENTRANCE PER CITY PLATE NO. ERO-5.

② RETAINING WALL SHALL BE DESIGNED BY A LICENSED ENGINEER.

③ DROP FOOTING BASED ON PROPOSED GRADES.

④ CONSTRUCT CONCRETE FLUME AND RIPRAP PER (7/2).

⑤ PLACE RIPRAP PER CITY PLATE NO. ERO-3.

⑥ THE LIMITS OF THE INFILTRATION AREA ARE DEFINED AS THOSE AREAS SHOWN ON SHEET 7 DENOTED FOR SEED MIX 33-261. CONTRACTOR SHALL REMOVE ALL ORGANIC SOILS IN THE INFILTRATION AREA AND REPLACE WITH SIMILAR NATIVE SANDS. INFILTRATION AREA SHALL BE TOP DRESSED WITH TWO INCHES OF ONSITE SANDY TOPSOIL. ONLY LOW PRESSURE EQUIPMENT SHALL BE ALLOWED IN THE INFILTRATION AREA. COMPACTION SHALL BE MINIMIZED TO THE MAXIMUM EXTENT PRACTICAL.

LEGEND

- RIGHT-OF-WAY
- PROPERTY LINE
- EASEMENT LINE
- EXISTING CONTOUR
- EXISTING CONCRETE CURB
- BURIED TELEPHONE LINE
- BURIED GAS LINE
- LIGHT POLE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING STORM SEWER APRON
- EXISTING CATCH BASIN
- EXISTING STORM SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING TREES
- EXISTING FENCE
- EXISTING SIGN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED STORM SEWER APRON
- PROPOSED POND OUTLET STRUCTURE
- PROPOSED RIPRAP
- STORM DRAIN INLET PROTECTION DEVICE PER (8/2) AND (9/2)
- PROPOSED TIPOUT CURB PER (5/2)
- SILT FENCE PER CITY PLATE NO. ERO-1
- SEDIMENT CONTROL LOG PER CITY PLATE NO. ERO-4
- DRAINAGE ARROW
- T-906.3 / B-904.0 — TOP OF RETAINING WALL ELEVATION / GROUND ELEVATION AT BASE OF RETAINING WALL
- (1/2) — DETAIL NUMBER / SHEET NUMBER

30 0 30 60
SCALE IN FEET

143RD AVENUE

JASPER STREET

B612 CONCRETE CURB AND GUTTER PER MN/DOT STANDARD PLATE 7100 (TYP.)

CONSTRUCT CROSS GUTTER PER CITY PLATE NO. STR-2

867.50 SB PB-1 +/-

866.33 SB PB-3

867.07 SB PB-2

867.08 SB PB-4

FINISHED FLOOR ELEVATION=869.4

RETAINING WALL ②

T-869.4 B-865.4

SEE NOTE ③

T-866.4 B-865.4

T-868.0 B-866.0

T-868.0 B-868.0

INFILTRATION AREA ⑥
GWE=857.0
OUTLET ELEV=861.8
100-YR HWL=863.0

4.8 CY CLASS III RIPRAP OVER 20.8 SY TYPE IV GEOTEXTILE FILTER ⑤

CONCRETE FLUME ④

25 CY CLASS III RIPRAP OVER 70 SY TYPE IV GEOTEXTILE FILTER ④

CEMETERY

Gate

DATE	REVISION	DATE	REVISION

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TIMOTHY A. EDBERG, P.E.
Date 7/5/17 Lic. No. 43362

DESIGNED BY: TAE
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CHECKED BY: CJJ

Hakanson Anderson
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LOT 1, BLOCK 1
JASPER INDUSTRIAL PARK

GRADING, DRAINAGE AND EROSION CONTROL PLAN

CITY OF RAMSEY, MINNESOTA

SHEET 5 OF 7 SHEETS

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GENERAL NOTES:

1. ALL STORM SEWER STRUCTURES SHALL BE PRECAST CONCRETE SECTIONS PER MN/DOT STANDARD PLATE 4020.
2. CORRUGATED POLYETHYLENE PIPE (CPP) SHALL MEET THE REQUIREMENTS OF AASHTO M294 AND DESIGN SECTION 18 OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. CONNECTIONS SHALL BE MADE WITH BELL AND SPIGOT JOINTS. CLAMP-ON BANDS SHALL NOT BE ALLOWED. PIPE BEDDING SHALL BE PER THE MANUFACTURER'S RECOMMENDATION.
3. MAINTAIN A MINIMUM OF 7.5' OF COVER OVER WATER SERVICES.

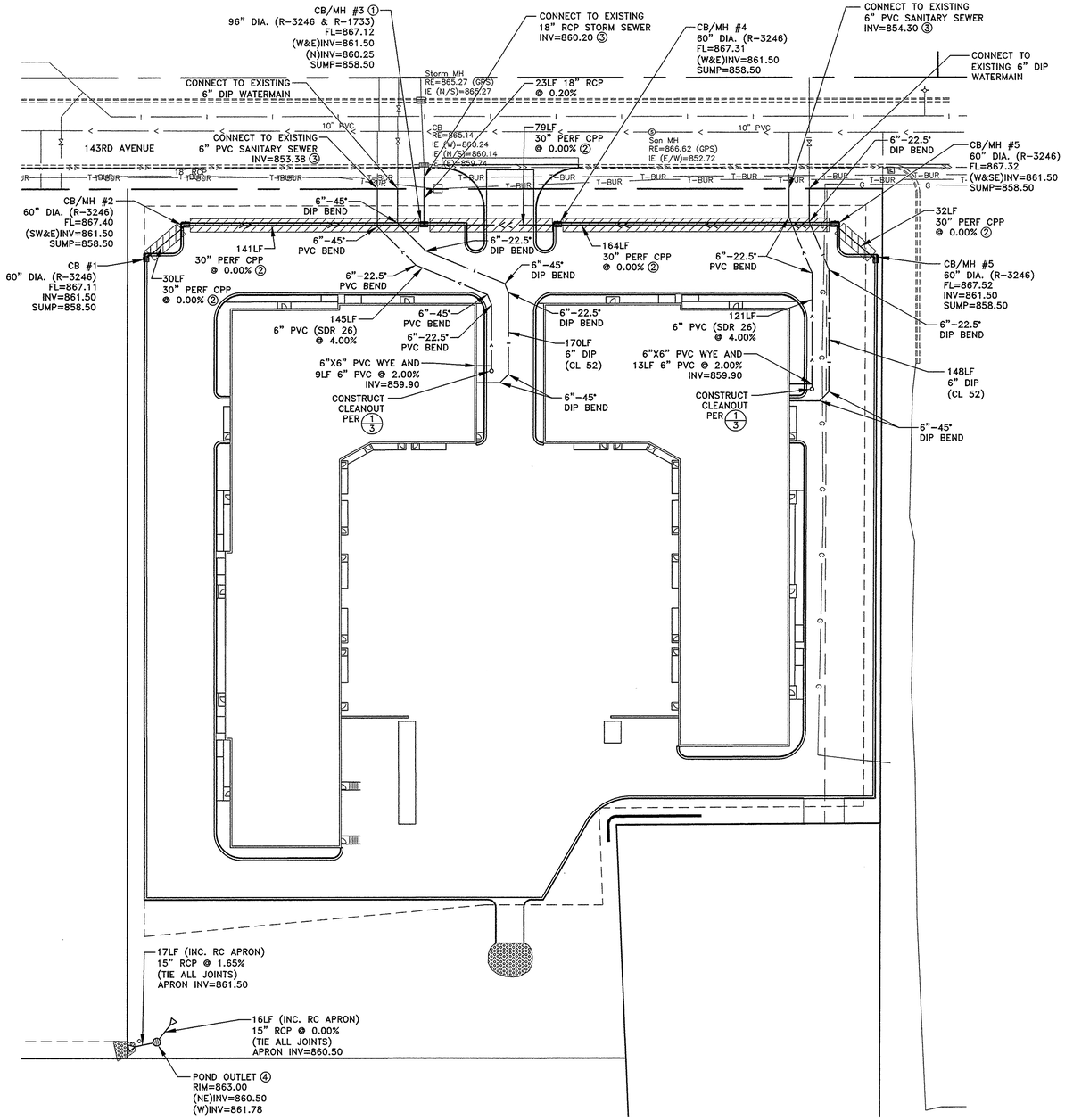
REFERENCE NOTES:

① CONSTRUCT MANHOLE PER (4/2). TWO CASTINGS SHALL BE INSTALLED.
② CONSTRUCT STORM SEWER AND INFILTRATION TRENCH PER (6/2).

⑤ LOCATION AND INVERT OF EXISTING SANITARY SEWER AND STORM SEWER STUBS SHALL BE VERIFIED PRIOR TO CONSTRUCTION.
④ CONSTRUCT POND OUTLET PER (3/2).

LEGEND

INFILTRATION TRENCH PER (6/2)



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TIMOTHY A. ESKERCHS, P.E.
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DESIGNED BY:	TAE
DRAWN BY:	TAE
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3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
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UTILITY PLAN

CITY OF RAMSEY, MINNESOTA

SHEET 6 OF 7 SHEETS

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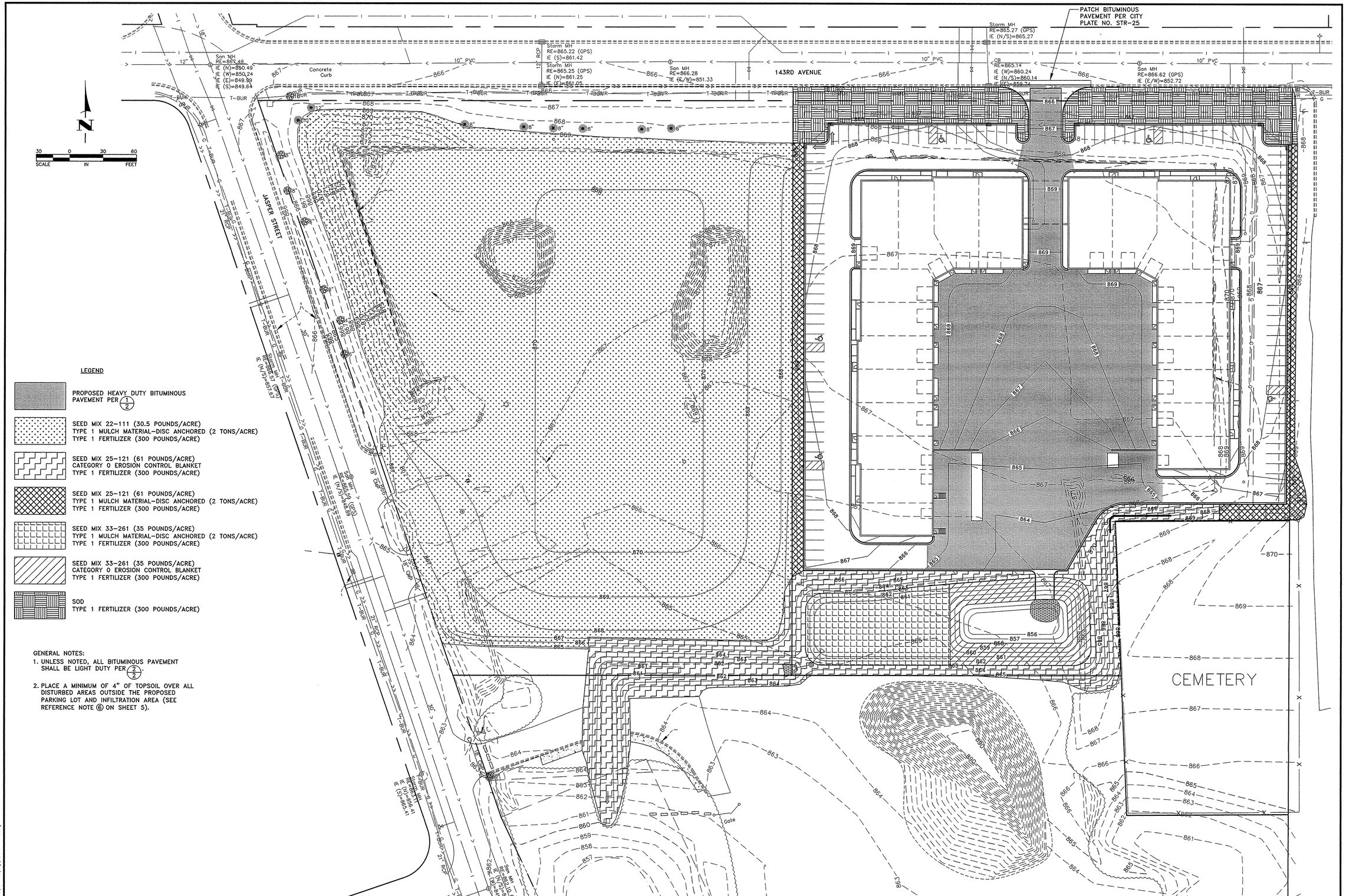

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PAVING AND RESTORATION PLAN

CITY OF RAMSEY, MINNESOTA

SHEET 7 OF 7 SHEETS

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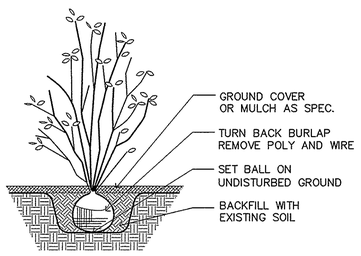
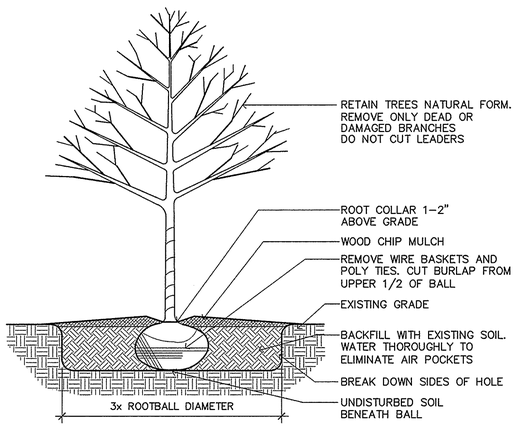
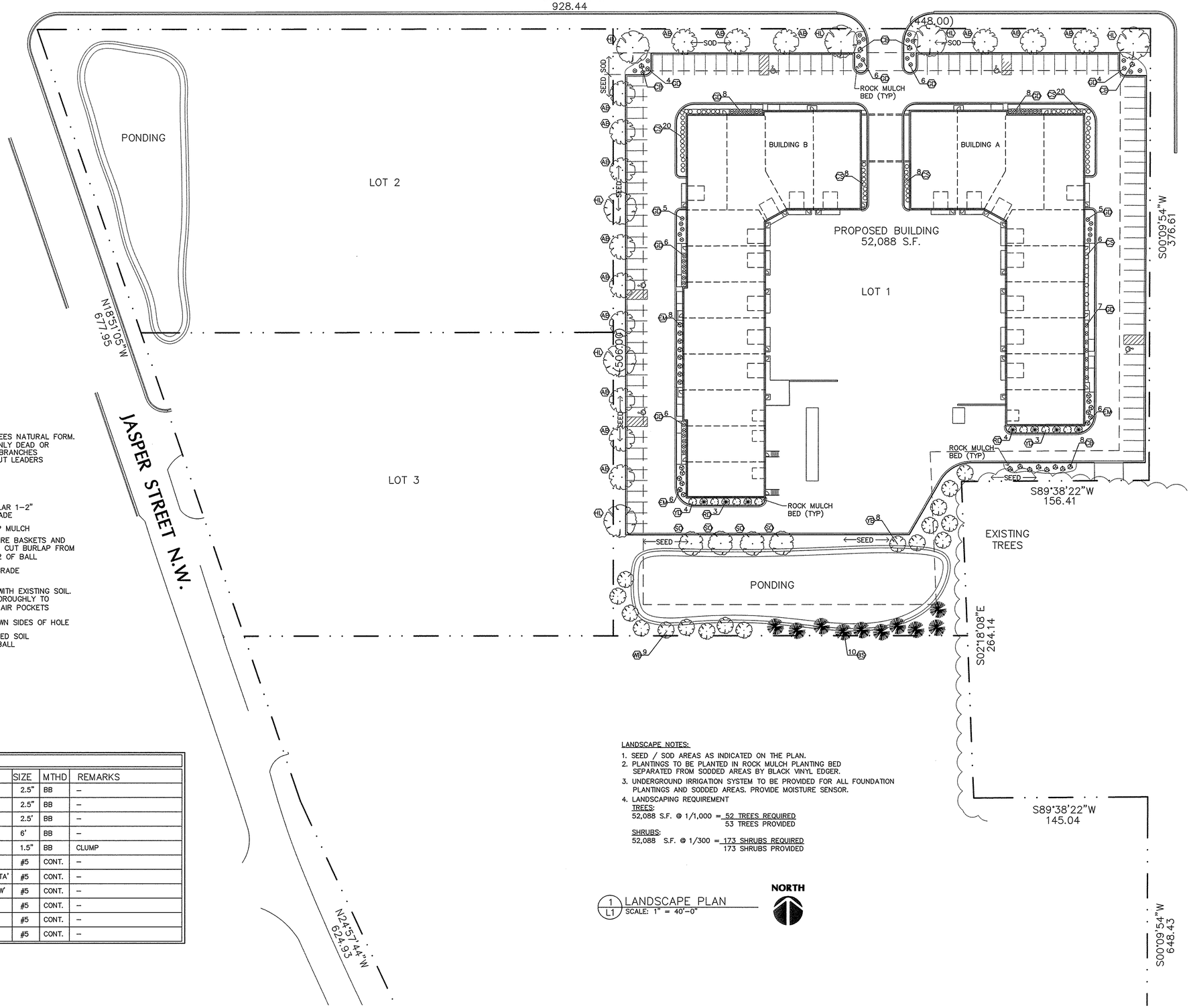


2 / L1 SHRUB PLANTING DETAIL
SCALE: NOT TO SCALE



3 / L1 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

PLANTING SCHEDULE						
QTY.	KEY	COMMON NAME	BOTANICAL NAME	SIZE	MTHD	REMARKS
15	AB	AUTUMN BLAZE MAPLE	ACER X FREEMANII 'AUTUMN BLAZE'	2.5"	BB	–
4	SO	SWAMP WHITE OAK	QUERCUS BICOLOR	2.5"	BB	–
7	HL	THORNLESS HONEY LOCUST	GLEDITSIA TRIACANTHOS INERMIS 'THORNLESS'	2.5'	BB	–
10	BS	BLACK HILLS SPRUCE	PICEA 'GLAUCA DENSATA'	6'	BB	–
17	YB	YELLOW BIRCH	BETULA ALLEGHANIENSIS 'YELLOW BIRCH'	1.5"	BB	CLUMP
20	EM	EMERALD GREEN ARBORVITAE	THUJA OCCIDENTALIS	#5	CONT.	–
12	CB	COMPACT BURNING BUSH	EUONYMUS ALATUS 'COMPACTA'	#5	CONT.	–
65	GD	GARDEN GLOW DOGWOOD	CORNUS HESSI 'GARDEN GLOW'	#5	CONT.	–
7	RD	RED TWIGGED DOGWOOD	–	#5	CONT.	–
7	YD	YELLOW TWIGGED DOGWOOD	–	#5	CONT.	–
62	CS	CRISP LEAF SPIREA	SPIREA X BUMALDA	#5	CONT.	–



LANDSCAPE NOTES:

1. SEED / SOD AREAS AS INDICATED ON THE PLAN.
2. PLANTINGS TO BE PLANTED IN ROCK MULCH PLANTING BED SEPARATED FROM SODDED AREAS BY BLACK VINYL EDGER.
3. UNDERGROUND IRRIGATION SYSTEM TO BE PROVIDED FOR ALL FOUNDATION PLANTINGS AND SODDED AREAS. PROVIDE MOISTURE SENSOR.
4. LANDSCAPING REQUIREMENT

TREES:
52,088 S.F. @ 1/1,000 = 52 TREES REQUIRED
53 TREES PROVIDED

SHRUBS:
52,088 S.F. @ 1/300 = 173 SHRUBS REQUIRED
173 SHRUBS PROVIDED

1 / L1 LANDSCAPE PLAN
SCALE: 1" = 40'–0"

NORTH

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425–2002
Fax (763) 425–6428

JASPER INDUSTRIAL PARK
Ramsey, Minnesota

Drawn By: JRB
Checked By: LL
Revisions

5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

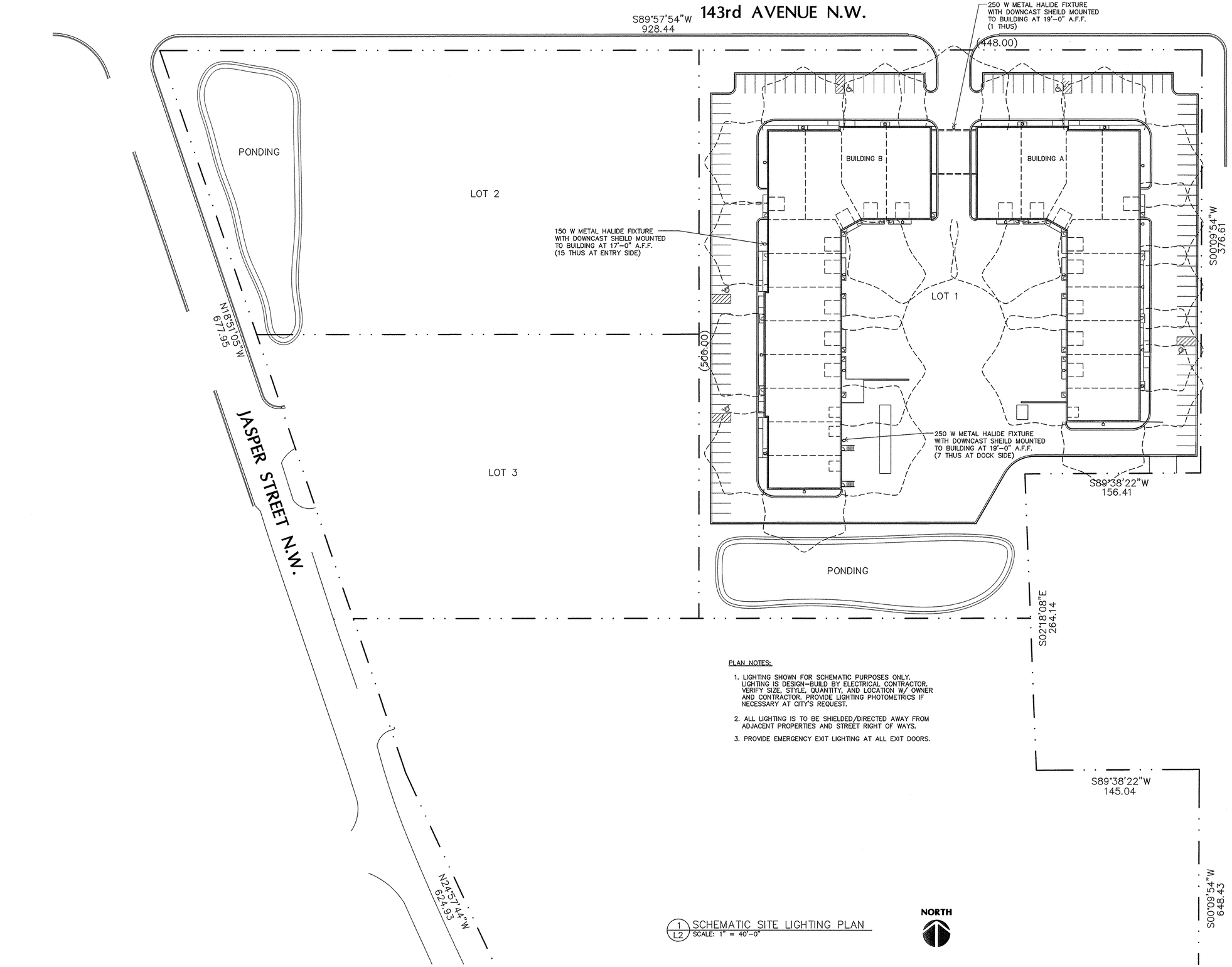
LANDSCAPE PLAN

Sheet Number

L1

Project No. 170418–2

Filename: JASPER INDUSTRIAL BUILDING\JASPER REC BUILDING–L1



PLAN NOTES:

1. LIGHTING SHOWN FOR SCHEMATIC PURPOSES ONLY. LIGHTING IS DESIGN-BUILD BY ELECTRICAL CONTRACTOR. VERIFY SIZE, STYLE, QUANTITY, AND LOCATION W/ OWNER AND CONTRACTOR. PROVIDE LIGHTING PHOTOMETRICS IF NECESSARY AT CITY'S REQUEST.
2. ALL LIGHTING IS TO BE SHIELDED/DIRECTED AWAY FROM ADJACENT PROPERTIES AND STREET RIGHT OF WAYS.
3. PROVIDE EMERGENCY EXIT LIGHTING AT ALL EXIT DOORS.

1/L2 SCHEMATIC SITE LIGHTING PLAN
SCALE: 1" = 40'-0"

NORTH

PRELIMINARY
NOT FOR
CONSTRUCTION

Sharp & Associates, LLC
500 Bunker Lake Blvd
Anoka, MN 55303
Ph (763) 425-2002
Fax (763) 425-6428

JASPER
INDUSTRIAL PARK
Ramsey, Minnesota

Drawn By: JRB
Checked By: LL
Revisions

5/31/17	PRELIMINARY
6/16/17	CITY SUBMITTAL
7/3/17	BUDGET PRICING

SCHEMATIC SITE LIGHTING PLAN

Sheet Number

L2

Project No. 170418-2

Filename: JASPER INDUSTRIAL BUILDING\JASPER REC BUILDING-L2

JASPER INDUSTRIAL PARK

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 28, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That the City of Ramsey, a Minnesota Municipal Corporation under the laws of the State of Minnesota, owner of the following described property:

Lot 1, Block 1, BURY AND CARLSON ADDITION, according to the recorded plat thereof, Anoka County, MN.

Have caused the same to be surveyed and platted as JASPER INDUSTRIAL PARK and do hereby dedicate to the public for public use the easements as shown on this plat.

In witness whereof said City of Ramsey, a Minnesota Municipal Corporation under the laws of the State of Minnesota, has caused these presents to be signed by its proper officers this ___ day of _____, 20___.

CITY OF RAMSEY

_____ _____
Sarah Strommen, as Mayor Jo Ann Thieling, as City Clerk

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20___ by Sarah Strommen, as Mayor, and Jo Ann Thieling, as City Clerk, of the City of Ramsey, a Minnesota Municipal corporation under the laws of the State of Minnesota, on behalf of the corportion.

_____

_____

Notary Public, _____

My commission expires _____

I Charles R. Christopherson 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___.

_____
Charles R. Christopherson, Licensed Land Surveyor
Minnesota License No. 18420

STATE OF MINNESOTA
COUNTY OF ANOKA

This instrument was acknowledged before me this _____ day of _____, 20 by Charles R. Christopherson.

_____

_____

Notary Public, Minnesota.

My commission expires _____

City Council, City of Ramsey, Minnesota

This plat of JASPER INDUSTRIAL PARK 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.

City Council, City of Ramsey, Minnesota

By : _____, Mayor

By : _____, 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. Holum,
Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

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

ANOKA COUNTY RECORDER/REGISTRAR OF TITLES

County of Anoka, State of Minnesota

I hereby certify that this plat of JASPER INDUSTRIAL PARK 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 recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy

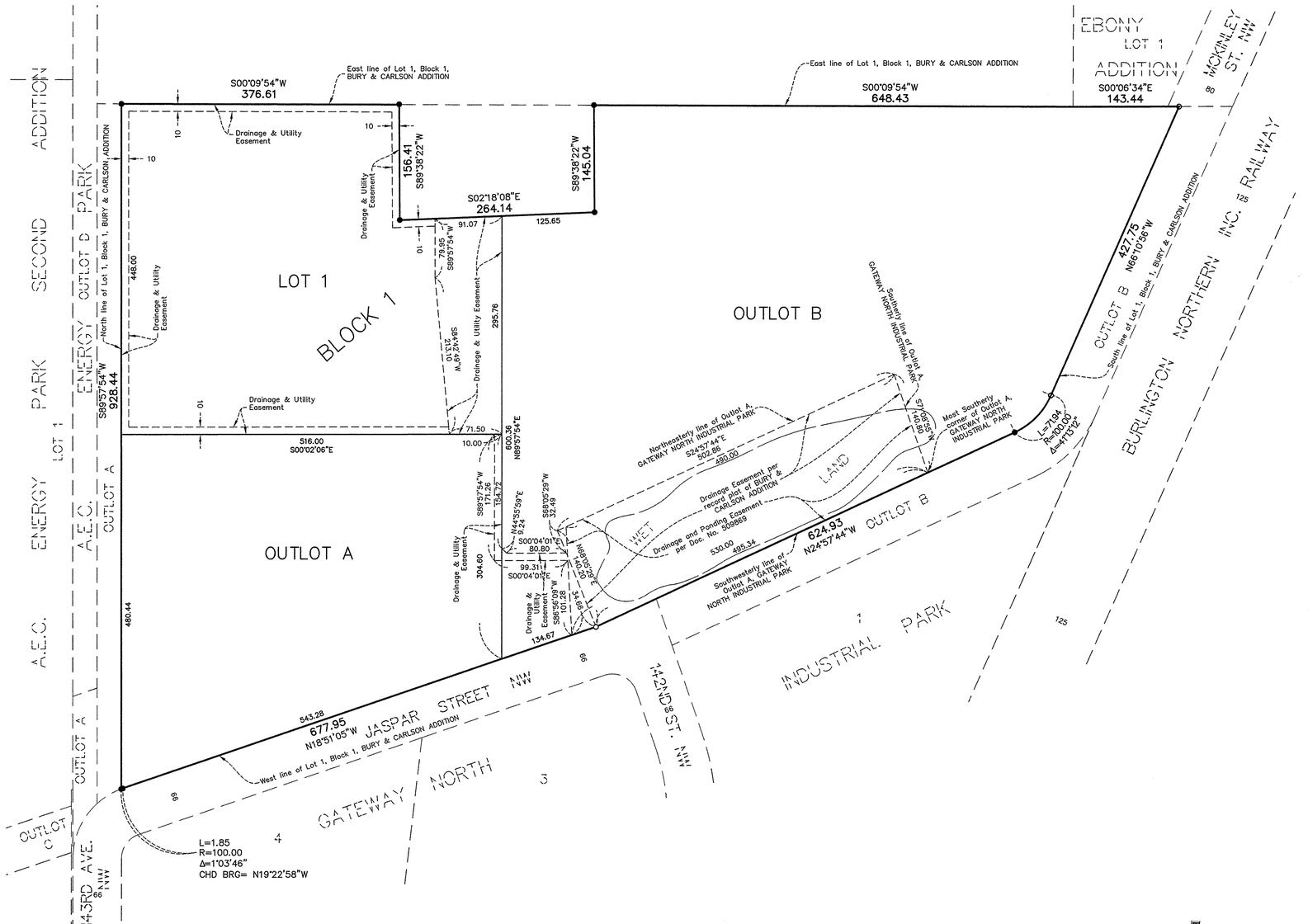
N

SCALE 80 0 80 160 FEET

1 INCH = 80 FEET

- ⊗ Denotes set concrete nail
- ○ Denotes 1/2 inch by 14 inch iron monument set and marked with Minnesota License No. 18420.
- ● Denotes found iron monument
- (100.00) Denotes record distance

For the purposes of this plat the North line of Lot 1 Block 1, BURY AND CARLSON ADDITION is assumed to bear S89°57'54"W.



Hakanson Anderson

JASPER INDUSTRIAL PARK

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 28, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That the City of Ramsey, a Minnesota Municipal Corporation under the laws of the State of Minnesota, owner of the following described property:

Lot 1, Block 1, BURY AND CARLSON ADDITION, according to the recorded plat thereof, Anoka County, MN.

Have caused the same to be surveyed and platted as JASPER INDUSTRIAL PARK and do hereby dedicate to the public for public use the easements as shown on this plat.

In witness whereof said City of Ramsey, a Minnesota Municipal Corporation under the laws of the State of Minnesota, has caused these presents to be signed by its proper officers this ___ day of _____, 20___.

CITY OF RAMSEY

_____ _____
Sarah Strommen, as Mayor Jo Ann Thieling, as City Clerk

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20___ by Sarah Strommen, as Mayor, and Jo Ann Thieling, as City Clerk, of the City of Ramsey, a Minnesota Municipal corporation under the laws of the State of Minnesota, on behalf of the corportion.

_____

_____

Notary Public, _____

My commission expires _____

I Charles R. Christopherson 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___.

_____
Charles R. Christopherson, Licensed Land Surveyor
Minnesota License No. 18420

STATE OF MINNESOTA
COUNTY OF ANOKA

This instrument was acknowledged before me this _____ day of _____, 20 by Charles R. Christopherson.

_____

_____

Notary Public, Minnesota.

My commission expires _____

City Council, City of Ramsey, Minnesota

This plat of JASPER INDUSTRIAL PARK 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.

City Council, City of Ramsey, Minnesota

By : _____, Mayor

By : _____, 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. Holum,
Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

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

ANOKA COUNTY RECORDER/REGISTRAR OF TITLES

County of Anoka, State of Minnesota

I hereby certify that this plat of JASPER INDUSTRIAL PARK 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 recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy

N

SCALE 80 0 80 160 FEET

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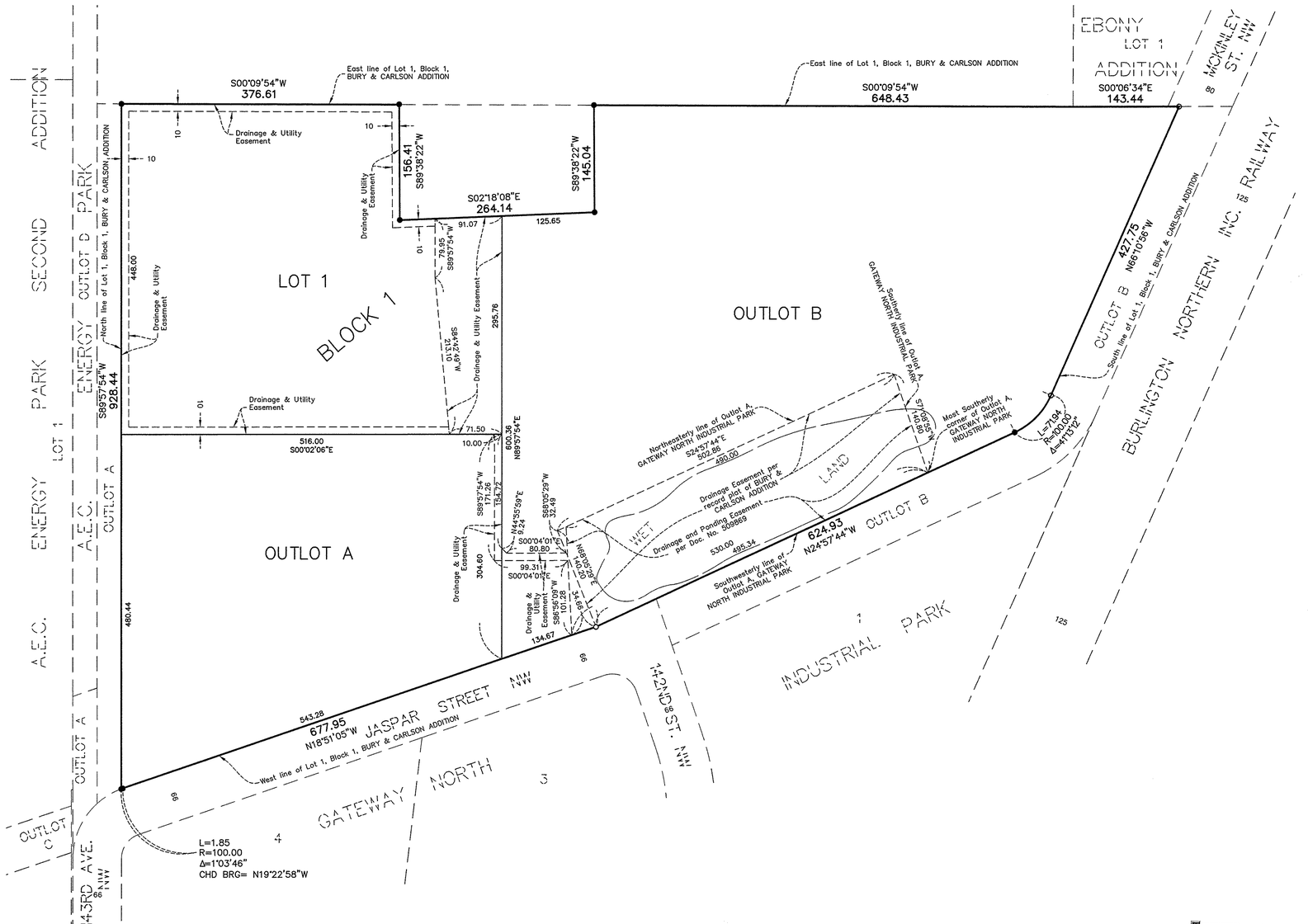
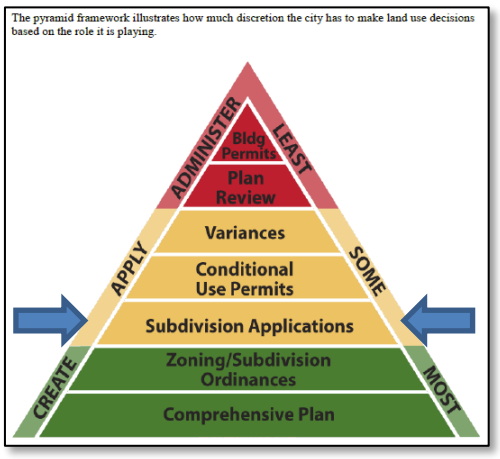


Hakanson Anderson

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	7/27/2017	**PROJECT ADDRESS**	SE CORNER OF 143RD AND JASPAR
PROJECT. TITLE	16-69: JASPAR INDUSTRIAL PARK		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
TECHNICAL REVIEWER:	Name: Breanne Rothstein, Planning Consultant Phone: (763)231-4863 Email: brothstein@wsbeng.com		

General: The purpose of this file is to review a Preliminary Plat for Jaspar Business Park and Site Plan for a 52,088 square foot, multi-tenant/incubator manufacturing and services building located on the southeast corner of 143rd Avenue and Jaspar Street and east of the current public works facility. The Developer, Sharp & Associates, has proposed a three lot subdivision with one buildable lot for the proposed building and two outlots (one of which is potentially to site the future public works facility). The site is currently being used for the stockpiling of landscaping material.



This case is being reviewed per and Chapter 117, Article III entitled Subdivisions and Chapter 117, Division 2, Section 117-54 entitled Site Plan Review.

Comprehensive Plan/Zoning: The Property is currently guided for Business Park and is zoned for E-2: Employment. Both districts call for industrial development such as warehousing, offices, showrooms, manufacturing, and light or heavy industrial that provides good paying jobs, high quality development, and opportunities for the growth of existing businesses. The proposed subdivision and building are consistent with the comprehensive plan guidance and the zoning district.

Dimensional Standards for the E-2 Employment District: The following standards apply to subdivisions in the E-2 Employment District. It appears that the subdivision and site plan meet all applicable bulk standards.

Standard	Requirement
Minimum Lot Width	200’
Minimum Lot Depth	NA
Minimum Front Yard Setback	35 feet
Minimum Rear Yard Setback	25 feet
Minimum Side Yard Setback	25 feet
Building Height	65 feet
Maximum Lot Coverage	45 percent

Streets/Access. No new streets are proposed as part of the subdivision. All access for the lots will be gained from existing streets. The plat proposes to one access from the north at143rd Avenue, which is satisfactory to staff.

Utilities/Wells. All new lots created by this subdivision will be served by city sewer and water, and plans have been submitted indicating the extensions. No well locations are shown as the property is proposed to be connected to city utilities. All standards easements have been taken on Lot 1 of Jaspar Industrial Park, as well as easements for the proposed surface water management area on the southern portion of Lot 1. All other easements for the Outlots will be taken prior to building on the lots, at the time of re-subdivision.

Development Fees. The Developer will be required to pay development fees consistent with the City's approved schedule of Rates and Charges.

Fee	Amount	# of Units	Total
Park Dedication	$4,200 / acre	4.74	$19,908.00
Trail Development	$1,200/acre	4.74	$5,688.00
Water Trunk	$6,131 / acre	4.74	$29,060.94
Water Lateral	$6,497 / acre	4.74	$30,796.00
Sanitary Sewer Trunk	$3,411 / acre	4.74	$16,168.14
Sanitary Sewer Lateral	$7,486 / acre	4.74	$35,484.00
Stormwater Management	$4,714/acre	4.74	$22,344.00

Sidewalks/Trail. No sidewalk or trail is proposed along 143rd Avenue or Jaspar Street as part of this subdivision. This area is not part of a plan for sidewalks and/or trail.

Natural Resource Inventory (NRI). The NRI indicates that the land included in this proposed development is not located in an area considered to be either an exceptional, high, moderate, or low area of natural quality. In addition the area is not a part of the Anoka County Greenway Corridor or indicated by the National Wetland Inventory (NWI) to contain any wetlands.

Landscaping. Please refer to the landscaping technical memo dated July 14th, 2017 for comments pertaining to the proposed landscaping plan.

Trees shall be installed with the first set of primary roots at finished grade level, shall include a two (2) to four (4) inch layer of mulch to the dripline of the tree (and not be piled against the tree trunk), and shall have the upper 1/3 of the burlap and twine/wire removed if using balled and burlap stock. Minimum planting sizes must be 2.5 inches in diameter for deciduous trees and 6 feet in height for coniferous trees.

Topsoil. Each individual lot shall have four (4) inches of topsoil meeting the City's topsoil specification applied to all disturbed areas not improved with impervious surfacing. It is strongly encouraged to limit land disturbance on each lot to limit the quantity of topsoil required. A topsoil inspection is required ***prior*** to landscaping being installed and copies of the load tickets are required as well. This is reviewed at time of Building Permit Application and request for Certificate of Occupancy for each individual lot.

Lighting. Currently the development does not propose any new streetlighting, only lighting on the building faces for security purposes. It is not anticipated that street lights are needed along 143rd or Jaspar at this time.

Building Elevations. Proposed building elevations have been submitted, and appear to meet city code standards for building materials, colors, and architectural detail.

Parking/loading areas. Per the city code, 88 stalls of parking are required, and 112 stalls have been provided. The site plan indicates two loading areas that could accommodate a 50 foot trailer.

Septic/Drainfield. The current plan proposes connection to city utility services as such, no septic systems or drainfields are proposed.

Other comments. The road name is spelled Jaspar, and it is recommended that the subdivision and industrial building name use the correct spelling of Jaspar on the final plat and building name.

Recommendation. City Staff is recommending that the Planning Commission approve the Preliminary Plat for Jaspar Industrial Park and Site Plan approval for the Jaspar Industrial Building and direct the Developer to proceed to the preparation of a Final Plat, with the considerations listed in this staff report, contingent upon review and approval of the civil engineering plan by the City Engineer prior to review by the City Council.

Next Steps. A key decision will occur at Preliminary Plat and Site Plan Review, in which the layout and number of lots will be approved as well as the layout and details regarding the proposed building, subject to approving final construction plans/building permits and Final Plat documents. The City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. You will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review. This will occur as part of approval of the Final Plat.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 14, 2017	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	JASPER INDUSTRIAL PARK		
ESCROW #	115818		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

We offer the following comments regarding the Landscape Plan prepared by Lampert Architects and dated July 3, 2017 and civil engineering plans prepared by Hakanson Anderson and dated July 5, 2017:

The City's Natural Resources Inventory (NRI) does not identify any significant natural areas within the project area. However, there is a moderate quality natural area directly adjacent to the Subject Property, within Foster Cemetery. While not within the project area, there is significant grading proposed directly adjacent to this stand of mixed oaks, which could impact their health. Additional information outlining what steps will be implemented to protect those root systems is needed. City Staff is concerned about the impacts to these potentially historic trees as this cemetery has been in existence (and presumably mostly untouched) since the mid-1800s.

While there is some information about existing trees and removals, the submittal appears to be deficient of an actual Tree Inventory and Preservation Plan. An inventory of all significant trees, defined as any oak or evergreen with a Diameter at Breast Height (DBH) of four (4) inches or more and any other deciduous tree with a DBH of eight (8) inches or greater, must be completed and submitted. The inventory must specify the species (scientific and common name), diameter, condition, status (preserved/removed) and reason for removal and shall also include a tally of all significant tree inches on site and a tally of inches to be preserved.

At least thirty percent (30%) of the significant tree inches shall be retained on site or reforestation will be required. Until this information is received, it cannot be determined whether the project complies with the Tree Preservation standards or if reforestation will be required. The Inventory will also clarify what types of trees will be impacted. This may have a bearing on potential activities regarding disease management (e.g. preventing spread of oak wilt to adjacent mixed oak area in cemetery).

Based on the lineal footage of the site (Lot 1) and the building square footage and parking stalls, sixty-three (63) trees and 173 shrubs are required. The proposed Landscape Plan provides 173 shrubs and fifty-two (52) trees. Species and size are generally acceptable; however, note that shrubs shall be at least twenty-four inches (24") in height or width, depending on plant

characteristics, at the time of planting. Additional trees must be incorporated into the Landscape Plan to meet the minimum planting standards.

Access to the cemetery must be retained. It cannot be across Outlot B as all that area needs to be unencumbered for the future build-out of the Public Works Campus.

The use of seed rather than sod does require City Council approval. Furthermore, landscape will not be considered complete until seed has germinated and is ready to be mowed. Staff does not oppose the proposed use of seed as it is not directly adjacent to a public street.

Required Sheet Revisions

Sheet 3
- Add City's standard detail for topsoil.

Sheet 4
- Revise to eliminate any activity on Outlot B as that is not part of the land transaction.
- Revise to show tree preservation fence.
- Provide more detail on the 'clearing and grubbing' of trees adjacent to the cemetery. As previously noted, there are concerns with the potential impacts to the adjacent mixed oak woods.

Sheet 5
- Revise to eliminate any activity on Outlot B as that is not part of the land transaction.
- Revise to show tree preservation fence.
- More information must be supplied regarding the grading activity adjacent to the cemetery so that the potential impacts to the adjacent trees can be further assessed.

Sheet 7
- Provide more detail about each proposed seed mix.
- There is not a symbol in the legend for the cross hatched areas along the east and west boundaries of Lot 1.
- Under General Notes #2, topsoil must meet the City's specification and shall be required over all disturbed areas not improved with impervious surfacing, excluding the proposed ponding basins.

Sheet L1
- Incorporate at least eleven (11) additional trees into Planting Schedule based on the proposed number of parking stalls (one [1] tree per every ten [10] parking stalls is required).
- Revised Planting Schedule to indicate shrub size shall be at least twenty-four (24) inches in height or width, based on plant characteristics.

Tree Inventory and Preservation Plan
- There is no tree inventory or preservation plan. This must be submitted for review as discussed above.

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

RESOLUTION # 17-08-193

RESOLUTION GRANTING PRELIMINARY PLAT APPROVAL OF JASPAR BUSINESS PARK

WHEREAS, Sharp & Associates, LLC, 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, Bury Carlson Addition, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the Planning Commission reviewed the sketch plan on May 4, 2017 and;

WHEREAS, the City of Ramsey received a preliminary plat application for Jaspar Business Park from Sharp & Associates, LLC on July 6, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered the proposed landscape plan pertaining to the preliminary plat on July 17, 2017; and

WHEREAS, on August 3, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, the City Council reviewed the preliminary plat of Jaspar Business Park on August 22, 2017.

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 Jaspar Business Park in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with the Staff Review Letter dated July 27, 2017.
    b) Approval by the City Engineer.
    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 22nd day of August, 2017

_____
Mayor

ATTEST:

_____
City Clerk

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

RESOLUTION #17-08-194

RESOLUTION GRANTING SITE PLAN APPROVAL FOR JASPAR BUSINESS PARK

WHEREAS, Sharp & Associates, LLC hereafter referred to as "Developer", properly applied for site plan approval of the following described property located in the City of Ramsey:

Lot 1, Block 1, Bury Carlson Addition, Anoka County, Minnesota

(Subject Property)

WHEREAS, the Planning Commission reviewed the sketch plan on May 4, 2017 and;

WHEREAS, the City of Ramsey received a preliminary plat application for Jaspar Business Park from Sharp & Associates, LLC on July 6, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered the proposed landscape plan pertaining to the site plan on July 17, 2017; and

WHEREAS, on August 3, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat of Jaspar Business Park; and

WHEREAS, on August 3, 2017, the Planning Commission reviewed the Site Plan, and recommended that the City Council approve said Site Plan; and

WHEREAS, on August 22, 2017, the City Council considered approval of the Site Plan for Jaspar Business Park.

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

That the City Council of the City of Ramsey does approve the Site Plan for Jaspar Business Park, contingent upon compliance with the City Staff Review Letter dated July 27, 2017, approval by the City Engineer, and 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 22nd day of August, 2017.

Mayor

ATTEST:

City Clerk

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 27, 2017	**PROJECT ADDRESS**	SOUTH OF BUNKER LAKE BLVD, EAST OF PUMA STREET
PROJECT. TITLE	JASPAR INDUSTRIAL PARK		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Civil Construction Plans submittal for Jaspar Industrial Park. The submittal consists of 8 sheets prepared by Hakanson Anderson dated July 5, 2017. The set also includes 7 sheets prepared by Lampert Architects dated July 3, 2017.

We offer the following comments on the sheets:

Civil Construction Plans

General comments:

1. A legend is must be shown on all sheets. All symbols used on that sheet must be added to the legend for the sheet. Symbols not used must not be in the legend. The patterns in the legend must match size and scale of patterns on the plans.
2. Ramsey City Details are included in the set. Details for items not used on this project can be removed from the set.
3. All sidewalks in public right-of-way must be shown as 6 feet wide and 6 inches thick.
4. Class 5 shall meet the Ramsey modified gradation. This gradation must be included in the details.
5. Plan readability – Proposed sanitary sewer lines and symbols, and watermain lines and symbols must be the most prominent items on the sewer and water sheets. Proposed storm sewer lines and symbols must be the most prominent on the storm sewer sheets. Proposed curb lines, sidewalks and pedestrian ramps must be the most prominent lines on the street sheets. All other lines on the sheet must be screened so the lines and symbols for proposed features standout. This includes the symbols in the legends which must match the plan view in size, pattern, weight, and color.
6. Graphic scale **must** match viewport scale. The scales in this set do not match the plans.
7. Underlying lines must be broken where they are under text boxes to enhance readability.

8. This project will require a stormwater permit from the Lower Rum River Watershed Management Organization (LRRWMO).
9. A geotechnical report was provided.

Sheet 3 of 7:

1. Add a tipout curb detail.

Sheet 4 of 7:

1. Add note: "All erosion control measures must be installed and inspected by the City prior to performing any work on site."
2. Hatch is making underlying notes unreadable.
3. Add Block wall to legend.
4. Work is shown on City property. An access agreement must be negotiated or no work can be done outside of the property boundaries.
5. Provide ingress and egress easement for access to the Cemetery.

Sheet 5 of 7:

1. Provide access route to Cemetery.
2. Add note: "Do not disturb Cemetery fence."
3. Label slope grades.
4. If drainage from west lot will go into pond then an easement is required around the pond.
5. Grading is shown on the City lot. An access agreement is required. The swale blocks access, a culvert must be installed to maintain access.
6. Change 14 days to 7 days. Change 24 hours to 3 hours after notification by City.
7. Check all notes for readability.

Sheet 6 of 7:

1. Verify water valves are working correctly. Add new valves at connections if old valves do not work.
2. Add note "All DIP 6" and smaller shall be Class 53."
3. Check sewer inverts based on grades and length.

Sheet 6 of 7:

1. Turn off existing contours on this sheet.

Architectural Plans

No Comments.

Stormwater Summary

The project is providing volume control (infiltration) and rate control for all storms. The south infiltration area must be reconfigured. Runoff must be directed to the area 3 feet above

groundwater for infiltration. The design as shown directs all runoff to the portion of the pond in contact with the groundwater which does not meet the infiltration guidelines.

Regular Planning Commission **5. 3.**

Meeting Date: 08/03/2017

Submitted For: Alec Henderson, Community Development

By: Alec Henderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Request for a Variance to cul-de-sac size requirements (Project #117-132); Case of Bryon Cole

Purpose/Background:

The City has received an application from Bryon and Lynn Cole (the "Applicant") requesting a variance to minimum cul-de-sac radius for the Cole Addition. The Cole Addition would subdivide three existing lots totaling 2.7 acres into eight lots for single family homes, including the existing Cole residence at 6851 168th Avenue NW. The development proposes to remove the existing temporary cul-de-sac and extend 168th Lane into a new cul-de-sac.

Notification:

Staff attempted to notify all Property Owners within a 350 food 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.

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")

Observations/Alternatives:

This case is being reviewed per City Code Section 117-111 entitled Residential District, Chapter 117 Article III entitled Subdivisions, and Section 117-53 entitled Variances.

As proposed the cul-de-sac does meet the length requirements for cul-de-sac, but the proposed extension does not meet the minimum right-of-way diameter of 130 feet, the right-of-way, radius of 60 feet, nor the minimum roadway diameter of 100 feet. The proposed cul-de-sac bulb has a radius of 35 feet and proposes placing a temporary easement around the bulb with a radius of 45 feet. The developer proposes a standard road right-of-way extended to the edge of the plat.

The Planning Commission reviewed the Preliminary Plan for this project at its July 6, 2017 meeting. The Planning Commission was generally supportive of the development contingent on compliance with the Staff Review Letter. The City Council approved Resolution #17-07-162 approving the Preliminary Plat for Cole Addition contingent on complying with the staff review letter which included solving for deficiencies in cul-de-sac size.

Funding Source:

Recommendation:

Engineering, Fire, Public works, and Planning departments are not supportive of the variance to the standard cul-de-sac bulb radius. Fire and engineering will submit memos describing their concerns with supporting sub standard cul-de-sacs.

Action:

Considered Resolution #17-08-195 approving findings of fact #0982 for cul-de-sac bulb size variance. Consider Resolution #17-08-196 denying or approving variance for cul-de-sac bulb size.

If resolution #17-08-196 for variance is deny, the language of the resolution must be changed to reflect the decision by removing items 2 through 5.

Attachments

Site Location Map
Variance Application
Variance Exhibit
Variance Narrative
Preliminary Plat Plan Set
Draft PC Minutes 7.6.17
DRAFT CC Minutes 7.25.17
Res. 17-08-195 Findings
Res. 17-08-196 Variance
Engineering Memo- Cole Variance

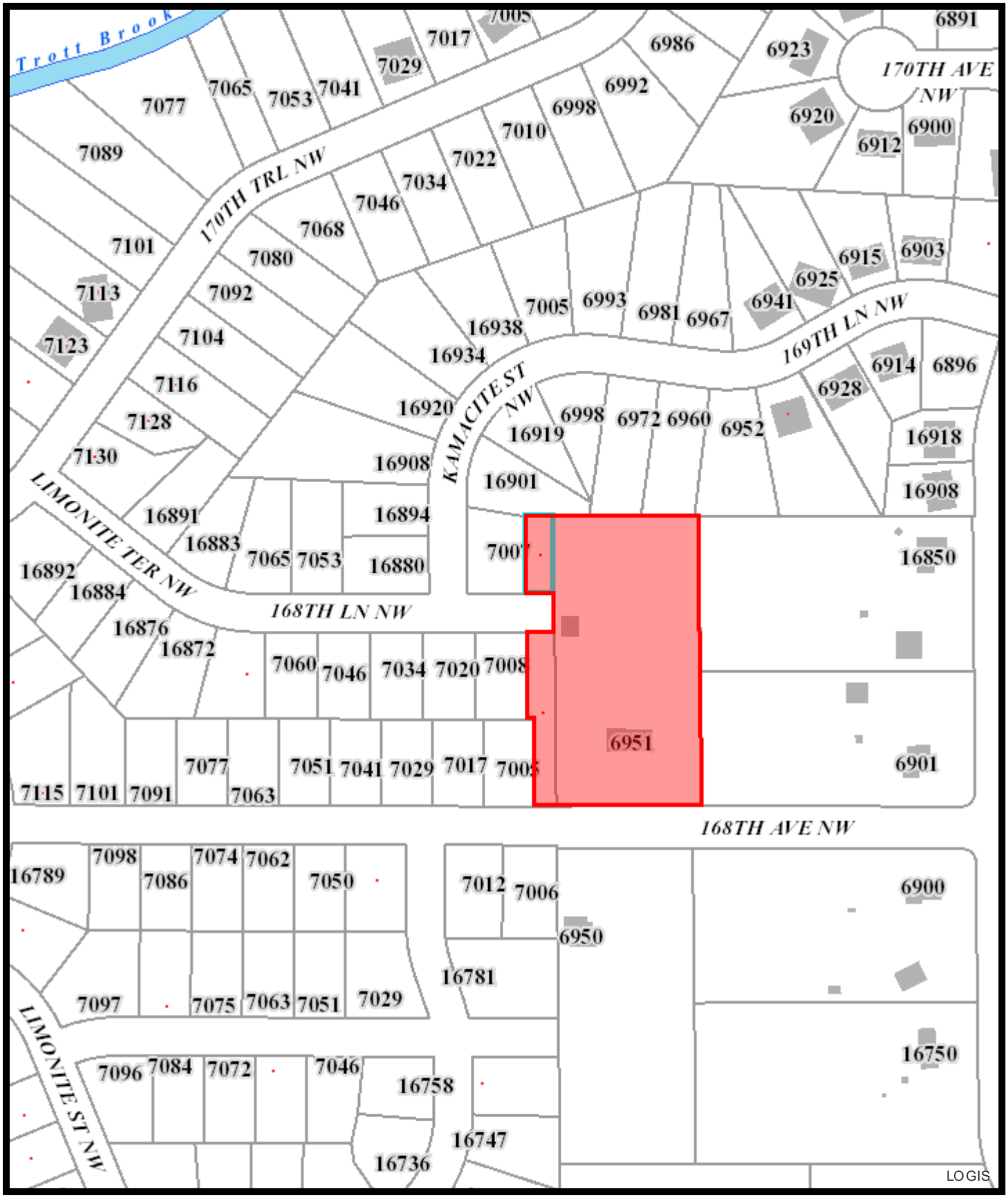
Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/28/2017 11:55 AM
Form Started By: Alec Henderson		Started On: 07/27/2017 01:40 PM
Final Approval Date: 07/28/2017		

10-32-25-32-0005

Site Location Map

Cole Addition



Print Date: May 31, 2017

RECEIVED
JUL 12 2017
BY:

City of RAMSEY

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:	Bryon and Lynn Cole		
Street Address:	6951 168th Ave NW		
City, State, ZIP:	Ramsey, MN 55303		
Home Phone:		Work Phone:	
Email:		Fax Number:	
Name of Business (if applicable):	Landform Professional Services		
Business Address (if applicable)	105 S. 5th Ave, suite 513		
Business City, State, ZIP	Minneapolis, MN 55401		
Business Phone:	612.252.9070	Business Fax:	612.252.9077

Subject Property Information

(Location of Application)

Address	6951 168th Ave NW, Ramsey, MN 55303
PIN	10-32-25-31-0002. 10-32-25-32-0006 & 10-32-25-32-0005
Legal Description	See attached
Zoning District	R-1 MUSA

Contact the Planning Division at 763-433-9824 or planning@cityoframsey.com to request a Zoning Verification

Property Owner Information

(If different than Applicant)

Name:	n/a		
Street Address:	n/a		
City, State, ZIP:	n/a		
Home Phone:	n/a	Work Phone:	n/a
Email:	n/a	Fax Number:	n/a

Please provide a detailed description of your request and attached a copy of a scaled site plan

See attached narrative.

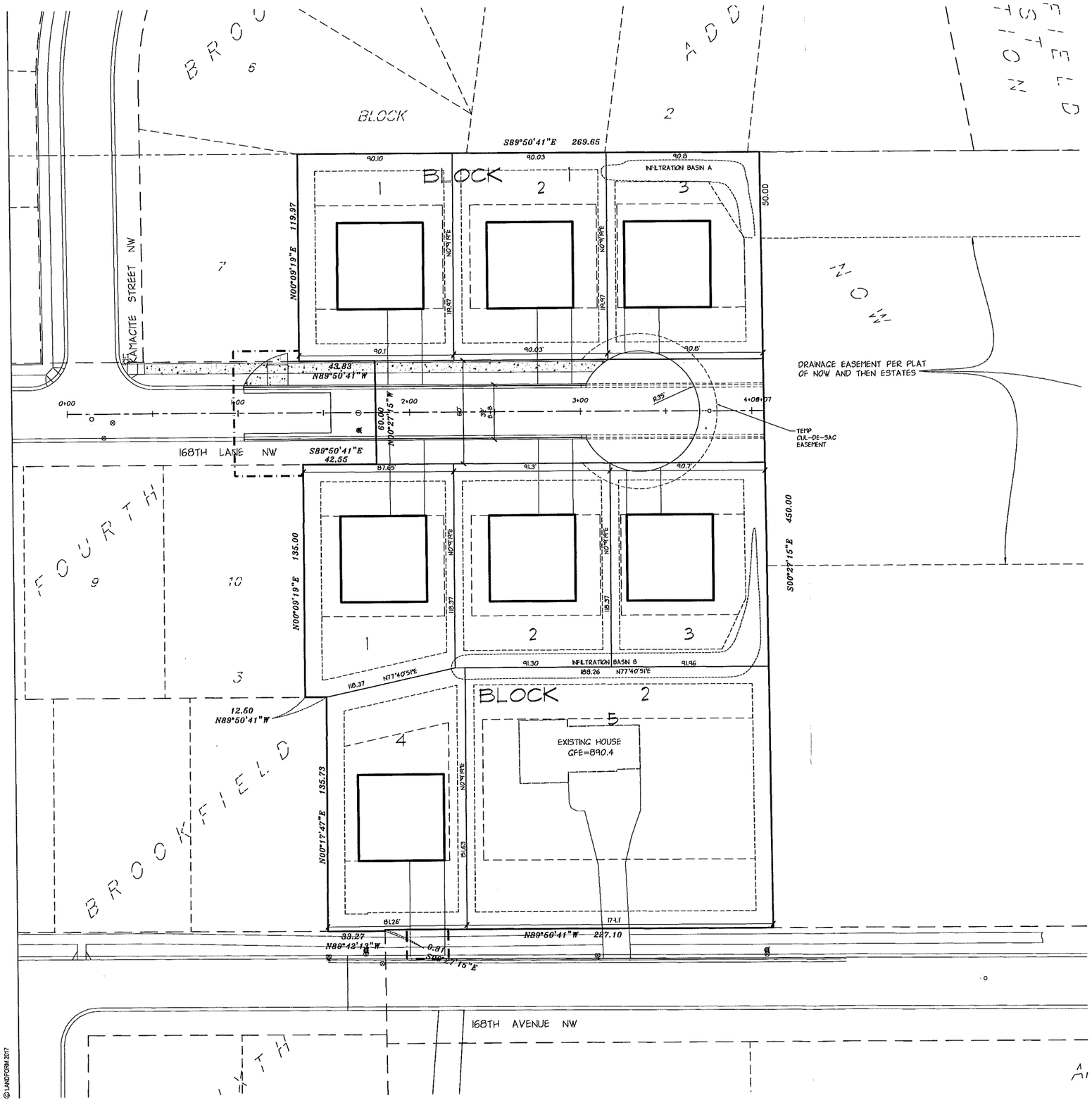
A "Land Use Sign" will be placed on the Subject Property to allow Ramsey Residents the opportunity to obtain information about your request.

Applicant Signature	Bryon Cole	Co-Applicant Signature	Lynn Cole
Printed Name	Bryon Cole	Printed Name	L:ynn Cole
Title	Property Owner	Title	Property Owner
Date	7/12/2017	Date	7/12/2017

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	Same as above	Property Owner Signature	Same as above
Printed Name		Printed Name	
Title		Title	
Date		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.



© LANDFORM 2017

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 (RLSA)
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%

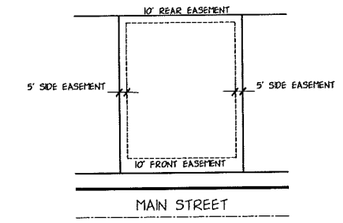
OVERALL SITE SUMMARY

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.

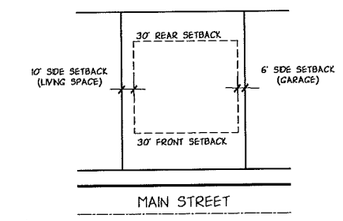
PROPOSED LOT AREAS

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.

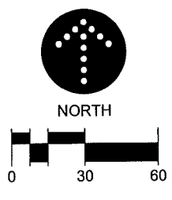
TYPICAL EASEMENTS



TYPICAL SETBACKS



Know what's Below. Call before you dig.



DEVELOPER

BRYON AND LYNN COLE
6951 168TH AVE NW
RAMSEY, 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
C3.2	SWPPP NOTES
C4.1	UTILITY PLAN AND PROFILE
C6.1	STREET PLAN AND PROFILE
C7.1	CONSTRUCTION DETAILS
C7.2	CONSTRUCTION DETAILS
C7.3	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	BJS
06 JUL 2017	WATERSHED SUBMITTAL	BJS

PROJECT MANAGER REVIEW

BJS DATE 05-22-17

CERTIFICATION

I hereby certify that this plan 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.

Randall J. Kolstad

License No. 19570 Date

PRELIMINARY NOT FOR CONSTRUCTION

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

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY PLAT
07-06-2017

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C201ZZ001.DWG

PROJECT NO. ZZZ15326

PRELIMINARY PLAT & SITE PLAN
C2.1

SHEET NO. 4/13

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Bryon and Lynn Cole

Ramsey, MN

VARIANCE FOR

"COLE ADDITION"

July 11, 2017

LANDFORM

From Site to Finish

INTRODUCTION

On behalf of Bryon and Lynn Cole, 6851 168th Avenue NW, Ramsey MN, Landform is pleased to submit this application for a variance for the proposed Cole Addition. The variance would permit the extension of 168th Lane as a temporary cul-de-sac street. The specific provision from which a variance is sought is Section 117-614 (c) (7), the Subdivision Design Standards which states in part: *"Each cul-de-sac shall have a terminus of nearly circular shape with a minimum right-of-way diameter of 130 feet and a minimum roadway diameter of 100 feet."*

BACKGROUND

The proposed Cole Addition would subdivide three existing lots totaling 2.7acres into eight lots for single family homes, including one for the existing single family home. The proposed improvements include the extension of 168th Lane Northwest to allow access to six of the seven of the newly created lots. The plan includes removal of an existing temporary cul-de-sac and construction of a new temporary cul-de-sac, which would be removed when the road is extended to the east. The owner of the adjacent land is in support of the road extension to facilitate the future subdivision of his property.

The primary issue with this development is that the subdivision design standards do not currently provide for temporary cul-de-sacs as proposed by this application. Rather than platting a circular right-of-way, the plat shows a standard road right-of-way extending to the eastern edge of the plat. A cul-de-sac turnaround would be constructed to meet city standards, with the paved portion extending beyond the right-of-way to be covered by an easement to ensure that the pavement could be maintained. When the roadway is extended, the "extra" pavement for the turnaround would be removed and the area would be restored. Staff had recommended that the project be redesigned to provide permanent right-of-way for the cul-de-sac. This would require the subdivision to be reconfigured for all lots to meet the minimum size and other dimensional requirements, and likely would reduce the number of lots in the project.

On June 12th, 2017, the Ramsey Planning Commission reviewed a sketch plan of the proposed Cole Addition. On July 6th, the Commission held a public hearing on the preliminary plat application for the project. The Planning Commission recommended approval, with the condition that the applicant work with staff to resolve the issue.

VARIANCE

Section 117-53 (b) (2) a. provides seven findings of fact that must be made by the Planning Commission when granting a variance. The proposed variance meets those findings of fact as follows:

The proposed variance will not:

1. *Impair an adequate supply of light and air to adjacent property.*

The proposed variance to permit a temporary cul-de-sac in an easement, rather than in a dedicated right-of-way, will not impair an adequate supply of light and air to the adjacent property. Our plan will meet all other standards of the Zoning Ordinance and Subdivision Regulations.

2. *Unreasonably increase the congestion in the public street.*

   The amount of traffic generated by this small residential subdivision will not increase or create traffic congestion.

3. *Have the effect of allowing any uses prohibited in the applicable zoning district, permit a lesser degree of public health, safety and general welfare protection than established by this chapter, or permit standards which are lower than those required by state law.*

   The proposed temporary cul-de-sac would be no less safe than a permanent cul-de-sac in a larger right-of-way. It would be built to city standards and easements will be provided to ensure that it can be adequately maintained. The temporary cul-de-sac would promote the general welfare by facilitating the convenient extension of 168th Lane to the east. The requirement for a platted right-of-way would burden and discourage the orderly extension of the street. It would require a more complicated and disruptive process to vacate excess right-of-way at the east end of the cul-de-sac when the road is extended.

4. *Increase the danger of fire or endanger the public safety.*

   The proposed variance will not increase the danger of fire or endanger the public safety. There will be adequate provision for vehicles to turn around in the temporary cul-de-sac. A future extension of 168th Lane will provide for a more safe and efficient roadway layout by allowing for a future through street connection to Garnet Street at some point in the future.

5. *Unreasonably diminish or impair established property values within the neighborhood or in any way be contrary to the intent of this chapter.*

   The proposed variances will not unreasonably diminish or impair established property values within the neighborhood or in any way be contrary to the intent of this chapter. It will enhance property values by allowing more efficient subdivision of this and the adjacent land.

6. *Violate the intent and purpose of the comprehensive plan.*

   The variance requested will not violate the intent and purpose of the Comprehensive Plan.

7. *Violate any of the terms or conditions of subsection (b) (2) b of this section.*

The terms of subsection (b) (2) specify compliance with Minn. Stats. § 462.357, Subd. 6(2). The variance complies as follows:

a. *Variances shall only be permitted when they are in harmony with the general purposes and intent of the ordinance and when the variances are consistent with the comprehensive plan.*

The variances are in harmony with the general purposes and intent of the ordinance and are consistent with the Comprehensive Plan, as stated above.

b. *Variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance. "Practical difficulties," as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

There are practical difficulties in complying with the ordinance standard requiring the platting of a full, permanent cul-de-sac right-of-way for a temporary turnaround. Redesigning the lots to add a platted right-of-way will create irregularly shaped lots, inconsistent with lots on other through streets in the neighborhood. Setbacks for new homes would be calculated from the right-of-way, even though it is planned to be a temporary condition. This may result in homes being set back at different distances from the permanent street, with unanticipated negative visual effects on the streetscape. When the cul-de-sac is extended in the future, the excess right-of-way would need to be vacated, potentially creating further irregularities in property boundaries. Conflicts might occur over the ownership and maintenance of vacated right-of-way.

Placing the temporary cul-de-sac turnaround in an easement, rather than in permanent right-of-way, alleviates these practical difficulties. A permanent lot arrangement and setbacks based on the permanent condition of the road can be established, while at the same time allowing for the future extension of the street system to the benefit of the adjacent land owners and the community.

c. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The plight of the landowner is due to circumstances unique to the property and not created by the land-owner. The future extension of 168th Lane was established with development of the Brookfield Additions, located to the east of the site, when a temporary cul-de-sac was provided in the same manner as requested with this application for the Cole Addition.

d. *The variance, if granted, will not alter the essential character of the locality.*

The variance will not alter the essential character of the locality. There is an existing temporary cul-de-sac, the same as the proposed new temporary cul-de-sac, adjacent to the Cole Addition. The variance will permit development consistent with the established character of the area, and facilitate continuation of that development pattern on the land to the east of the site.

SUMMARY

We respectfully request approval of the Variance from Section 117-614 (c) (7) of the Subdivision Design Standards the Cole Addition, and look forward to discussing this application with the Planning Commission at its August 2017 meeting.

CONTACT INFORMATION

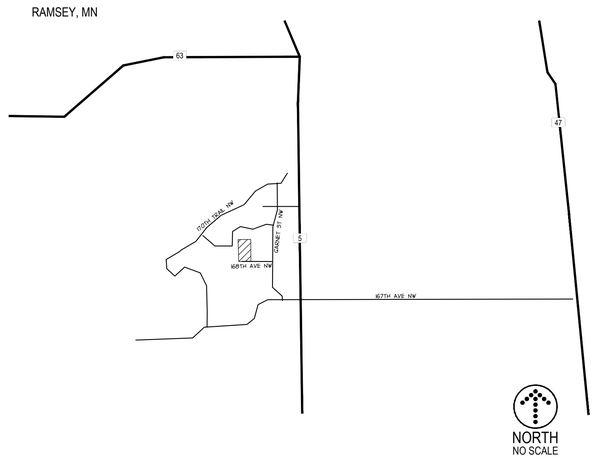
This document was prepared by:
Anne Hurlburt, Planning Lead
Landform
105 South Fifth Street, Suite 513
Minneapolis, MN 55401

Any additional questions regarding this application can be directed to Reid Schulz at rschulz@landform.net or 612.638.0261.

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 / CANOPY / OVERHANG		BUILDING / 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

CIVIL ENGINEER
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
FAX 612-252-9077
CONTACT: REID SCHULZ

SURVEYOR
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
FAX 612-252-9077
CONTACT: ERIC LINDGEN

LANDSCAPE ARCHITECT
LANDFORM
105 SOUTH FIFTH AVENUE, SUITE 513
MINNEAPOLIS, MN 55401
TEL 612-252-9070
FAX 612-252-9077
CONTACT: DANYELLE PIERQUET

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

SHEET NO.	DESCRIPTION	SHEETS ISSUED BY ISSUE / REVISION DATE 05-23-17	06.01.17
C0.1	CIVIL & LANDSCAPE TITLE SHEET	X	X
C1.1	EXISTING CONDITIONS	X	X
C1.2	DEMOLITION PLAN	X	X
C2.1	PRELIMINARY PLAT & SITE PLAN	X	X
C3.1	GRADING, DRAINAGE, & EROSION CONTROL	X	X
C4.1	UTILITY PLAN AND PROFILE	X	X
C6.1	STREET PLAN AND PROFILE		X
C7.1	CONSTRUCTION DETAILS		X
C7.2	CONSTRUCTION DETAILS		X
L1.1	TREE PRESERVATION PLAN	X	X
L2.1	LANDSCAPE PLAN		

SITE / UTILITY CONTACTS

CITY PLANNER
CITY OF RAMSEY
TIM GLADHILL
tgladhill@ci.yoframsey.com
TEL: 763-433-9824
FAX:

CITY ENGINEER
CITY OF RAMSEY
BRUCE WESTBY
bwestby@ci.yoframsey.com
TEL: 763-433-9825
FAX:

BUILDING OFFICIAL
TEL:
FAX:

GAS
TEL:
FAX:

ELECTRIC
TEL:
FAX:

TELEPHONE
TEL:
FAX:

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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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

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C001ZZZ001.DWG

PROJECT NO. ZZZ15326

CIVIL AND LANSCAPE TITLE SHEET
C1.1

SHEET NO. 1/11

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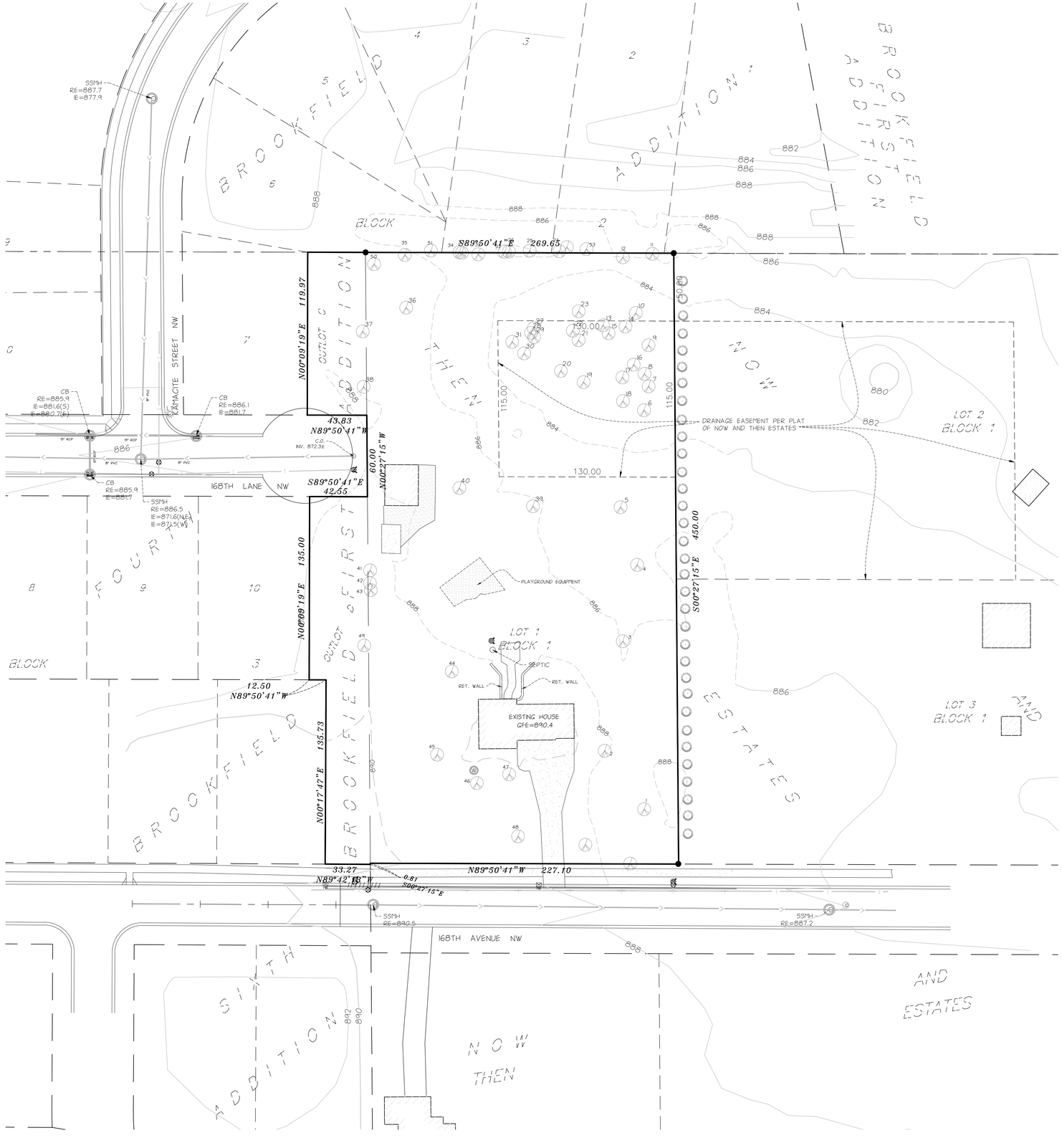

SURVEY NOTES

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

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

MUNICIPALITY

City of RAMSEY

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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.

IF THIS DOCUMENT IS DIGITAL AND ITS ORIGINAL INTEGRITY HAS BEEN VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY & FINAL PLAT
06-01-17

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C101ZZZ001.DWG

PROJECT NO. ZZZ15326

CERTIFICATE OF SURVEY

C1.1

SHEET NO. 2/11

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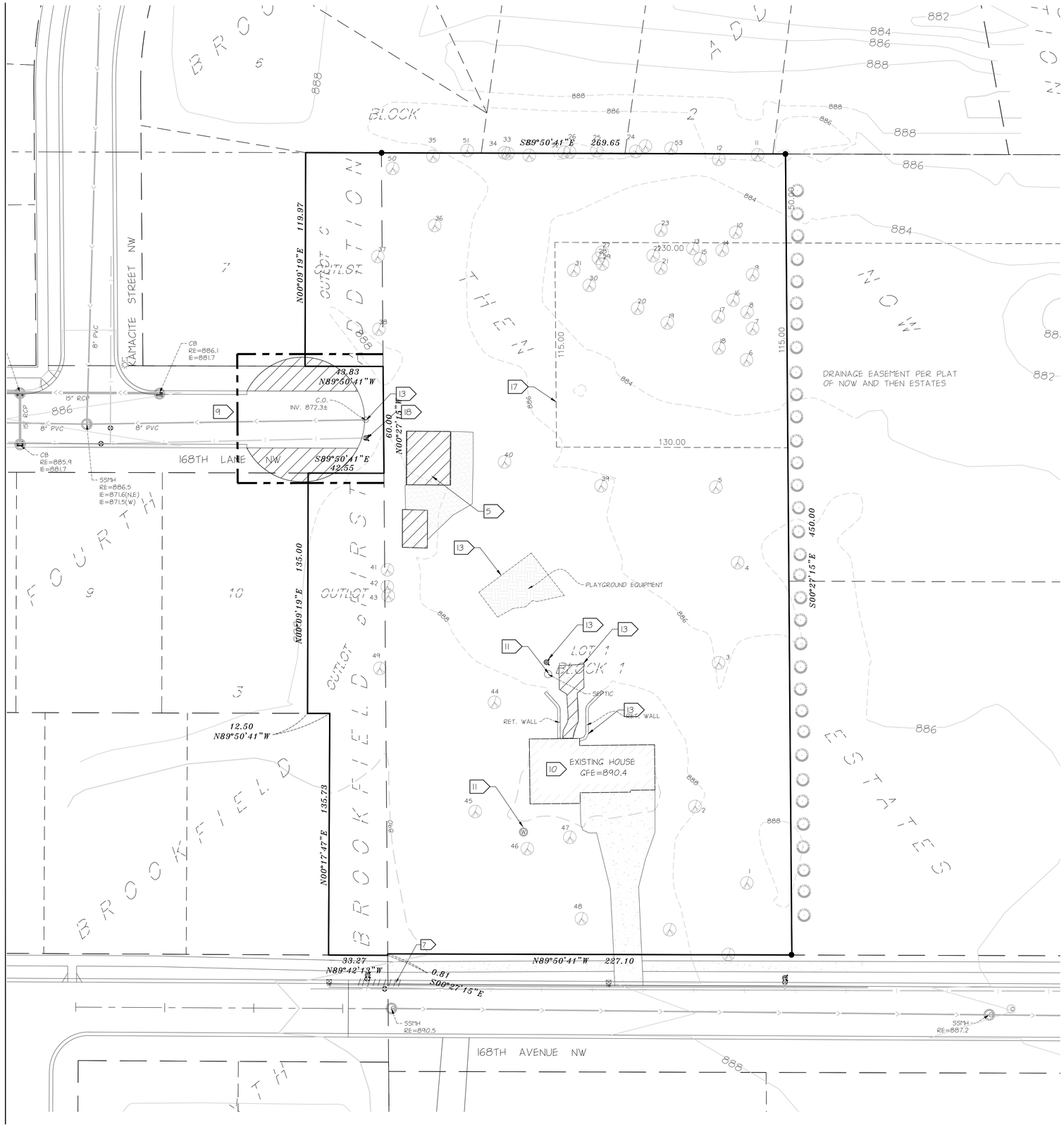

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EXISTING NOTES

1. BACKGROUND INFORMATION SHOWN IS FROM SURVEY BY LANFORM PROFESSIONAL SERVICES EXPRESSLY FOR THIS PROJECT; CITY OF VADNAIS HEIGHTS, MINNESOTA RECORD DRAWINGS; AND UTILITY SERVICE PROVIDERS. LANDFORM OFFERS NO WARRANTY, EXPRESSED OR WRITTEN, FOR INFORMATION PROVIDED BY OTHERS. EXISTING PROJECT CONDITIONS SHALL BE VERIFIED PRIOR TO BEGINNING CONSTRUCTION. ERRORS, INCONSISTENCIES, OR OMISSIONS DISCOVERED SHALL BE REPORTED TO THE ARCHITECT/ENGINEER/OWNER IMMEDIATELY.

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

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PROJECT MANAGER REVIEW

BY RS DATE 05-22-17

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PRELIMINARY & FINAL PLAT
06-01-17

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME C101ZZZ001.DWG

PROJECT NO. ZZZ15326

DEMOLITION

C1.2

SHEET NO. 3/11

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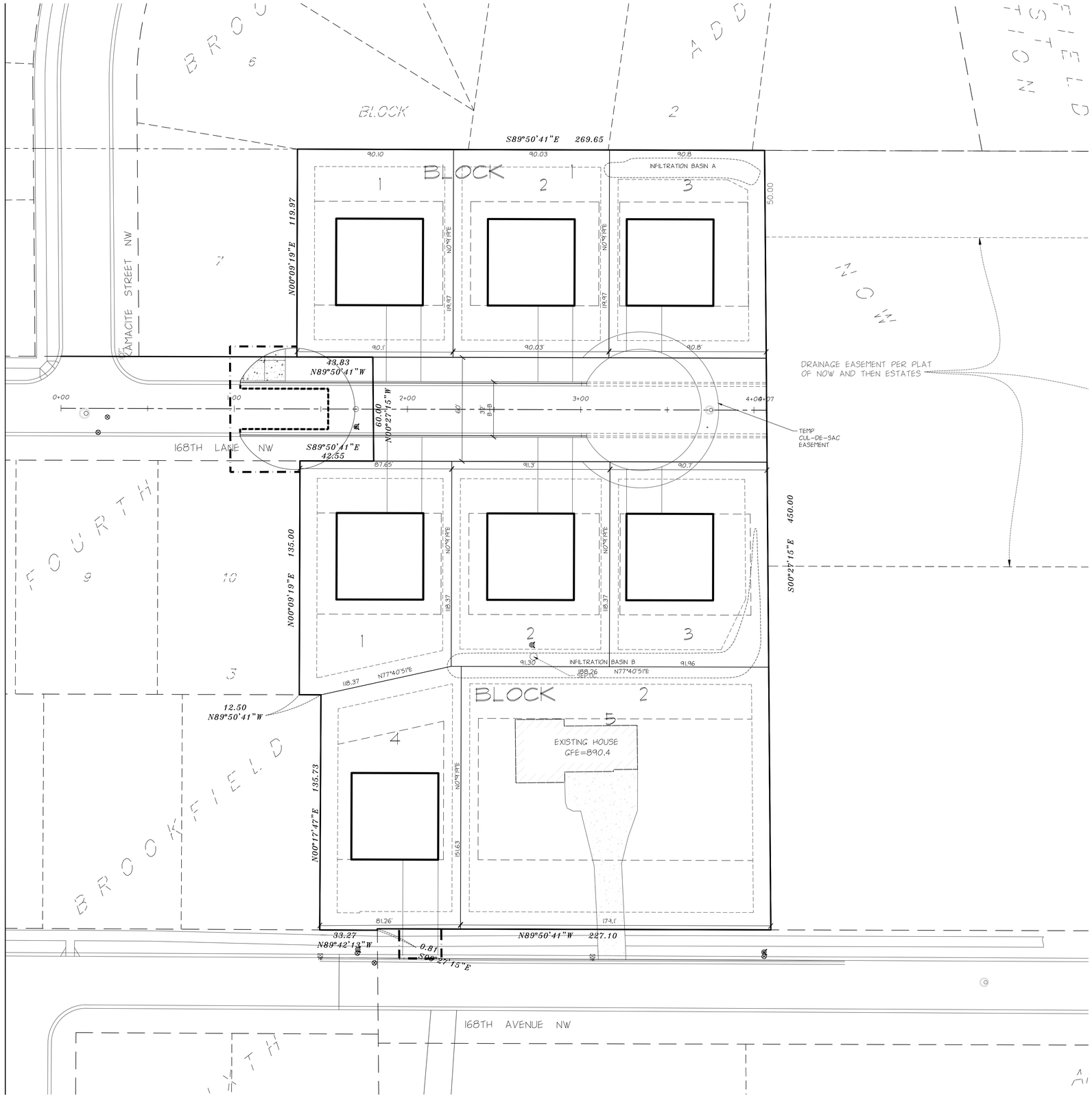

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LEGAL DESCRIPTION

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%

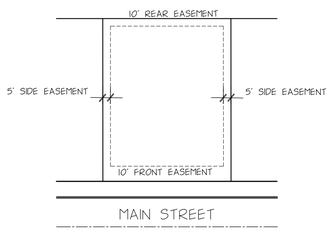
OVERALL SITE SUMMARY

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.

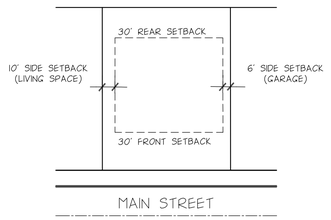
PROPOSED LOT AREAS

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
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FILE NAME C201ZZZ001.DWG

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PRELIMINARY PLAT & SITE PLAN
C2.1

SHEET NO. 4/11

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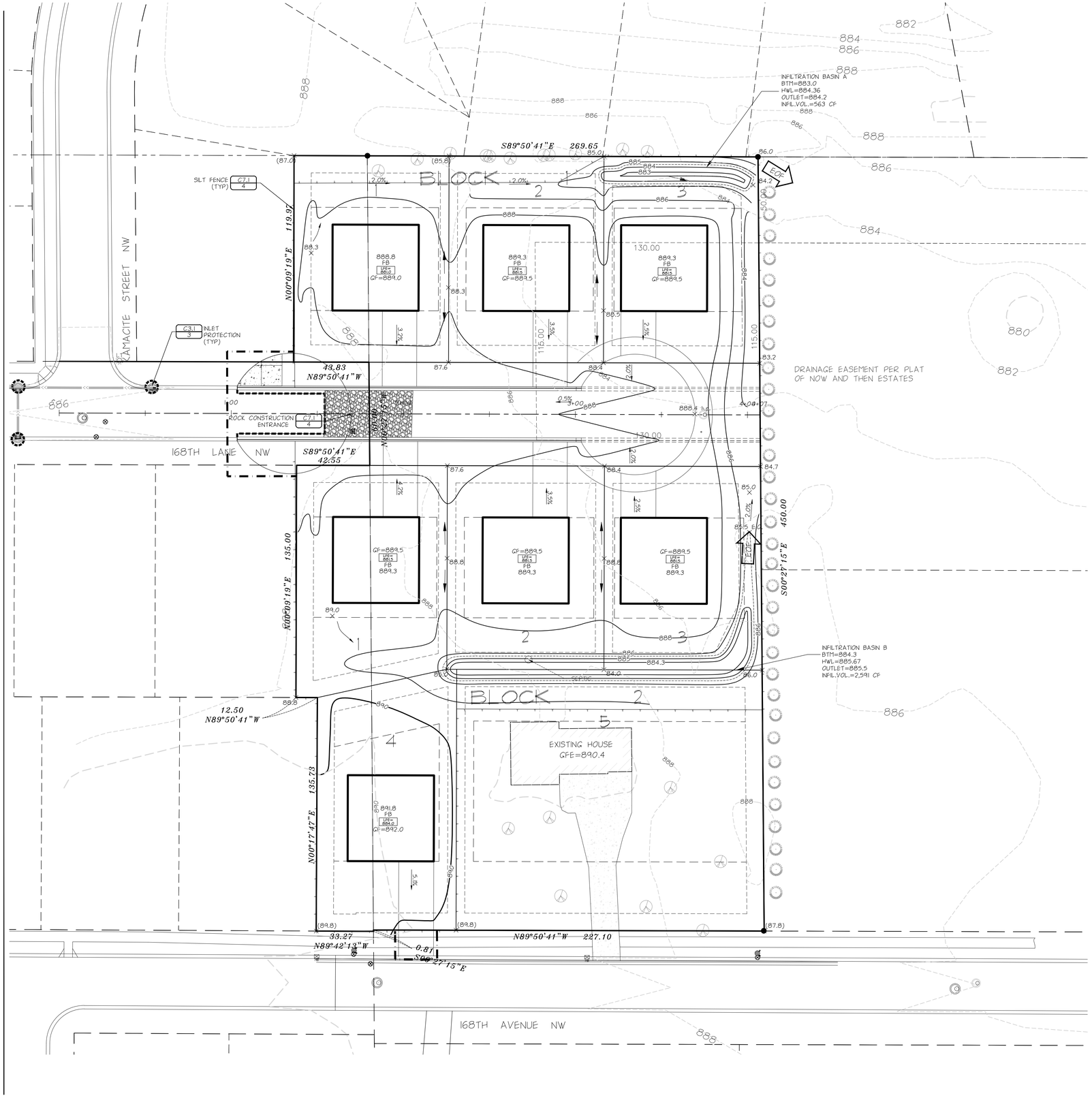

GENERAL NOTES

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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PROJECT

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BY RS DATE 05-22-17

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PROJECT NO. ZZZ15326

GRADING AND EROSION CONTROL
C3.1

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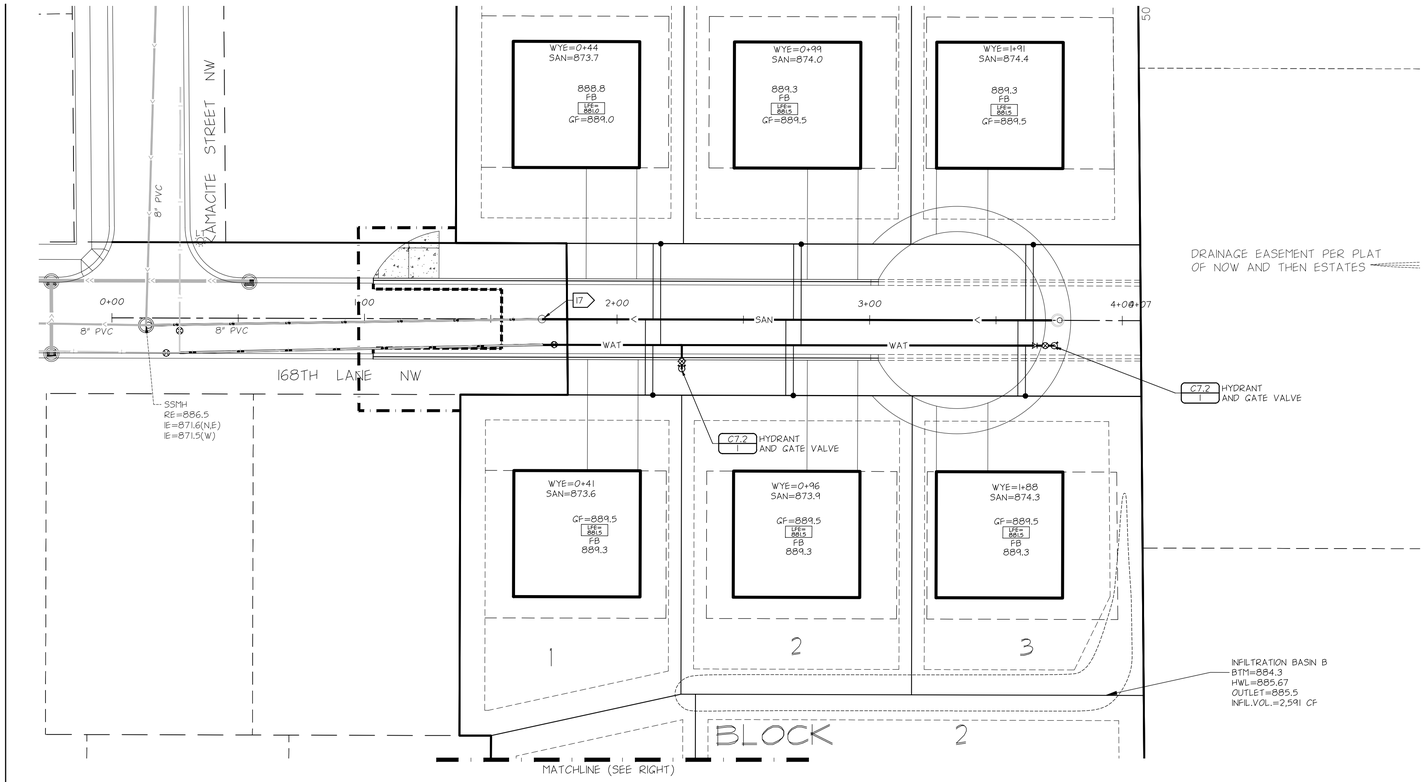

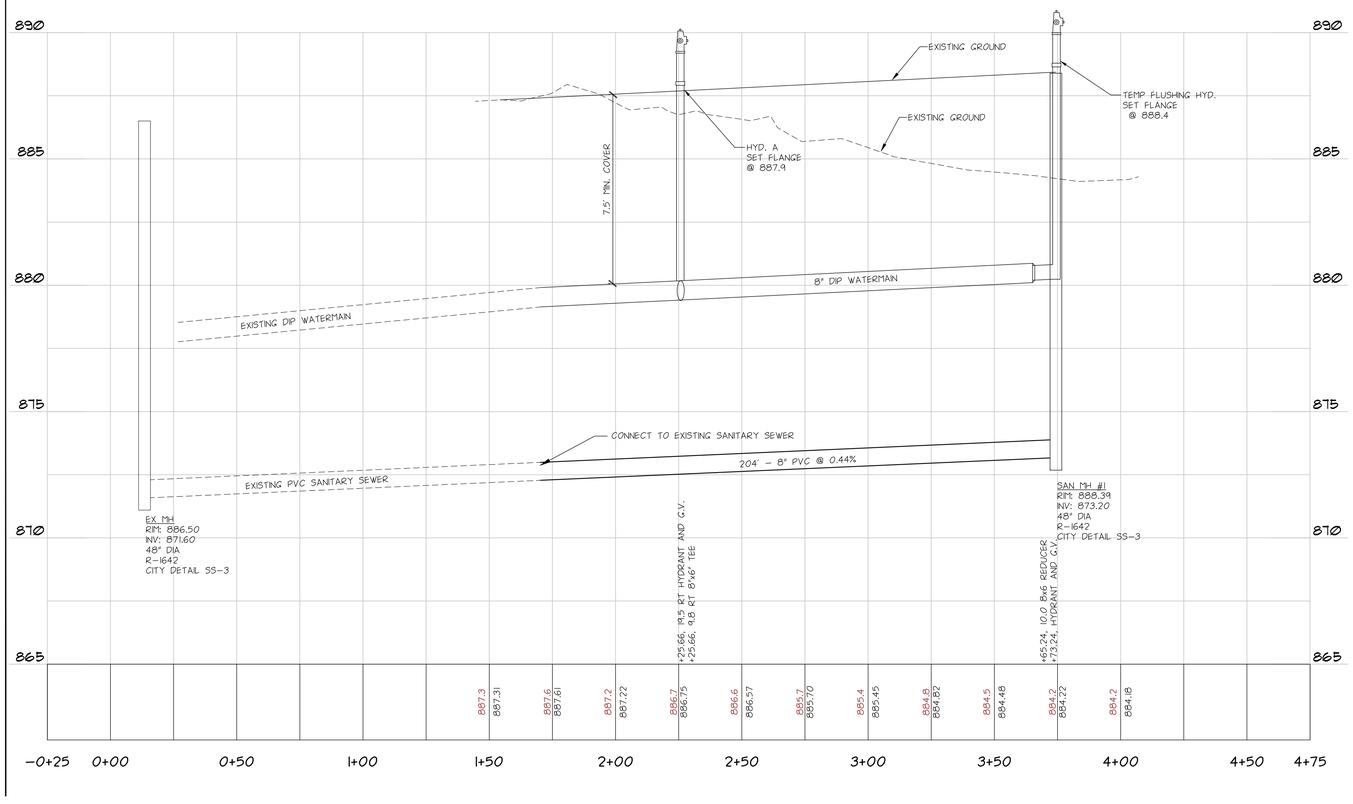

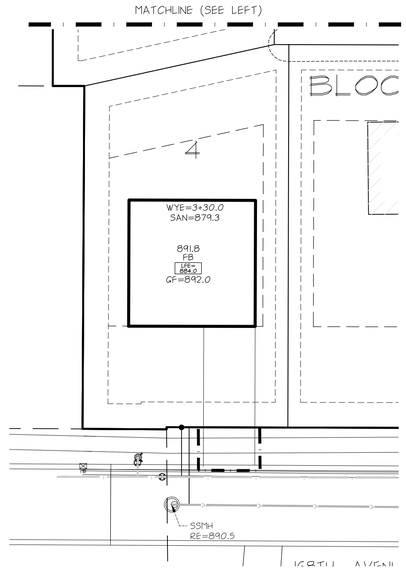

UTILITY NOTES

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

DEVELOPER

BRYON AND LYNN COLE
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UTILITIY PLAN & PROFILES

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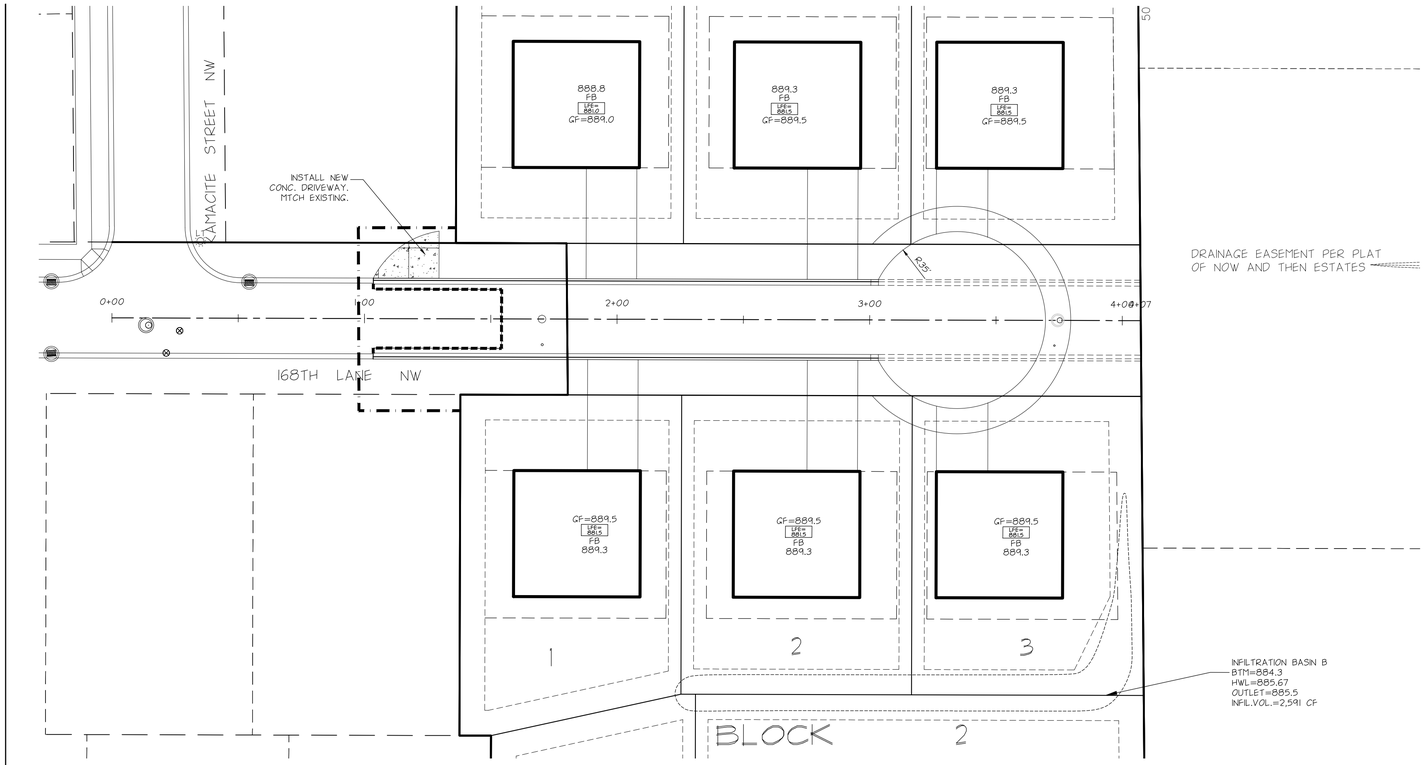

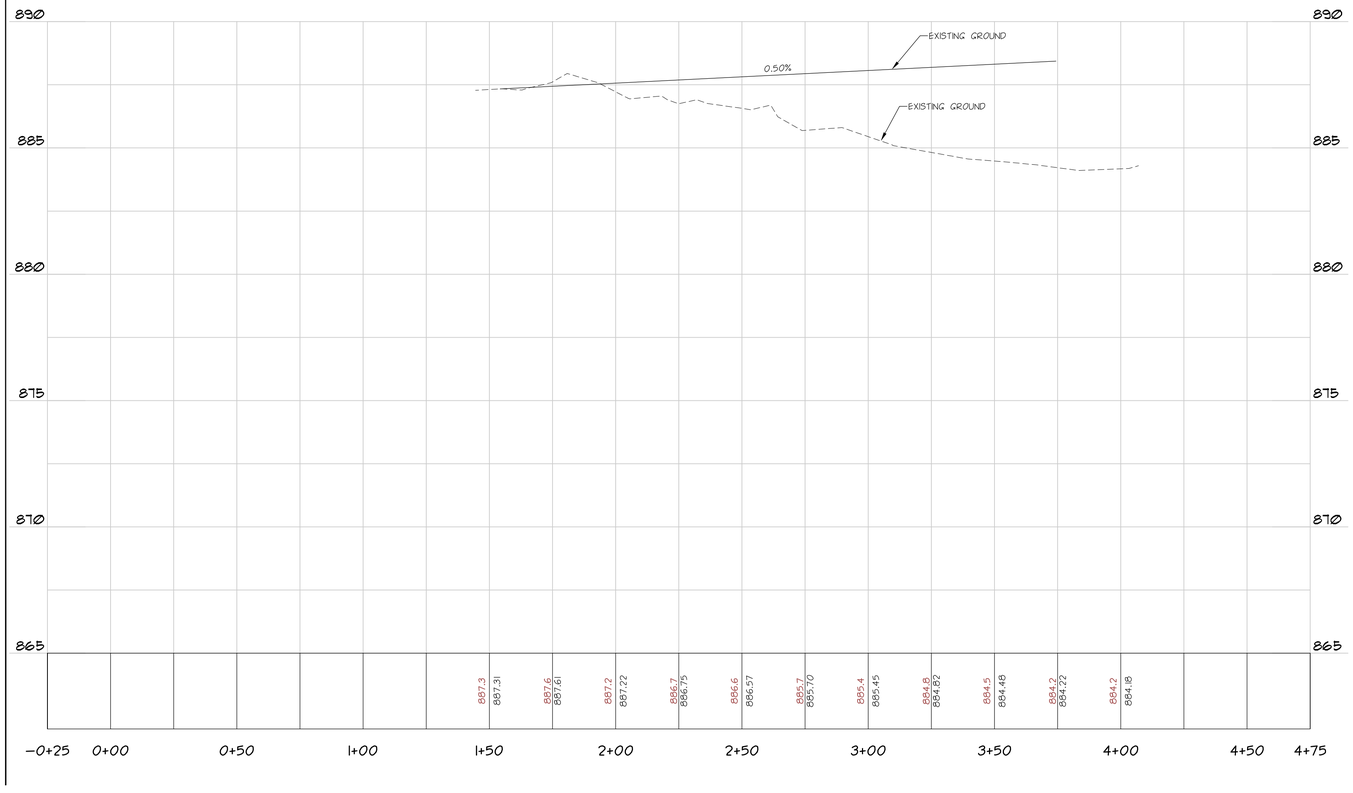

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STREET PLAN & PROFILE

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SHEET NO. 7/11

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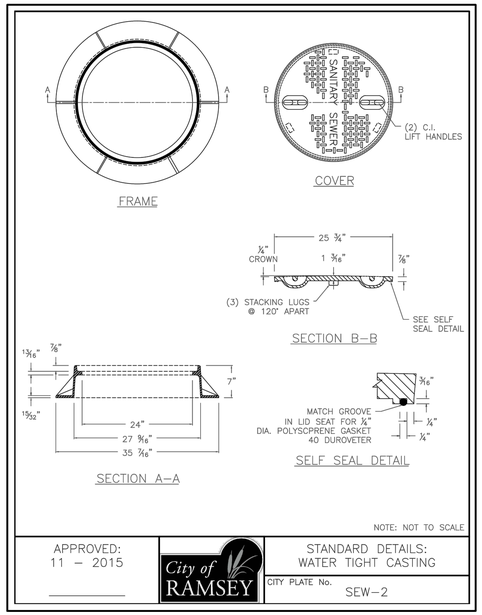
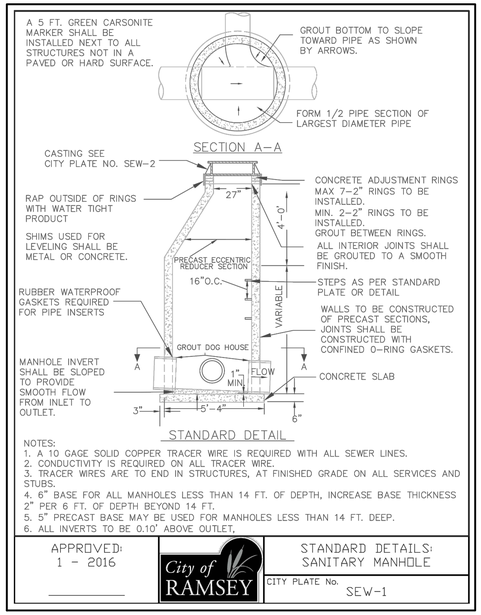


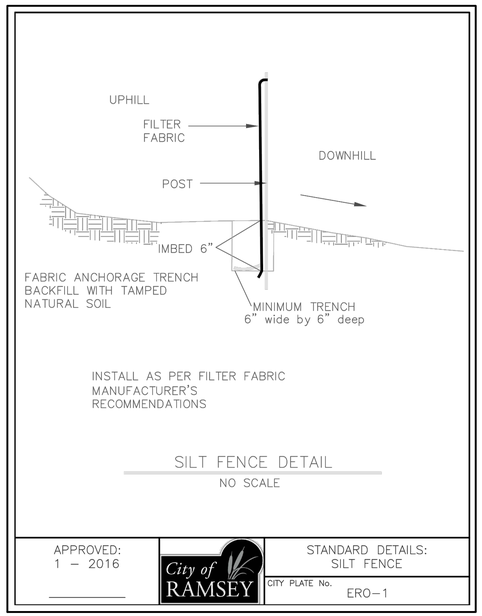
7 **SANITARY SEWER CASTING**

NO SCALE



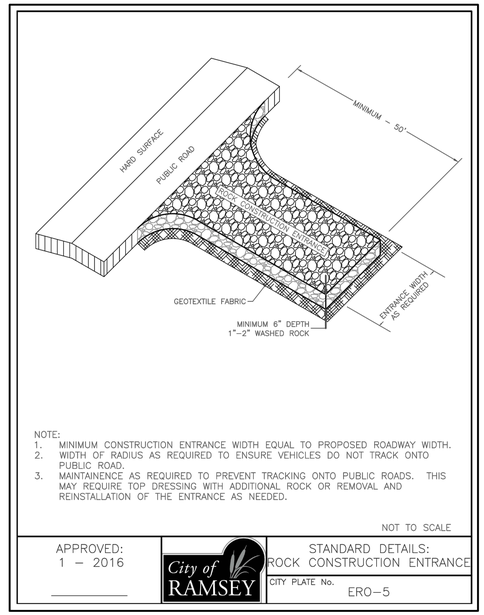
5 **SANITARY SEWER MANHOLE**

NO SCALE



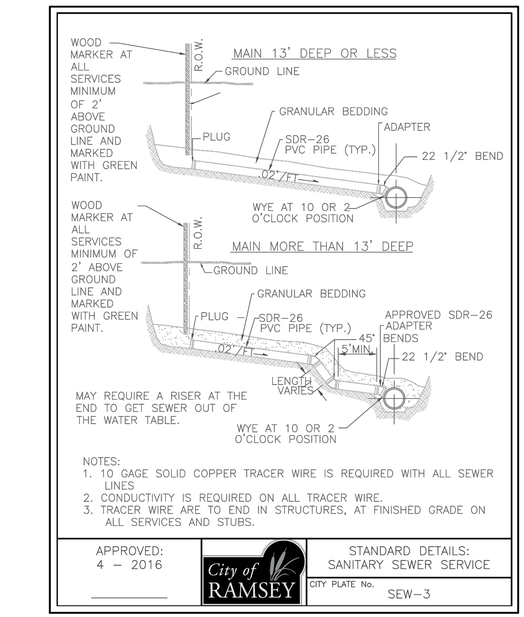
3 **SILT FENCE**

NO SCALE



1 **ROCK CONSTRUCTION ENTRANCE**

NO SCALE



2 **SANITARY SEWER SERVICE**

NO SCALE

MNDOT 2016 SPEC

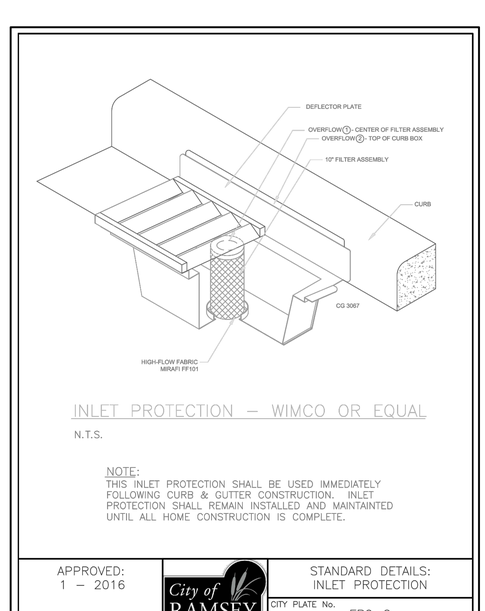
MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	≥85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 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 of RAMSEY
CITY PLATE No. ERO–6
STANDARD DETAILS: TOPSOIL REQUIREMENTS

4 **TOPSOIL REQUIREMENTS**

NO SCALE



2 **INLET PROTECTION**

NO SCALE

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CIVIL CONSTRUCTION DETAILS

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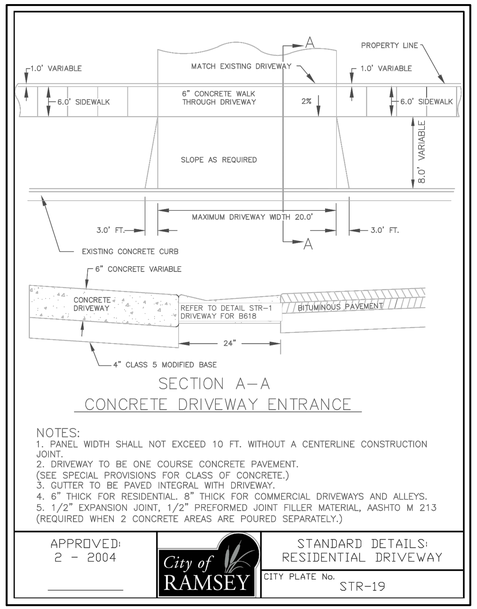
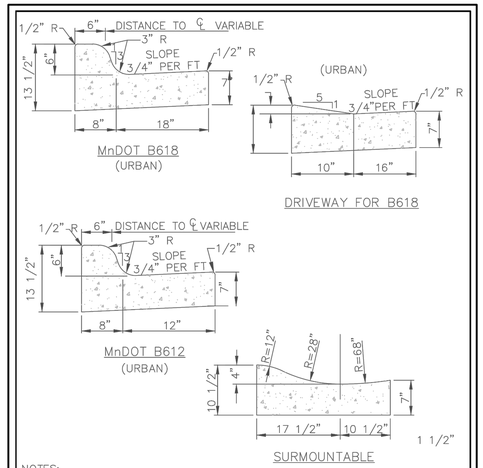


SECTION A–A
CONCRETE DRIVEWAY ENTRANCE

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

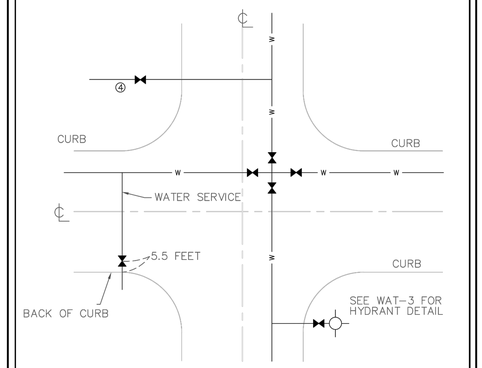
7 **RESIDENTIAL DRIVEWAY** NO SCALE



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

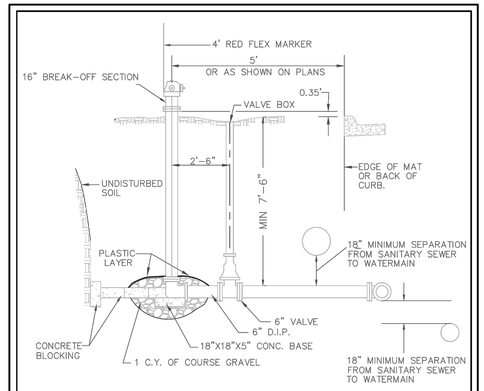
5 **CURB AND GUTTER** NO SCALE



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

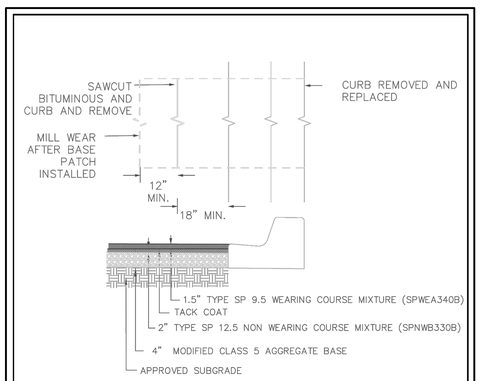
3 **WATERMAIN VALVE LOCATION** NO SCALE



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

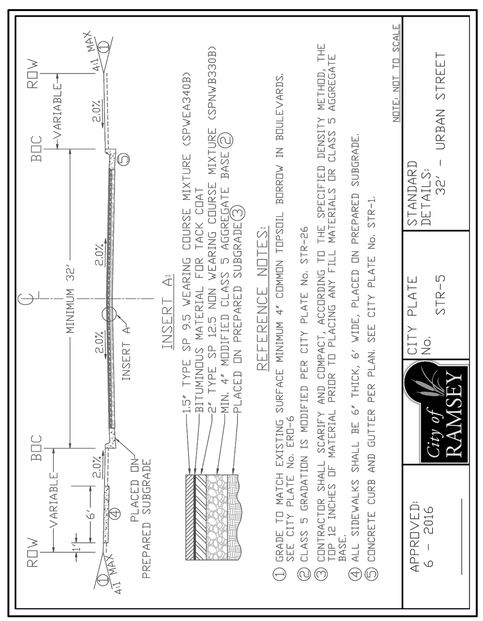
1 **STANDARD HYDRANT** NO SCALE



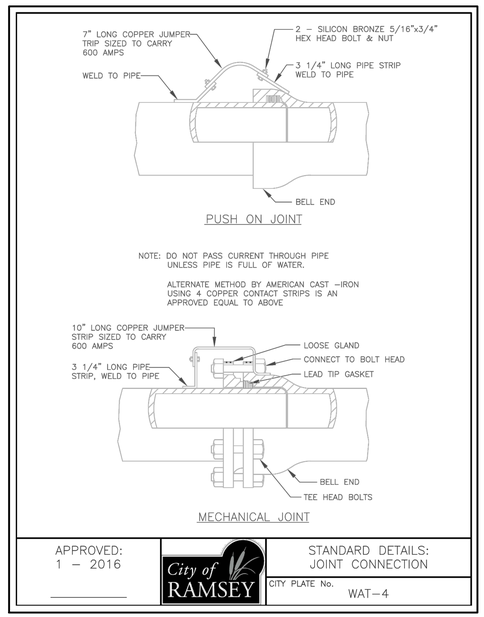
NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

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



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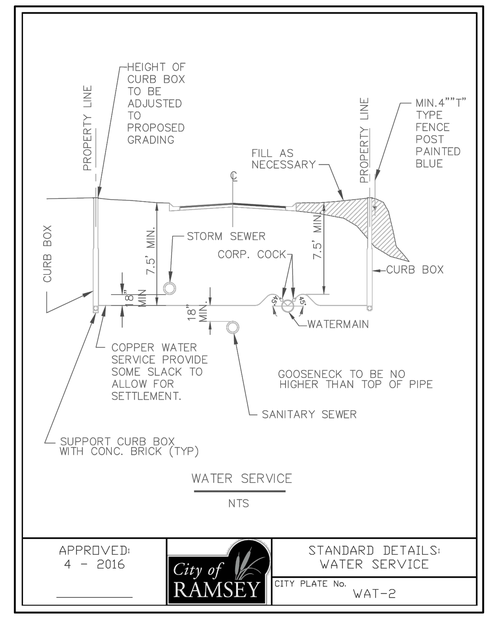
		CITY PLATE No. WAT-4

4 **JOINT CONNECTION** NO SCALE



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		CITY PLATE No. WAT-2

2 **WATERMAIN SERVICE** NO SCALE

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Fax: 612-252-9077
Web: landform.net

FILE NAME C702ZZZ001.DWG

PROJECT NO. ZZZ15326

CIVIL CONSTRUCTION DETAILS

C7.2

SHEET NO. 9/11

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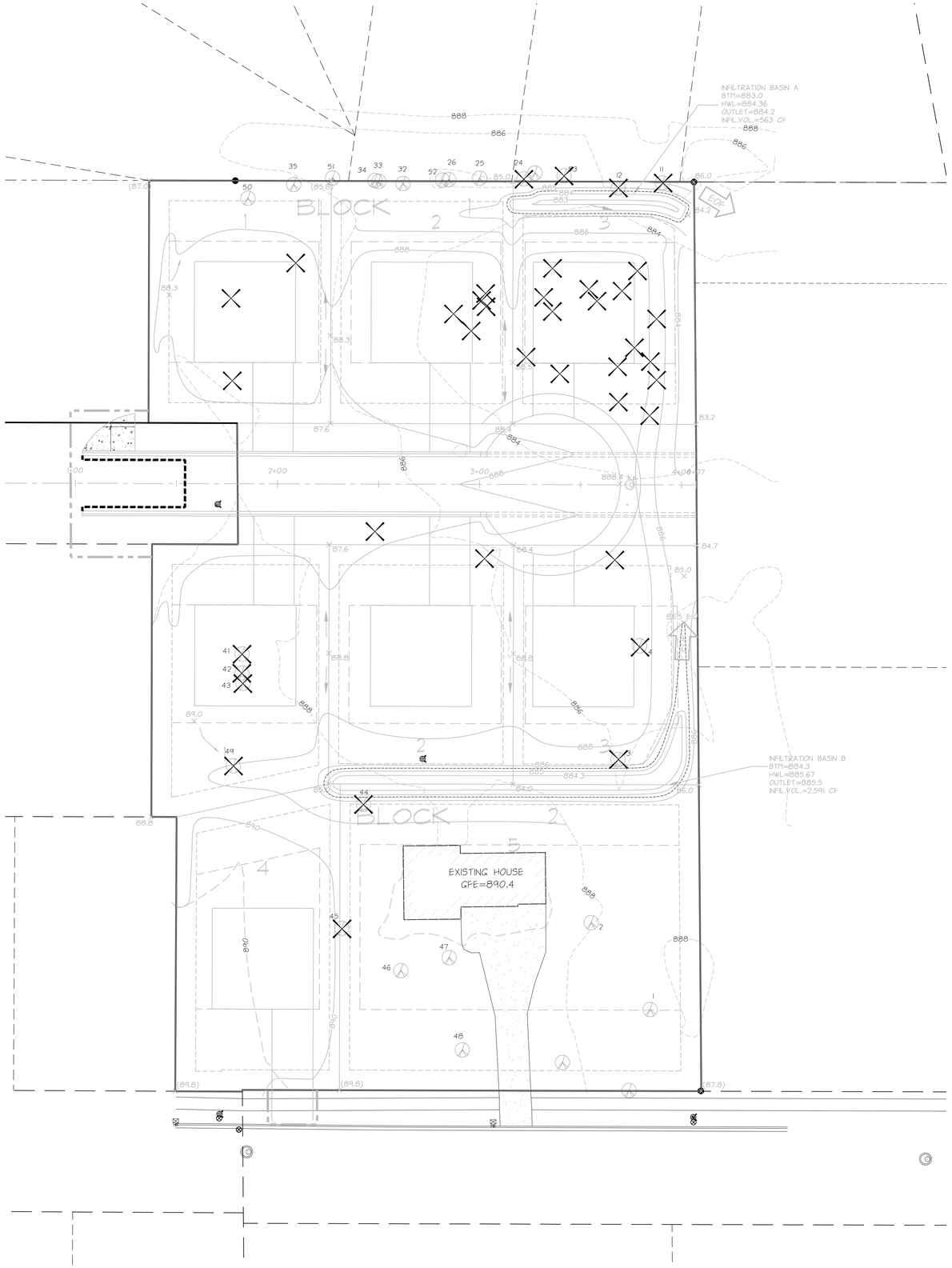

TABLE

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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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
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

PRELIMINARY NOT FOR CONSTRUCTION

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

PRELIMINARY & FINAL PLAT
06-01-17

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

FILE NAME L101ZZZ001.DWG

PROJECT NO. ZZZ15326

TREE PRESERVATION PLAN AND TABLE

L1.1

SHEET NO. 7/11

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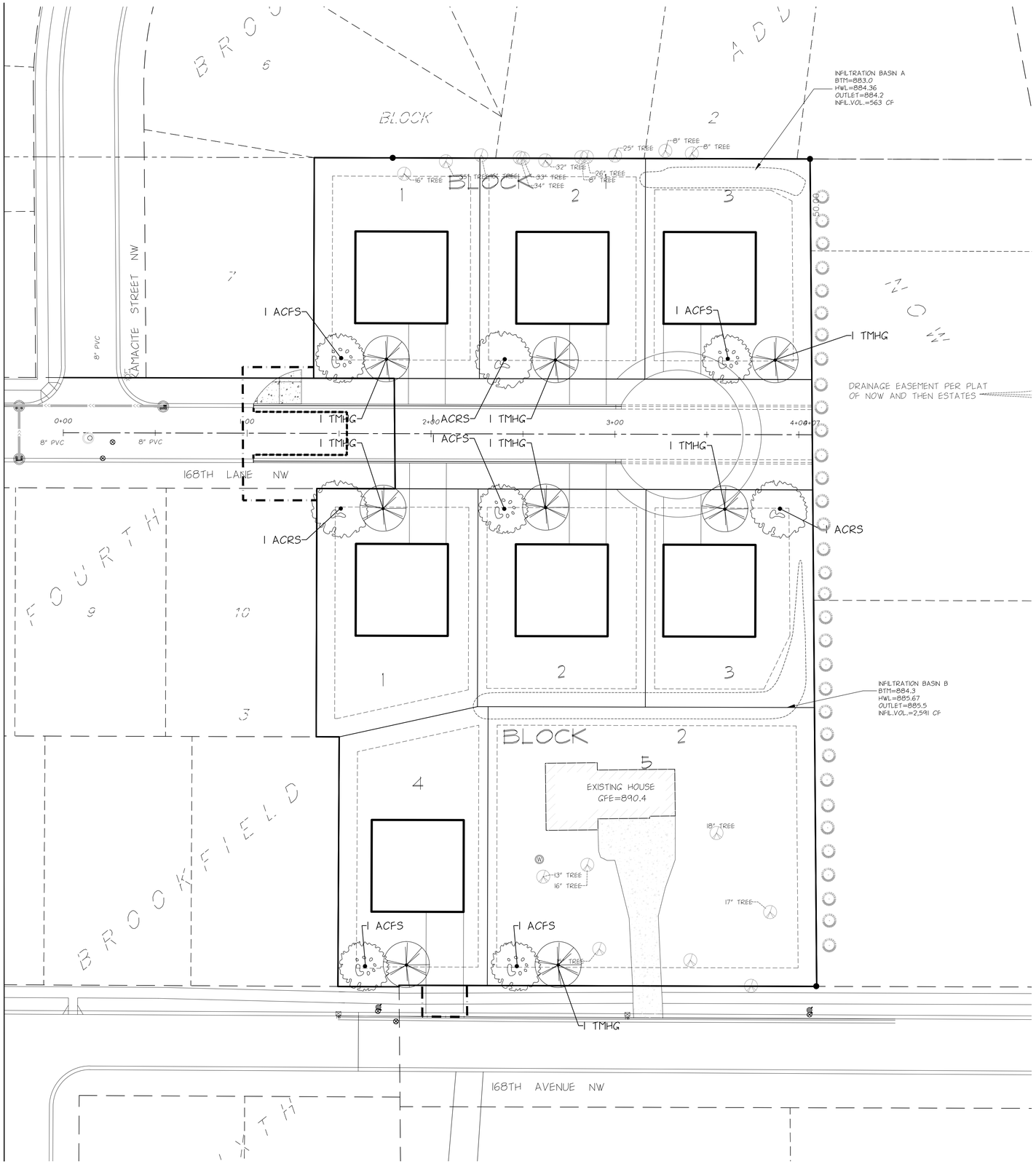

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LANDSCAPE SCHEDULE

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

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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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

PRELIMINARY
NOT FOR
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PRELIMINARY & FINAL PLAT
06-01-17

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
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FILE NAME L201ZZZ001.DWG

PROJECT NO. ZZZ15326

LANDSCAPE PLAN
L2.1

SHEET NO. 11/11

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

NORTH
0 30 60

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

Public Hearing

Chairperson Bauer called the public hearing to order at 8:11 p.m.

Presentation

Planning Intern Henderson presented the staff report stating 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. 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.

Citizen Input

Commissioner Van Scoy questioned how the plat would be impacted if a portion of the site was determined to be a wetland.

Civil Engineer II Linton explained if a portion was determined to be a wetland the plat boundaries would have to be redrawn and the applicant would have to come back before the Planning Commission.

Commissioner Van Scoy asked if structures on the site would be removed.

Planning Intern Henderson stated the structures would be demolished.

Chairperson Bauer asked if it would be best to table action on this item until further information was known about the wetland and cul-de-sac.

Reid Schultz, Landform Professional Services, thanked staff for their assistance on the Preliminary Plat. He commented on the Preliminary Plat and stated at this time, there has been no determination that there are wetlands on the site. He stated he looked forward to working with staff on the cul-de-sac issue. He requested the Commission offer their support to the Preliminary Plat and that he be allowed to work with staff on the cul-de-sac.

Commissioner Surma questioned the length of the cul-de-sac.

Mr. Schultz stated the existing temporary cul-de-sac would be extended an additional 240 feet.

DRAFT

City Planner Anderson reported the proposed cul-de-sac would comply with the City's maximum length requirements.

Thomas Hunt, 16850 Grant Street West, stated he would like to see a temporary cul-de-sac be developed as this would allow him to subdivide his property at some point in the future.

Josh Underbakke, 6960 169th Lane, requested the developer consider sparing the trees on the north side of the subject property.

Doug Barren, 7008 168th Lane, stated he lived on the south side of the temporary cul-de-sac. He understood that the neighborhood was changing and would continue to change. He stated he supported the proposed Preliminary Plat.

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

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

Chairperson Bauer closed the public hearing closed at 8:29 p.m.

Commission Business

Commissioner Van Scoy asked if the house on the northern end touches the property line.

City Planner Anderson stated this home would have had to meet the six-foot side yard setback when constructed.

Motion by Commissioner Nosan, seconded by Commissioner Surma, to recommend that City Council adopt Resolution #17-07-162 contingent upon compliance with the Staff Review Letter.

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

DRAFT

7.07: Consider Adoption of Resolution #17-07-162 Approving Preliminary Plat for Cole Addition (Project No. 17-132); Case of Byron and Lynn Cole

Community Development Intern Henderson reviewed the staff report and noted that 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. He stated that if the revisions result in a change in lot configuration, number of lots and/or deficiencies in the lot size, the revised Preliminary Plat could be routed back through the Planning Commission for consideration. He stated that a variance for the cul-de-sac size will be heard at the August Planning Commission meeting; noting that both cul-de-sac size and stormwater management appear to have the potential to result in a net loss of a buildable lot. He stated that it may be reasonable to reduce the net buildable lots by one to better accommodate stormwater needs and cul-de-sac size (if the variance is not supported by the Planning Commission).

Councilmember Kuzma asked for additional details on the contingencies for the cul-de-sac.

Community Development Intern Henderson provided additional details on the options for the cul-de-sac.

Community Development Director Gladhill noted that the Preliminary Plat can be approved today and the Staff Review Letter directs the applicant to solve for the deficiency. He noted that could occur with the applicant amending the plat to have a larger cul-de-sac should the variance not be approved by the Planning Commission and Council in August.

Councilmember Shryock stated that this looks like a subdivision of private property and there will be additional lots that head into the cul-de-sac and asked if those will have the opportunity to develop.

Community Development Director Gladhill stated that the property owner to the west has stated that they may want to develop in the future and would like to connect through that cul-de-sac. He stated that the City has done a lot of cul-de-sac speculation in the past assuming that the neighboring property will develop and that property never develops. He stated that a smaller cul-de-sac often works best when a project is being phased rather than relying on a neighboring parcel to develop.

Brian Cole, 6915 169th Ave NW, stated that this goes back to 2005 when John Peterson requested the Brookfield Addition. He stated that he was the only one in his neighborhood that stood up in favor of that development. He stated that change is coming and everyone around him has quarter acre lots, while he has 2.5 acres. He stated that he worked with Mr. Peterson and everything had been prepared to develop his property. He stated that the market then froze and so the development of his property also froze. He stated that he has been very upfront with everyone that has moved into his neighborhood about his desire to subdivide. He stated that he would like to have seven lots and noted that it would not be cost effective to move forward with six lots. He respectfully requested that the City be supportive of his request.

DRAFT

Councilmember Kuzma stated that he is supportive of the project but is concerned with safety equipment being able to move around the property. He stated that he would ask that the applicant continue to work with staff to find a reasonable solution.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to Adopt Resolution #17-07-162 Granting Preliminary Plat Approval Cole Addition contingent upon compliance with the Staff Review Letter and upon the applicant successfully obtaining a variance to cul-de-sac lot size.

Motion carried. Voting Yes: Mayor Strommen, Councilmembers Kuzma, Johns, LeTourneau, Riley, Shryock, and Williams. Voting No: None.

DRAFT

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

RESOLUTION #17-08-195

RESOLUTION ADOPTING FINDINGS OF FACT #0982 RELATING TO A REQUEST FROM BRYON AND LYNN COLE FOR A VARIANCE TO THE CUL-DE-SAC BULB SIZE REQUIREMENTS FOR THE COLE ADDITION.

WHEREAS, Bryon and Lynn Cole, hereafter referred to as "the Applicant", properly applied for Variance approval for cul-de-sac bulb size for the Cole Addition at 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');

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

1. That the Applicant submitted an application for a variance on July 12, 2017.

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

3. That the Subject Property is zoned R-1 Residential (MUSA) and is approximately 117,612 square feet (2.7 acres) in size.

4. That the Subject Property is surrounded by properties also zoned R-1 Residential (MUSA).

5. That the Subject Property is guided as Low Density Residential on the Future Land Use Map as are the surrounding properties.

6. That the Subject Property is generally located north of 168th Avenue NW and west of Garnet Street.

7. That Section 117-614 (c) of the Ramsey City Code establishes a cul-de-sac shall have a terminus of nearly circular shape with a minimum circular shape with a minimum right-of-way diameter of 130 feet and a minimum roadway diameter of 100 feet and a 60 foot radius of right of way.

8. That the Applicant is requesting a variance to allow a cul-de-sac with a pavement radius of 35 feet, and a temporary road easement radius of 45 feet.

9. That Section 117-614 (c) establishes the standard for maximum length of a cul-de-sac is 600 feet.

10. That the proposed cul-de-sac is below the maximum length for cul-de-sacs.

11. That Engineering, Fire, and Public Works departments are not supportive of the variance to cul-de-sac radius.

12. That the plight is/is not due to circumstances unique to the Subject Property.

13. That the plight was/was not created by the Applicant.

14. That, if granted, the Variance will/will not alter the locality's essential character.

15. That, if granted, the Variance will/will not impair an adequate supply of light and air to adjacent property.

16. That, if granted, the variance will/will not have the effect of allowing a use that is prohibited in the applicable zoning district.

17. That, if granted, the variance will/will not increase the congestion on the public street.

18. That, if granted, the variance will/will not adversely impact the degree of public health, safety and general welfare provided for in the Ramsey City Code.

19. That, if granted, the Variance will/will not permit standards that are lower than those required by state law.

20. That, if granted, the variance will/will not diminish established property values within the neighborhood.

21. That, if granted, the variance requested is/is not the minimum variance necessary to accomplish the intended purpose of the Applicants.

22. That, if granted, the variance will/will not grant the Applicants any special privilege that is denied to the owners of other land in the same district.

The motion for the adoption of the foregoing resolution was duly seconded by Commissioner Anderson, 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 adopted by the Ramsey Planning Commission this the 3rd day of August, 2017.

_____
Chairperson

ATTEST:

_____
City Clerk

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

RESOLUTION #17-08-196

A RESOLUTION DENYING/APPROVING THE ISSUANCE OF A VARIANCE TO THE CUL-DE-SAC BULB SIZE.

WHEREAS, Bryon and Lynn Cole, hereafter referred to as "the Applicant", properly applied for Variance approval for cul-de-sac size for the Cole Addition at 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 Planning Commission met on August 3, 2017, conducted the public hearing and adopted findings of fact relating to the request for a variance from cul-de-sac bulb requirements on the Subject Property.

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

1. Based on Findings of Fact #0982, a **Variance** (the "Variance"), to deny/allow a cul-de-sac with a substandard bulb pavement radius of 35 feet and right-of-way radius of 45 feet.

2. That the cul-de-sac bulb would meet all other road standards on the **Subject Property**.

3. That the **Permittee** shall record the temporary road easements against the property.

4. That the **Permittee** shall be responsible for obtaining a Zoning Permit for the existing, detached accessory structure.

4. The **Permittee** shall be responsible for all City costs incurred in administering and enforcing this variance.

5. That this **Variance** shall automatically expire if the use is not initiated by August 3, 2018 and the recording of the plat shall constitute initiation.

The motion for the adoption of the foregoing resolution was 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 adopted by the Ramsey Planning Commission this the 3rd day of August, 2017.

Byron and Lynn Cole hereby acknowledge receipt of this variance and that they have reviewed the terms of the variance and have agreed that they will comply with the terms of the variance.

_____ _____

Bryon Cole Lynn Cole

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me, a Notary Public, personally appeared Bryon and Lynn Cole, husband and wife, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

_____
Notary Public

CITY OF RAMSEY:

By: _____ By: _____
Planning Commission Chairperson City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this ____ day of _____, _____, before me, a Notary Public, personally appeared Bryon and Lynn Cole. 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

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 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 request for variance to the full cul-de-sac requirements for this plat.

Engineering does not support the variance. City Code does permit temporary cul-de-sacs. The City did permit temporary cul-de-sacs by policy in the past. Temporary cul-de-sacs imply the road will be extended in the future. There are several temporary cul-de-sacs that have been in place for over 15 years with no indications that the adjacent land will develop in the near future.

The road must be built with a permanent, full size cul-de-sac. If the road is extended in the future, the pavement beyond the normal curb lines can be removed and restored to match the adjacent yards.

While this may impact the number of buildable lots, there is not guarantee by the City that a certain number of lots can be developed on any parcel. The minimum lot size was added to code to ensure that there is adequate separation between the home and any wetlands or ponds on the site.

Regular Planning Commission **5. 4.**

Meeting Date: 08/03/2017

By: Chris Anderson, Community Development

Information

Title:

PUBLIC HEARING: Consider Request for an Amended Conditonal Use Permit for Motor Vehicle Sales and Repair at 6845 Highway 10 NW (Project No. 17-136); Case of EJ Properties LLC

Purpose/Background:

In March of 2010, the City approved a Conditional Use Permit for motor vehicle sales and repair on the property located at 6845 Highway 10 NW (the "Subject Property"). However, the property owner, EJ Properties LLC (the "Applicant'), has approached the City about the potential to make some internal building modifications to accommodate additional tenants conducting motor vehicle sales and repair. That represented an expansion of the conditional use and thus, the Applicant submitted a request to amend the existing conditional use permit.

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:

The Subject Property is within the H-1 Highway 10 Business District. This district allows for motor vehicle sales and repair with the issuance of a Conditional Use Permit. The Applicant operates Eddy's Auto & Body Repair Inc., but would like the ability to rent out additional space for other motor vehicle dealerships, similar to several other properties within the city. There is ample pavement on the Subject Property to accommodate additional display of motor vehicles for sale as well as to accommodate additional customer parking. There are no proposed exterior improvements to the Subject Property. Generally speaking, Staff is supportive of the requested amendment.

There are, however, several conditions within the existing Conditional Use Permit that do not appear to have been satisfied or complied with by the Applicant. As can be seen in the attached photos, there appear to be multiple inoperable vehicles stored outside on the Subject Property. Furthermore, the existing Conditional Use Permit identified a 'Designated Storage Area' that was required to be screened (there is a wooden privacy fence in place) and paved before vehicles in need of repair could be parked/stored there. The paving has still not occurred and it does appear that the vehicles within this area are being stored for longer durations that what the current Conditional Use Permit allowed. Finally, it appears that there are multiple semis being parked/stored either over night or for longer terms on the Subject Property. This zoning district does not permit truck terminals or outside storage (unless accessory to the principal use).

As noted, Staff generally supports the requested amendment to the Conditional Use Permit. However, it should be contingent upon bringing the Subject Property into compliance with the terms of the original permit as well as current zoning standards (there are a number of small signs up and a 'tiny home' parked in the grass and possibly the right-of-way).

Alternatives

Alternative 1: Recommend approval of Resolution #17-08-197 granting an Amended Conditional Use Permit to allow additional motor vehicle sales/repair tenants to operate on the Subject Property. As long as the Applicant brings the property into compliance with the terms of the Conditional Use Permit and Zoning Code, Staff would

support this alternative.

Alternative 2: Recommend denial of Resolution #17-08-197. This would prohibit expansion of the conditional use that is already operating on the Subject Property. There is sufficient room on the Subject Property to accommodate additional motor vehicle sales tenants. Again, as long as the Applicant brings the Subject Property into compliance with the terms of the Conditional Use Permit and Zoning Code, Staff would not support this alternative.

Funding Source:

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

Recommendation:

Staff recommends approval of the Amended Conditional Use Permit contingent upon the Applicant bringing the property into compliance with the terms of the Conditional Use Permit and Zoning Code (this would include removing inoperable vehicles, removing the numerous small signs in the greenspace area, removing the 'tiny home' displayed on grass, and eliminating the overnight and/or longer term parking/storage of semis).

Action:

Motion to recommend City Council adopt Resolution #17-08-197 approving an Amended Conditional Use Permit contingent upon bringing the Subject Property into compliance with the terms of the Conditional Use Permit and Zoning Code.

Attachments

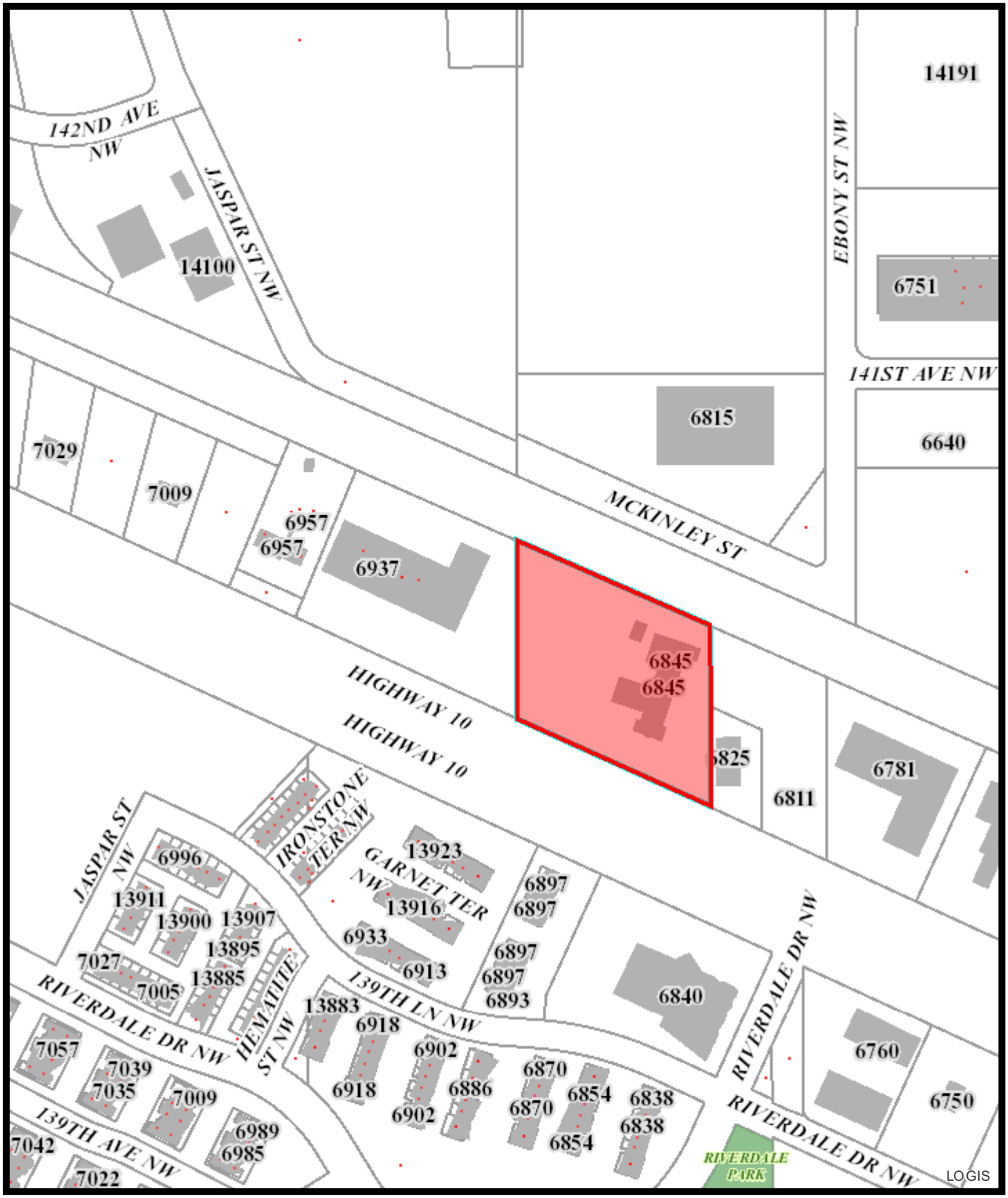
Site Location Map
Photos of Site
Aerial of Site
Existing Conditional Use Permit
Resolution #17-08-197: Findings and Conditonal Use Permit

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/28/2017 11:51 AM
Form Started By: Chris Anderson		Started On: 07/28/2017 10:39 AM
Final Approval Date: 07/28/2017		

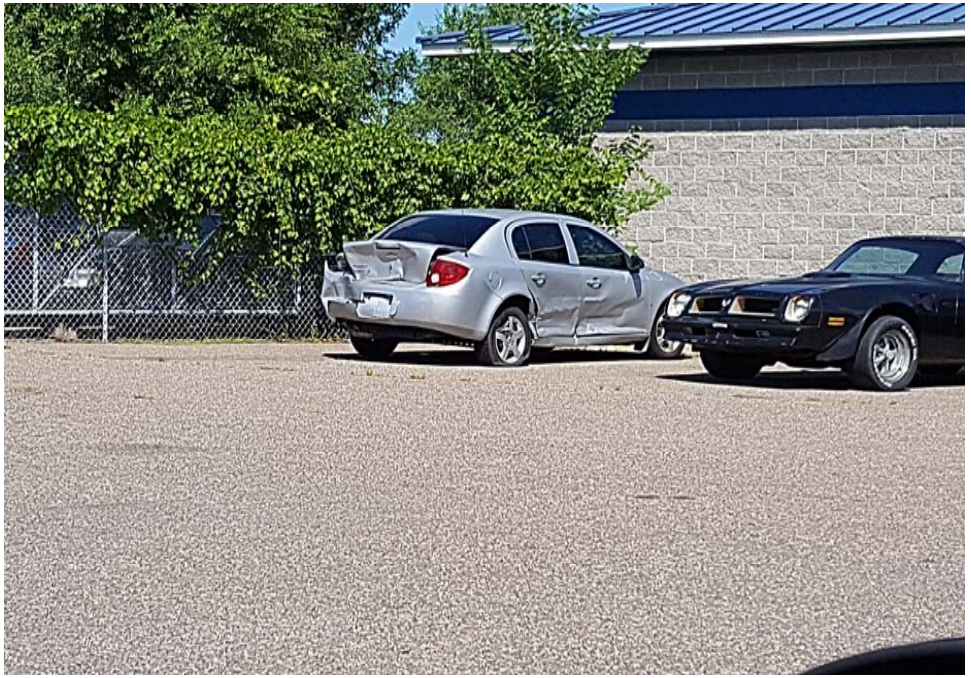
34-32-25-21-0001
6845 HIGHWAY 10 NW

Site Location Map



Feet
0 70 140 280 420 560

Print Date: July 7, 2017



TIRES
FOR

Eddy's

Body Shop
Designated Storage Area
Area to be leased out
Mechanic's Shop
Office Area
6845
6845
6825
HIGHWAY 10

2014647.001

Record ID 2303573

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

RESOLUTION #10-03-072

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO EDDY'S AUTO & BODY REPAIR INC., TO ALLOW MOTOR VEHICHLE REPAIRS AND MOTOR VEHICLE SALES IN THE H-1 HIGHWAY 10 BUSINESS DISTRICT AND DECLARING TERMS OF SAME:

WHEREAS, Eddy's Auto & Body Repair Inc., hereinafter referred to as the "Permittee" has properly applied for a Conditional Use Permit to conduct motor vehicle repairs and motor vehicle sales on the property generally known as 6845 Highway 10 NW and legally described as follows:

That part of Lot 3 Auditors Subdivision No. 31 described as follows: Beginning at the southwest corner of said lot, thence southeasterly along southerly line of said lot 450 feet, thence north parallel with west line thereof 385.04 feet to north line of said lot, thence northwesterly along said northerly line 447.09 feet to northwest corner thereof, thence south along west line of said lot to point of beginning, subject to easement of record, Anoka County, Minnesota

("Subject Property")

WHEREAS, the Planning Commission met on March 4, 2010, conducted a public hearing and recommended City Council approval/denial of the request.

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

1. That based on Findings of Fact #0864, a Conditional Use Permit ("Permit") to allow motor vehicle repairs and motor vehicle sales on the Subject Property is hereby granted to the Permittee.

2. That this Permit only allows motor vehicle repairs to occur within the building located on the Subject Property.

3. That motor vehicles awaiting repair shall be stored on a bituminous or concrete surface. All parking surfaces must be approved by the City of Ramsey ("City").

4. That any motor vehicle awaiting repair that will be on the Subject Property for more than one (1) day shall be stored indoors or within the designated area as shown on **Exhibit 1** (the "Designated Storage Area"), which area shall be surfaced with bituminous and/or concrete and shall be screened on all sides with 100% opaque screening of wood, masonry, or maintenance free material. Chain link fencing of any type for screening purposes shall not be permitted.

5. That motor vehicles awaiting repair shall not be stored outside on the Subject Property for longer than fourteen (14) days unless a prior written request for an extension for up to thirty (30) days is approved by the Zoning Administrator. Any extension beyond thirty (30) days shall require approval of the City Council.

6. That the Permittee shall comply with City Code § 117-356 (Commercial and Industrial Development Off-Street Parking) and shall be required to provide and stripe forty-one (41) parking spaces for customer and employee parking, plus one (1) additional striped parking space for every ten (10) motor vehicles displayed for sale.

7. That there shall be no salvaging of parts from inoperable motor vehicles on site to be used to repair other motor vehicles.

8. That there shall be no outside storage of parts or cannibalized vehicles on the Subject Property.

9. That the Permittee shall obtain all necessary permits to complete any required building modifications.

10. That the Permittee shall obtain all necessary licenses to lawfully operate the motor vehicle repair and sales operations.

11. That all tenants, either existing or future, on the Subject Property shall obtain and maintain all necessary licenses and permits to lawfully operate motor vehicle repair and/or motor vehicle sales operations.

12. That this Permit shall be perpetual in duration as long as the terms are herein complied with.

13. That the Permittee shall be responsible for all City costs incurred in administering and enforcing this Permit.

14. That the City Administrator, or his/her designee, shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request.

15. That this Permit shall automatically expire if the use is not initiated by March 23, 2011.

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

Mayor Ramsey
Councilmember Wise
Councilmember Jeffrey
Councilmember Dehen
Councilmember Elvig
Councilmember Look
Councilmember McGlone

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 23rd day of March, 2010

Eddy's Auto & Body Repair Inc. hereby acknowledges receipt of this Permit and that they have reviewed the conditions of this Permit and have agreed that they will comply with the terms of this Permit.

By: Edward J. Prater Its: Pres/owner

STATE OF MINNESOTA)
) SS.
COUNTY OF ANOKA)

On this 16TH day of APRIL, 2010 before me, a Notary Public, personally appeared EDWARD J. PRATER, the PRESIDENT of Eddy's Auto & Body Repair Inc., a Domestic Corporation under the laws of Minnesota, on behalf of the Corporation, to me known to be the person described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

TIM M GLADHILL
Notary Public
Minnesota
My Commission Expires January 31, 2014

Tim Gladhill
Notary Public

EDWARD J. PRATER

Edward J. Prater

JEAN A. PRATER

Jean A. Prater

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 16TH day of APRIL, 2010, before me a Notary Public, personally appeared Edward J. Prater and Jean A. Prater, husband and wife, as owner of the Subject Property, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

TIM M GLADHILL
Notary Public
Minnesota
My Commission Expires January 31, 2014

Tim Gladhill
Notary Public

CITY OF RAMSEY:

By: _____
Mayor

By: _____
City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 20th day of April, 2010 before me a Notary Public personally appeared Bob Ramsey and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor 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 Bob Ramsey and Jo Ann M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

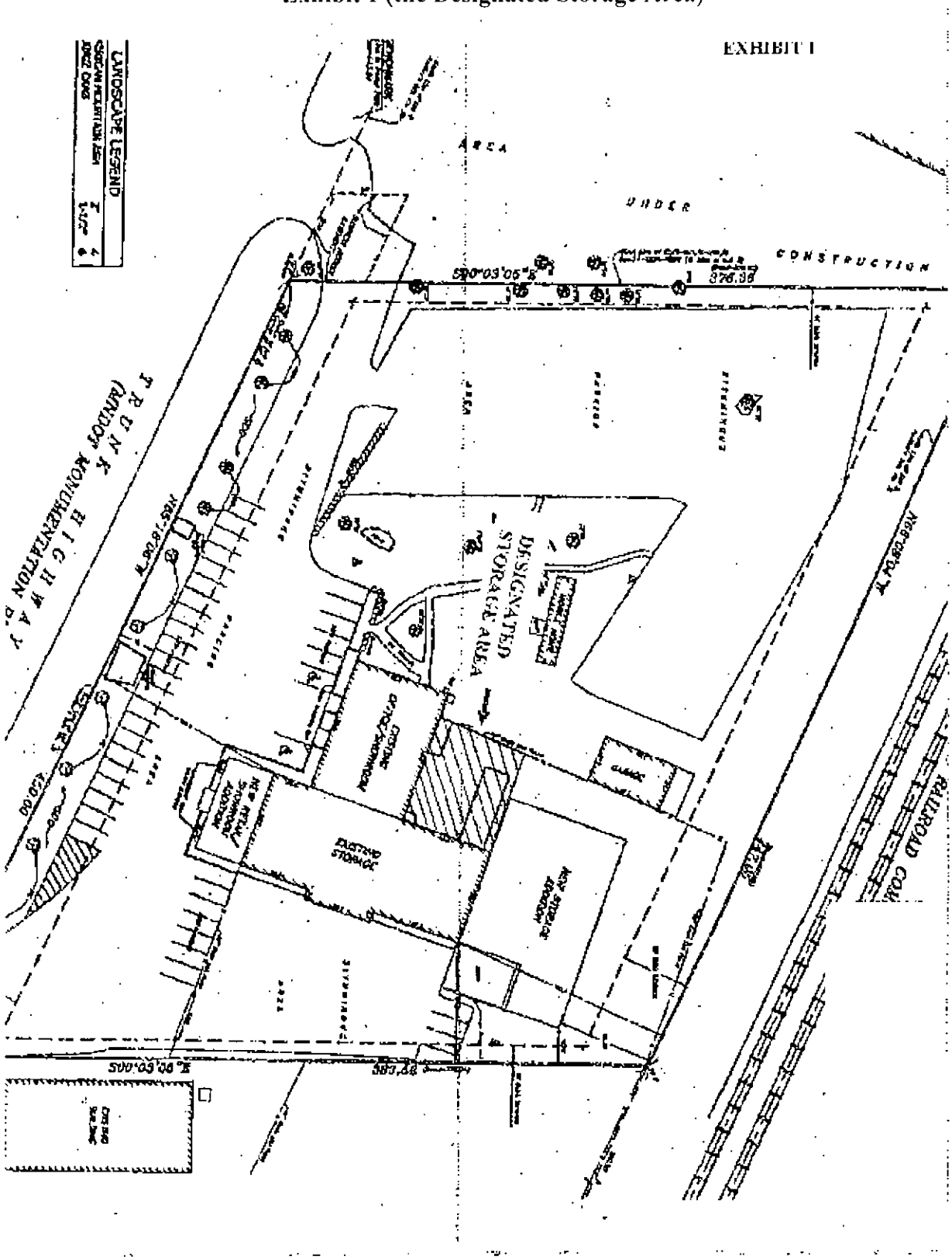
_____
Notary Public

JOANN E SHAW
Notary Public
Minnesota
My Commission Expires January 31, 2015

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

This document reviewed by:
Randall & Goodrich
2140 Fourth Avenue
Anoka, MN 55303

Exhibit 1 (the Designated Storage Area)



ANOKA COUNTY MINNESOTA

Document No.: 2014647.001 ABSTRACT

I hereby certify that the within instrument was filed in this office for record on: 04/22/2010 3:18:00 PM

Fees/Taxes In the Amount of: $46.00

MAUREEN J. DEVINE

Anoka County Property Tax

Administrator/Recorder/Registrar of Titles

BMC, Deputy

Record ID: 2303573

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

RESOLUTION #17-08-197

A RESOLUTION APPROVING THE ISSUANCE OF AN AMENDED CONDITIONAL USE PERMIT TO ~~EDDY'S AUTO & BODY REPAIR INC.~~EJ PROPERTIES LLC, TO ALLOW MOTOR VEHICHLE REPAIRS AND MOTOR VEHICLE SALES IN THE H-1 HIGHWAY 10 BUSINESS DISTRICT AND DECLARING TERMS OF SAME:

RECITALS

1. ~~**WHEREAS,** Eddy's Auto & Body Repair Inc.~~EJ Properties LLC, hereinafter referred to as the "Permittee" has properly applied for an amended Conditional Use Permit to expand ~~conduct~~ motor vehicle sales and repair~~s and motor vehicle sales~~ on the property generally known as 6845 Highway 10 NW and legally described as follows:

That part of Lot 3 Auditors Subdivision No. 31 described as follows: Beginning at the southwest corner of said lot, thence southeasterly along southerly line of said lot 450 feet, thence north parallel with west line thereof 385.04 feet to north line of said lot, thence northwesterly along said northerly line 447.09 feet to northwest corner thereof, thence south along west line of said lot to point of beginning, subject to easement of record, Anoka County, Minnesota

("Subject Property")

2. The City of Ramsey received an application to amend an existing Conditional Use Permit on July 6, 2017.

3. That the Permittee appeared before the Planning Commission for a public hearing pursuant to Section 117-51 (Conditional Use Permits) of the Ramsey City Code on August 3, 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 zoned H-1 Highway 10 Business District. Properties to the east and west of the Subject Property are also zoned H-1 Highway 10 Business District; south of Highway 10 the properties are zoned MU-PUD (Mixed Use Planned Unit Development) and consist of a mixture of residential townhome units and commercial businesses; north of the railroad tracks the properties are zoned E-2 Employment District.

5. That the Subject Property is approximately 3.56 acres in size.

6. That motor vehicle, implement, and recreation equipment sales and service is a conditional use in the H-1 Highway 10 Business District.

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7. That in 2010, a Conditional Use Permit was issued for motor vehicle sales and repair on the Subject Property.

8. That the Permittee has requested an amendment to the Conditional Use Permit to allow additional tenants to lease office space for motor vehicle sales and repair.

9. That City Code Section 117-356 (Commercial and Industrial Development Off-Street Parking) requires one (1) dedicated customer parking space for every ten (10) vehicles displayed; three (3) dedicated customer parking spaces for each enclosed bay; and one (1) dedicated parking space for each full time employee.

10. That vehicles displayed for sale shall be restricted to bituminous or concrete surfaces only.

11. That motor vehicles awaiting repair shall be parked on a bituminous or concrete surface.

12. That any motor vehicle awaiting repair that will be on the Subject Property for more than one (1) day shall be parked indoors or in the designated area identified in Exhibit 1 (the 'Designated Storage Area').

~~1.~~13. That the Designated Storage Area identified in Exhibit 1 shall be improved with either bituminous or concrete surfacing before being used for parking.

14. That the Planning Commission met on August 3, 2017, conducted a public hearing and recommended City Council approval/denial of the request.

FINDINGS OF FACT

1. That motor vehicle sales and repair will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfar.

2. That motor vehicle sales and repair will/will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That motor vehicle sales and repair 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 motor vehicle sales and repair will/will not be hazardous to existing or future neighboring uses.

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5. That motor vehicle sales and repair will/will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That motor vehicle sales and repair will/will not create excessive additinoal requirements at public cost for public facilities and services and will/will not be detrimental to the economic welfare of the community.

7. That motor vehicle sales and repair 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 THIS CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

That the Ramsey City Council hereby grants approval of an Amended Conditional Use Permit (the "Permit") for motor vehicle sales and repair on the Subject Property contingent upon the following conditions:

CONDITIONS

~~1. That based on Findings of Fact #0864, a Conditional Use Permit ("Permit") to allow motor vehicle repairs and motor vehicle sales on the Subject Property is hereby granted to the Permittee.~~

1. That this amended Permit shall supersede and replace the Conditional Use Permit approved by the City Council in Resolution #10-03-072, issued on March 23, 2010.

2. That this Permit ~~only~~ allows for motor vehicle sales and repair~~s~~ to occur on the Subject Property.

3. That the number of individual tenants operating motor vehicle sales and repair operations shall be limited based on the available parking and drive aisle widths as outlined in City Code Section 117-356.

~~2.~~4. That motor vehicle sales and repairs shall only be conducted within the building located on the Subject Property.

~~3.~~5. That motor vehicles awaiting repair shall be stored on a bituminous or concrete surface. All parking surfaces must be approved by the City of Ramsey ("City").

6. That any motor vehicle awaiting repair that will be on the Subject Property for more than one (1) day shall be stored indoors or within the designated area as shown on **Exhibit 1** (the "Designated Storage Area"), which area shall be surfaced with bituminous and/or concrete and shall be screened on all sides with 100% opaque screening of wood, masonry, or maintenance free material. Chain link fencing of any type for screening purposes shall not be permitted.

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7. That the Permittee shall maintain the Subject Property in compliance with City Code Section 117-356 (Commercial and Industrial Development Off-Street Parking) and Chapter 30 (Nuisances) at all times.

~~4.~~

~~5.~~8. That motor vehicles awaiting repair shall not be stored outside on the Subject Property for longer than fourteen (14) days unless a prior written request for an extension for up to thirty (30) days is approved by the Zoning Administrator. Any extension beyond thirty (30) days shall require approval of the City Council. This includes motor vehicles in the Designated Storage Area.

~~6. That the Permittee shall comply with City Code § 117-356 (Commercial and Industrial Development Off-Street Parking) and shall be required to provide and stripe forty-one (41) parking spaces for customer and employee parking, plus one (1) additional striped parking space for every ten (10) motor vehicles displayed for sale.~~

~~7.~~9. That there shall be no salvaging of parts from inoperable motor vehicles on site to be used to repair other motor vehicles.

10. That there shall be no outside storage of parts or cannibalized vehicles on the Subject Property.

~~8.~~11. That overnight and/or longer term parking/storage of semi trailers/tractors is not permitted on the Subject Property.

~~9.~~12. That the Permittee shall obtain all necessary permits to complete any required building modifications.

13. That the Permittee and tenants shall obtain all necessary licenses to lawfully operate ~~the~~ motor vehicle sales and repair ~~and sales~~ operations on the Subject Property.

14. That the Permittee shall stripe all required customer parking stalls and those stalls shall not be used for any use other than customer parking.

~~10.~~15. That the Permittee shall maintain all required drive aisle widths in accordance with City Code Section 117-356.

~~11. That all tenants, either existing or future, on the Subject Property shall obtain and maintain all necessary licenses and permits to lawfully operate motor vehicle repair and/or motor vehicle sales operations.~~

~~12.~~16. That this Permit shall be perpetual in duration as long as the terms are herein complied with.

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~~13.~~17. That the Permittee shall be responsible for all City costs incurred in administering and enforcing this Permit.

~~14.~~18. That the City Administrator, or his/her designee, shall have the right to inspect the premises for compliance and safety purposes annually or at any time, upon reasonable request.

~~15.~~19. That this Permit shall automatically expire if the use is not initiated by ~~March 23~~August 22, 201~~8~~8.

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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 22nd day of August, 2017

EJ Properties LLC hereby acknowledges receipt of this Permit and that they have reviewed the conditions of this Permit and have agreed that they will comply with the terms of this Permit.

By: _____ Its: _____

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

On this _____ day of _____, ____, before me, a Notary Public, personally appeared _____, the _____ of EJ Properties LLC, a Limited Liability Corporation (Domestic) under the laws of Minnesota, on behalf of the Corporation, to me known to be the person described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

_____
Notary Public

CITY OF RAMSEY:

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

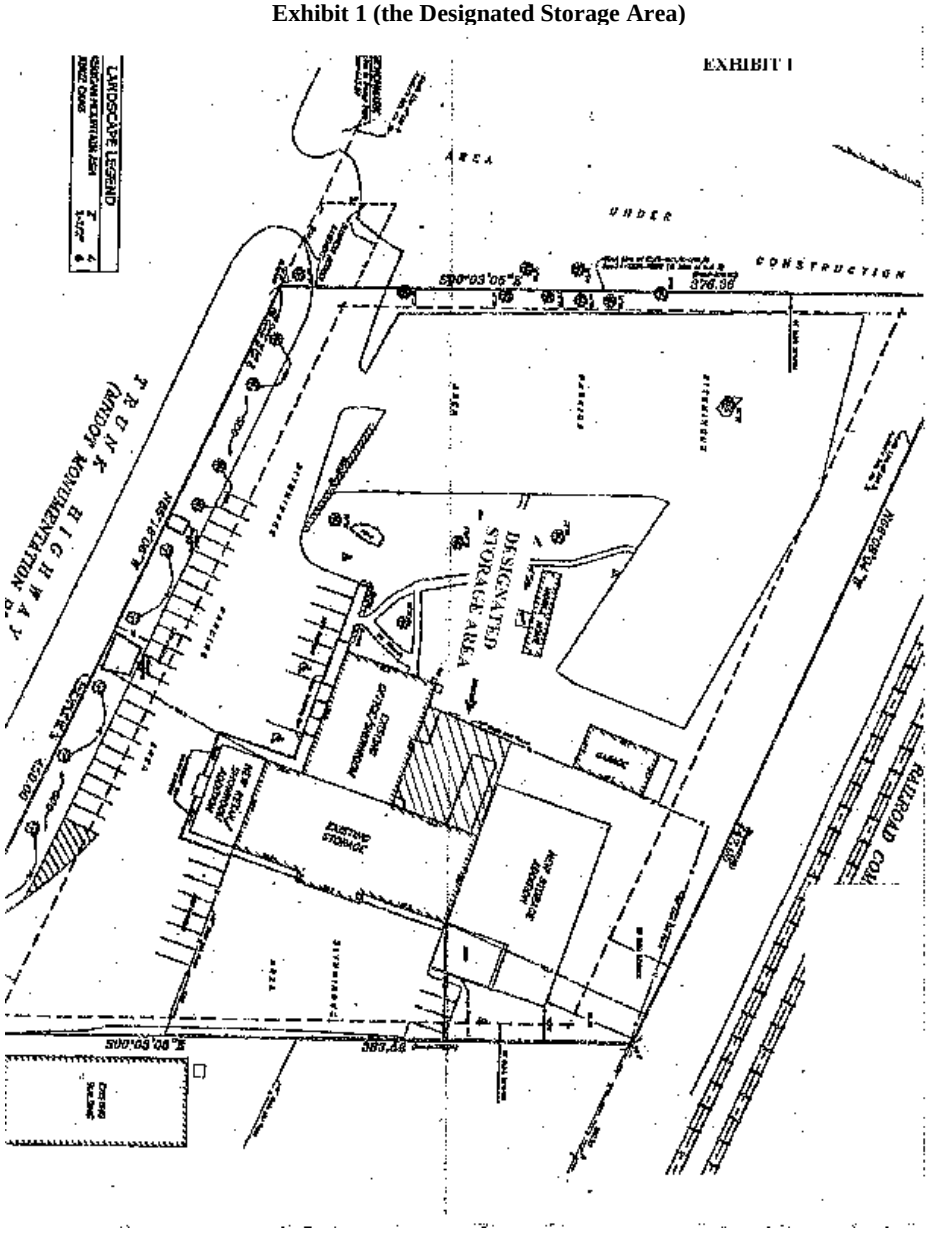
On this _____ day of _____, ____, before me a Notary Public personally appeared Sarah Strommen and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing 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 Sarah Strommen and Jo Ann 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 1 (the Designated Storage Area)



Regular Planning Commission **5. 5.**

Meeting Date: 08/03/2017

Submitted For: Chris Anderson, Community Development

By: Alec Henderson, Community Development

Information

Title:

UPDATED - PUBLIC HEARING: Review Sketch Plan for Lavern Estates (Project no. 117-137); Case of Joshua Peterson

1. Resolution Approving Comprehensive Plan Amendment
2. Ordinance Approving Zoning Amendment

Purpose/Background:

This file is to review the Sketch Plan Submittal for Lavern Estates. The Sketch Plan proposes to subdivide one 36.17 Acre Lot into two (2) buildable lots; Lot 1 is 35.49 Acres and Lot 2 is 4.05 Acres. The submittal consisted of one (1) sheet, prepared by Developer John Peterson (You Wish You Had This Land, L.L.C.) and Carlson McCain dated October 3, 2016. The submittal also includes a request for a Zoning Amendment and Comprehensive Plan Amendment to rezone the property from R-1 Residential (MUSA) to R-1 Residential (Rural Developing) and to re-guide the land from Low Density Residential to Rural Developing (Received July 6, 2017). The land use and zoning amendments will officially occur during Preliminary Plat approvals (next steps).

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:

Sketch Plan Review is the second of several steps in reviewing a Minor Plat, which includes Sketch Plan Review 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 Low Density Residential by 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 two (2) lot Sketch Plan proposes to use well and septic. This will require a Comprehensive Plan Amendment to re-guide the Subject property as Rural Developing to allow for well and septic.

Zoning:

The Subject Property is currently zoned as 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 zoning for the Sketch plan is 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 would require a Zoning Amendment to rezone the property to R-1 Residential (Rural Developing). The proposed density of the project is .06 lots per acre.

Staff is not necessarily opposed to this request; however, if approved, it should be applied to all parcels with those same designations lying west of Nowthen Blvd and north of 175th Ave. The submittal did include responses to an advisory petition with some adjacent property owners supporting both of these aspects of the request.

Dimensional/ Bulk Standards:

The Developer must demonstrate compliance with the bulk standards of the R-1 Residential (Rural Developing)

district, based on the request for a Zoning and Comprehensive Plan Amendment. The Sketch Plan appears to comply with the standards specified for this zoning district. There appears to be no improvements proposed in Lot 1 (the 34.49 acre lot). It is staffs opinion that Lot 1 should be recorded as an outlot (until improvements are proposed) and "Lot 2" be renamed Lot 1. Staff suggests that the Lot 2 west property line be moved to fully include the driveway so that the driveway complies with side setback requirements. Specifics are outlined in the Staff Review File.

Wetlands:
There are wetlands on the Subject Property that have been delineated. The Lower Rum River Watershed Management Organization (LRRWMO) has approved a wetland delineation regarding both wetland boundaries and types for the property. Staff notes that the developer must ensure that all wetland setback areas are entirely within proposed drainage and utility easements and show the 16.5 measurement on the plan sheet.

Floodplain:
Floodplain areas exist within the project are. The are categorized as General Floodplain or Undetermined A Zones, which means that the Base Flood Elevation (BFE) has not been modeled. It does appear that the floodplain boundary is similar to the wetland boundary; however, without a BFE, that cannot be determined. It is staffs recommendation that the project engineer model the BFE.

Density Transition:
As proposed, the development is not subject to density transitioning standards outlined in City Code Section 117-110.

Streets and Access:
At this time, no new streets have been proposed. Both lots would gain access from 175th Ave NW.

Sidewalks/Trails:
The Planned Transportation System within the 2030 Comprehensive Plan identifies a proposed Trail along 175th Ave NW. As part of this projet, this will need to be explored further.

Grading and Drainage:
It does not appear that any grading activity is proposed with this project. If more than one (1) acre of land will be disturbed, a permit from the LRRWMO will be required.

Landscaping:
Each lot is require 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 buildable lot is subject to the City's topsoil requirement.

Tree Preservation:
At this time, Tree Inventory and Protection plan is not required as it does not appear that any improvements are presently proposed. At such time that Lot 1 (or if revised to an outlot) develops, a Tree Inventory and Preservation Plan will need to be prepared by an ISA Certified Arborist and shall include the total number of (DBH) inches proposed to be removed and total number of (DHB) inches saved.

Development Fees:
Development Fees will be due with the Plat on lot 1 (lot 2 would be exempt as there is already an existing dwelling on the property) including, but not limited to, Park Dedication, Trail Development, and Storm Water Management. These fees are collected at the time the Final Plat is recorded. As noted previously, it may be more beneficial to plat Lot 1 as an outlot, which would defer the Development Feeds due until such time that land is re-platted to buildable parcel(s).

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.

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 that the Developer proceed with preparation of the Preliminary Plat, contingent upon the directives of the Staff Review Letter, including the necessary Comprehensive Plan Amendment.

Action:

Motion to recommend that the City Council approve the Comprehensive Plan Amendment and Zoning Amendment to change the zoning from the urban service area to Rural Developing.

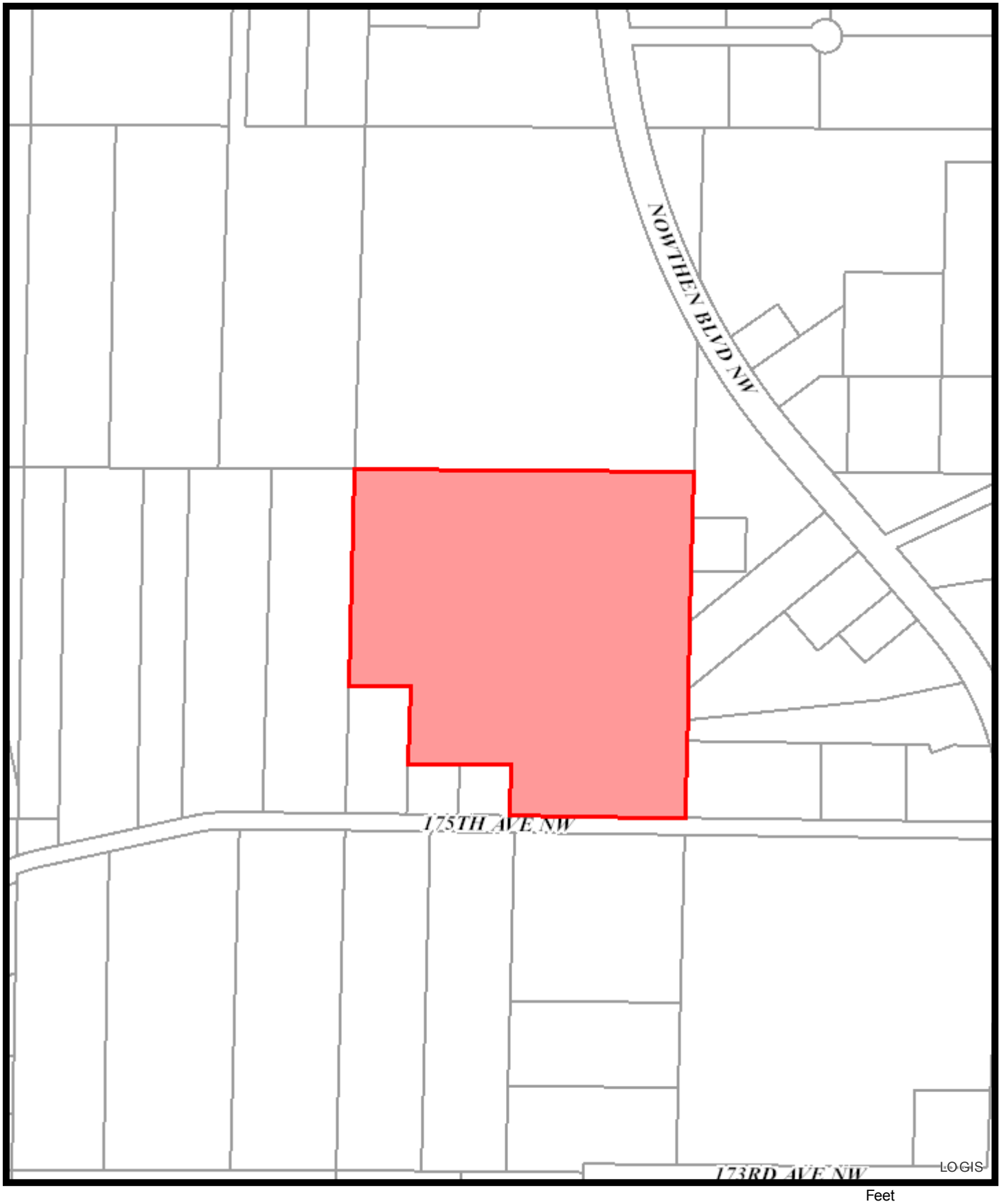
Attachments

Site Location Map
Sketch Plan
Petitions Signed by Neighbors
Planning Review File
Resolution #17-07-198
Ordinance #17-11

Form Review

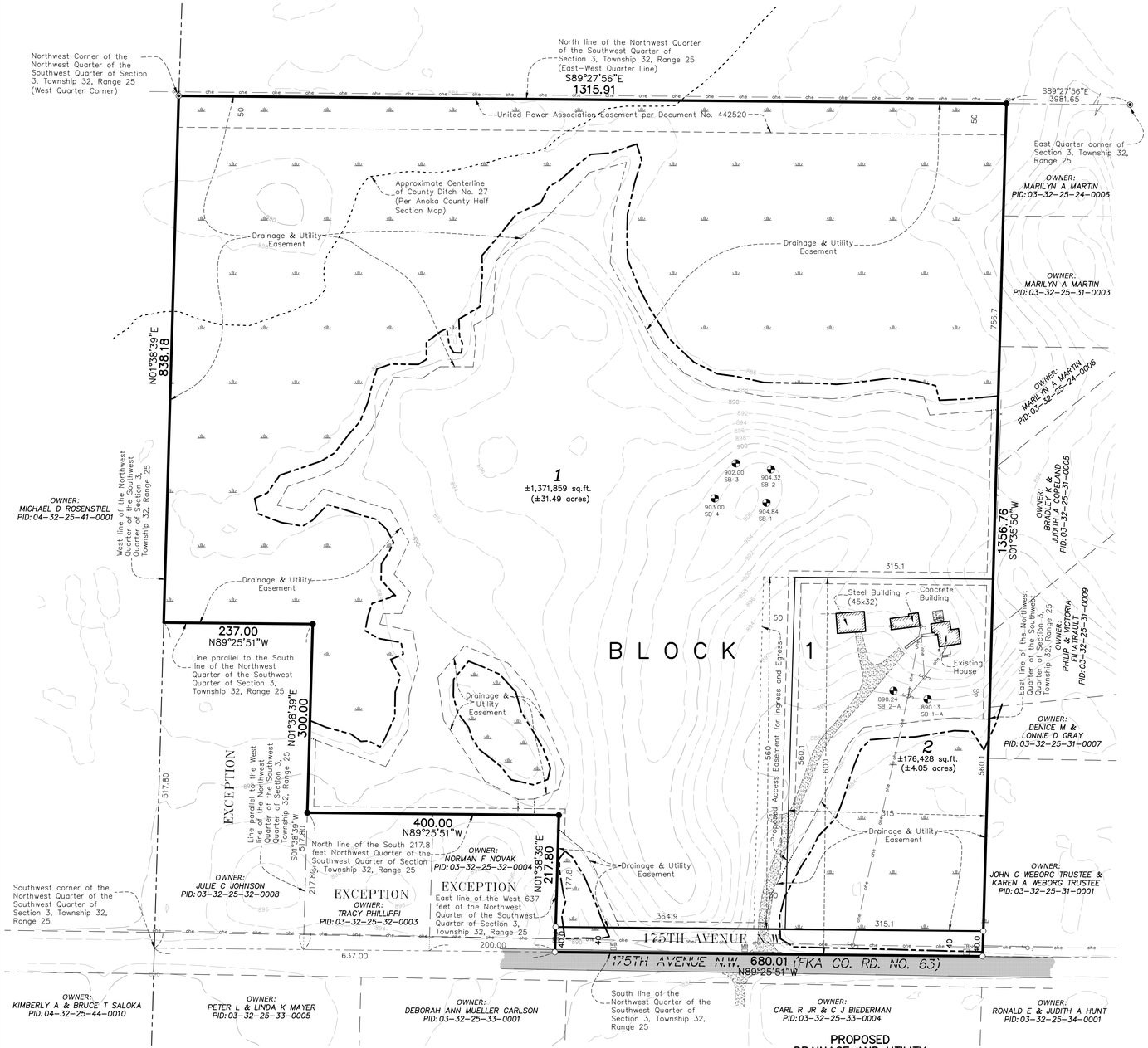
Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/31/2017 11:28 AM
Form Started By: Alec Henderson		Started On: 07/31/2017 08:29 AM
Final Approval Date: 07/31/2017		

Site Location Map

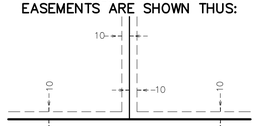


Print Date: July 7, 2017

LAVERN ESTATES



PROPOSED
DRAINAGE AND UTILITY
EASEMENTS ARE SHOWN THUS:



being 10 feet in width, and adjoining side lot lines, right of way lines, and rear lot lines unless otherwise shown on this plat.

CALL BEFORE YOU DIG

811 Know what's **below.** **Call** before you dig.

PARCEL DESCRIPTION: (Per Schedule A of Title Commitment No. CC-1511-1355, with a commitment date of February 10, 2016 prepared by Liberty Title Inc. as issuing agent for Old Republic National Title Insurance Company)

Parcel 1:

The Northwest Quarter of the Southwest Quarter of Section 3, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the following described tracts:

1.) Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter; thence North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 517.8 feet; thence East along a line parallel to the South line of said Northwest Quarter of the Southwest Quarter a distance of 237 feet; thence South along a line parallel to the West line of said Northwest Quarter of the Southwest Quarter a distance of 517.8 feet and to the South line of said Northwest Quarter of the Southwest Quarter; thence West along said South line of said Northwest Quarter of the Southwest Quarter to the point of commencement and there to terminate.

2.) The East 200 feet of the West 437 feet of the South 217.8 feet of the Northwest Quarter of the Southwest Quarter of Section 3, Township 32, Range 25, as measured along the South and West lines of said Northwest Quarter of the Southwest Quarter.

3.) The East 200 feet of the West 637 feet of the South 217.8 feet of the Northwest Quarter of the Southwest Quarter of Section 3, Township 32, Range 25 as measured along the South and West lines of said Northwest Quarter of the Southwest Quarter.

(Abstract Property)

GENERAL NOTES:

1) The field work for this survey was completed on September 30, 2016.
2) Bearings shown hereon are based on the North line of the Northwest Quarter of the Southwest Quarter (East-West Quarter Line) of Section 3, Township 32, Range 25, which is assumed to bear S89°27'56"E.
3) BENCHMARK: Railroad spike in Power Pole No. 63451 at the intersection of Green Valley Road (Co. Rd. No. 63) and Nowthen Blvd N.W (C.S.A.H. No. 5. Elevation=896.62 (NGVD 29)
4) Surveyed property address – Per the Title Commitment listed above, the address is: 7009 175th Avenue N.W., Ramsey, MN 55303
5) Surveyed property contains ±1,575,487 sq.ft. (±36.17 acres).
6) Wetlands shown hereon were delineated by Kjolhaug Environmental Services Company in 2016.

SITE DATA

TOTAL SITE AREA	±36.17 AC.
TOTAL ROW AREA	±0.63 AC.
TOTAL LOT AREA	±35.54 AC.
LOT 1	±31.49 AC.
LOT 2	±4.05 AC.
TOTAL NUMBER OF LOTS	2
GROSS DENSITY	0.06 LOTS/AC.
NET DENSITY	0.06 LOTS/AC.
EXISTING ZONING	R1 (MUSA)
PROPOSED ZONING	R1 (RURAL DEVELOPING)

MINIMUM SETBACK DATA:

FRONT	40 FT.
SIDE (GARAGE)	10 FT.
SIDE (HOUSE)	10 FT.
SIDE CORNER	40 FT.
REAR SETBACK	40 FT.

PROPOSED ACCESS EASEMENT

An easement lying over, under, and across, the East 50.00 feet of the South 560.00 feet of Lot 1, Block 1, LAVERN ESTATES, according to the recorded plat thereof, Anoka County, Minnesota.

OWNER

YOU WISH YOU HAD THIS LAND L.L.C.
2520 COON RAPIDS BLVD, SUITE 100
COON RAPIDS, MN 55433
PHONE: 612-290-6266

LEGEND

- – Denotes Anoka County Monument, as noted
- – Denotes Found Monument
- – Denotes Set Iron Pipe, Marked with RLS 40361
- – Denotes Cleanout
- – Denotes Utility Pole
- – Denotes Mail Box
- – Denotes Soil Boring
- – Denotes Guy Wire
- – Denotes Telephone Box
- – Denotes Overhead Electric
- – Denotes Existing Fence as noted
- – Denotes Gravel Area
- – Denotes Concrete Surface
- – Denotes Bituminous Surface
- – Denotes Existing 2 Ft. Contour
- – Denotes Existing 10 Ft. Contour

N

0 50 100 200
(SCALE IN FEET)

Carlson McCain
ENVIRONMENTAL · ENGINEERING · SURVEYING
3890 Pheasant Ridge Drive NE,
Suite 100, Blaine, MN 55449
Phone: 763-489-7900 Fax: 763-489-7959

SKETCH PLAN

LAVERN ESTATES
Ramsey, Minnesota

YOU WISH YOU HAD THIS LAND L.L.C.
2520 Coon Rapids Blvd, Suite 100
Coon Rapids, MN 55433

REVISIONS	
1.	
2.	
3.	
4.	
5.	
6.	
DRAWN BY:	JAB
ISSUE DATE:	10/3/2016
FILE NO:	1160

Save Date: 10/27/16 | \\bsnt6021 - 6540\6322 - ramsey property\cad c3d\survey\6322_sketchplan.dwg

ADVISORY PETITION

RECEIVED
JUL 06 2017
BY:

☑ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

Marilyn Martin
Signature

6/29/17
Date

17660 Nowthen Blvd NW Ramsey MN 55303
Address

Mailing address: P.O. Box 521, Anoka MN 55303

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

This letter is intended to gauge whether there is public support to rezone property located in and near the area of 175th Avenue in Ramsey, including my property. I would like to propose rezoning the area to **R-1 Residential (Rural Developing)** and re-guiding the area to Rural Developing in the Comprehensive Plan, which would allow 2.5 acre lots on private wells and septic systems. This initiative would help re-guide the area back to a rural style development.

Your support would be appreciated and will help guide my potential future actions. I am requesting that you please participate in the advisory petition below and return your response to me at 2520 Coon Rapids Blvd., Suite 100, Coon Rapids, MN 55433.

I would be happy to answer any questions that you may have regarding this letter. I can be reached at 612-290-6266. General questions about zoning and/or the Comprehensive Plan can be directed to Ramsey's City Planner at 763-433-9817 or canderson@cityoframsey.com

Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

RECEIVED
JUL 06 2017
BY:

☒ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

Richard Watson
Signature

6/19/17
Date

17630 Northern Blvd NW
Address

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

RECEIVED
JUL 06 2017
BY:

☒ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

Lonnie D Gray
Signature

6-27-2017
Date

17530 NORTHERN BLVD., NW RAMSEY, MN
Address

763-753-5944

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

☒ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

RECEIVED
JUL 06 2017
BY:

Julie Johnson
Signature

6-19-2017
Date

7121 - 175th Ave. N.W. Ramsey, MN 55303
Address

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

☑ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

RECEIVED
JUL 06 2017
BY:

[signature] _____ 6-27-17 _____
Signature Date

17620 Northern Blvd Ramsey MN. 55303
Address

May 24, 2017

Dear Land Owner,
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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

☑ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

RECEIVED
JUL 06 2017
BY:

Signature _____ Date 6-30-17

Address 17512 Northern Blvd Ramsey MN

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

RECEIVED
JUL 06 2017
BY:

☑ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

Michael Rosenstil
Signature

6/18/17
Date

7331- 175th Avenue N.W. Ramsey, MN 55303
Address

May 24, 2017

Dear Land Owner,
I am Josh Peterson and I am the owner of the property located at 7009 175th Ave NW. I am considering dividing my property into two parcels so that I can build a home for myself and build a home for my son. The property is currently guided as Low Density Residential in the Comprehensive Plan and zoned **R-1 Residential (MUSA)** on the City's Zoning Map. These designations would allow for 0.25 acre lots that are connected to the City's municipal sanitary sewer and water systems.

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Sincerely,

Joshua Peterson
7009 175th Ave NW

ADVISORY PETITION

RECEIVED
JUL 06 2017
BY:

☒ I support the rezoning

☐ I do not have a preference either way

☐ I am opposed to the rezoning

[signature] 6-20-17
Signature Date

17640 Northern Blvd. Ramsey, MN 55303
Address

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 28, 2017	**PROJECT ADDRESS**	7009 175TH AVE NW
PROJECT. TITLE	LAVERN ESTATES: SKETCH PLAN, ZONING AMENDMENT AND COMPREHENSIVE PLAN AMENDMENT REVIEW		
ESCROW #	115804		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: (763) 433-9817 Email: canderson@cityoframsey.com		

Sketch Plan Review

We offer the following comments regarding the Sketch Plan submittal for Lavern Estates as it relates to the City's Zoning Code. The submittal consists of one (1) sheet, prepared by Carlson McCain dated October 3, 2016. The submittal also includes a request for a Zoning Amendment and Comprehensive Plan Amendment to rezone the property from R-1 Residential (MUSA) to R-1 Residential (Rural Developing) and to re-guide the land from Low Density Residential to Rural Developing. This review will be based on the standards for the R-1 Residential (Rural Developing) District.

Staff provides the following comments regarding the Sketch Plan:

1. The western boundary of proposed Lot 2 Block 1 should be shifted further west to ensure that the existing driveway is entirely contained on Lot 2 but that it also meets the minimum driveway setback of five (5) feet and does not encroach into any drainage and utility easement.
2. Show the required 16.5 foot wetland setback area adjacent to all wetlands and ensure that this setback area is encumbered with drainage and utility easement.

Staff provides the following comments for general review of applications:

General. The Sketch Plan proposes to re-plat the following legally described land into two (2) buildable lots:

> The Northwest Quarter of the Southwest Quarter of Section 03, Township 32, Range 25, Anoka County, Minnesota, except the west 637 feet of the south 217.8 feet thereof, also except north 300 feet of the south 517.8 feet of the west 237 feet thereof, (as measured along west and south lines thereof), except road, subject to easement of record.

Zoning and Land Use. The property is currently zoned R-1 Residential (MUSA) and is guided for Low Density Residential. These designations were the result of the 2030 Comprehensive Plan. As part of this project, a Zoning Amendment and Comprehensive Plan Amendment have been requested to rezone to R-1 Residential (Rural Developing) and to re-guide the land as Rural Developing. Staff is not necessarily opposed to this request; however, if approved, it should be applied to all parcels with those same

designations lying west of Nowthen Blvd and north of 175th Ave. The submittal did include responses to an advisory petition with some adjacent property owners supporting both of these aspects of the request.

Lot Sizes. The minimum lot size in the R-1 Residential (Rural Developing) District is 2.5 acres and the minimum lot width is 200 feet, 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.

Setbacks and Dimensional Standards.

Rural Developing	
Required	**Proposed**
Front yard: 40 feet	40 feet
Side yard uninhabitable: 10 feet	10 feet
Side yard habitable: 10 feet	10 feet
Side yard corner lot: 40 feet	40 feet
Rear yard: 40 feet	40 feet
Minimum lot width*: 200 feet	200+ feet
Lot depth**: 100 feet with a minimum width of 60 feet	Not shown
Wetland: 16.5 feet	Not specified

**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 Rural Developing area allows a net density of one (1) unit per 2.5 acres. The proposed density is calculated to be 0.06 units per acre.

Floodplains. Floodplain areas exist within the project area. These are categorized as General Floodplain or Undetermined A Zones, which means that the Base Flood Elevation (BFE) has not been modelled. It does appear that the floodplain boundary is similar to the wetland boundary; however, without a BFE, that cannot be determined. *Should be modeled by engineer as part of the plat.*

Wetlands. There are wetlands on the property that will need to be delineated and encumbered with drainage and utility easements on the Final Plat. It appears that the Lower Rum River Watershed Management Organization (LRRWMO) has approved a wetland delineation regarding both wetland boundaries and types for the property. 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 and show the 16.5 foot measurement on the plan sheet.*

Lots. There is an existing home and outbuildings on the proposed Lot 2 that appear to meet all required setbacks. However, that data should be included on the Sketch Plan. There is no house pad shown on proposed Lot 1. If a home is not proposed to be built at this time on Lot 1, it may be more beneficial to plat that as an outlot until such time that further development is proposed. This would defer development fees due to such time that the outlot is replatted into a building parcel(s).

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 buildable lot is subject to the City's topsoil requirement.

At this time, a Tree Inventory and Protection Plan is not required as it does not appear that any improvements are presently proposed. At such time that Lot 1 (or if revised to an outlot) develops, a Tree Inventory and Preservation Plan will need to be prepared by an ISA Certified Arborist and shall include the total number of (DBH) inches proposed to be removed and total number of (DHB) inches saved.

If stands of oak are present, tree clearing activities shall occur prior to April 15 or after July 15 to minimize the potential introduction of Oak Wilt to the site.

Density Transitioning. As proposed, the project would not be subject to density transitioning standards found in City Code Section 117-110.

Streets and Access. At this time, no new streets have been proposed. Both lots would gain access from 175th Ave NW.

Sidewalks/Trails. The Planned Transportation System within the 2030 Comprehensive Plan identifies a Proposed Trail along 175th Ave NW. As part of this project, this will need to be explored further.

Grading and Drainage Plans. It does not appear that any grading activity is proposed with this project. If more than one (1) acre of land will be disturbed, a permit from the LRRWMO will be required.

Development Fees. Development Fees will be due with the Plat one Lot 1 (Lot 2 would be exempt as there is already an existing dwelling on the property) including, but not limited to, Park Dedication, Trail Development, and Storm water Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the final plat is recorded. As noted previously, it may be more beneficial to plat Lot 1 as an outlot, which would defer the Development Fees due until such time that land is replatted into a buildable parcel(s).

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

Tax Delinquent: This parcel is on the tax delinquent list for 2017 property taxes. Tax delinquency must be solved before plat can be recorded.

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

RESOLUTION #17-08-198

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 LAVERN ESTATES AND SUROUNDING AREA GENERALLY WEST OF NOWTHEN BLVD AND NORTH OF 175th AVE NW FROM LOW DENDISTY RESIDENTIAL TO RURAL DEVELOPING, AND AUTHORIZING CITY STAFF TO SUBMIT AN APPLICATION TO THE METROPOLITAN COUNCIL FOR AN AMENDMENT TO THE COMPREHENSIVE PLAN

WHEREAS, John Peterson, 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 Low Density Residential to Rural Developing for the following legally described property:

> The Northwest Quarter of the Southwest Quarter of Section 03, Township 32, Range 25, Anoka County, Minnesota, except the west 637 feet of the south 217. 8 feet thereof, also except north 300 feet of the south 517. 8 feet of the west 237 feet thereof, (as measured along west and south lines thereof), except road, subject to easement record.
>
> (The Subject Property)

AND WHEREAS, the Comprehensive Plan approved in 2010 shows the Subject Property designated land use as Low Density Residential; and

WHEREAS, the Applicant is requesting that the designated land use of the Subject Property be changed to Rural Developing; and

WHEREAS, the Ramsey Planning Commission met on August 3, 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 Low Density Residential to Rural Developing.

2) That the Ramsey City Council hereby approves staff recommendation to reguide not only the subject area, but the surrounding area generally located west of Nowthen Blvd and North of 175th Ave NW from Low Density Residential to Rural Developing.

3) 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 Rural Developing.

4) 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 _____day of _____, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

ORDINANCE #17-11

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 R-1 Residential (Rural Developing).

> The Northwest Quarter of the Southwest Quarter of Section 03, Township 32, Range 25, Anoka County, Minnesota, except the west 637 feet of the south 217. 8 feet thereof, also except north 300 feet of the south 517. 8 feet of the west 237 feet thereof, (as measured along west and south lines thereof), except road, subject to easement record.
>
> (The Subject Property)
>
> And the surrounding parcels generally located west of Nowthen Blvd and north of 175th Ave NW.

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:

Regular Planning Commission **6. 1.**

Meeting Date: 08/03/2017

By: Chris Anderson, Community Development

Information

Title:

Discussion Item: Update on Variance Request for a Fence Installation at 7214 167th Terrace NW; Case of Brandon Sis

Purpose/Background:

At the July 6 Planning Commission meeting, a Public Hearing was held regarding a request to construct a fence partially within a stormwater management area, including wetland. Representatives from both the Anoka Conservation District (ACD) and the Board of Water and Soil Resources (BWSR) were going to visit the property at 7214 167th Terrace NW (the "Subject Property") to make a determination about the status of the wetland area. However, at the time of the Public Hearing, that site visit had not occurred. Ultimately, the Planning Commission closed the Public Hearing but tabled action on the requested variance until additional information was received on the wetland status.

Representatives from BWSR and ACD conducted a site visit on the Subject Property the week of July 10. City Staff met with ACD staff and did a follow up site visit of the Subject Property the week of July 17. It was found that the wetland area still meets the criteria to be defined as a wetland, both on the Subject Property as well as many of the surrounding properties. It appears that there have been some significant encroachments into the wetland area, with fill, sod, structures, etc., over time. It is clear that there is a broader wetland encroachment issue than just the request for the Subject Property.

As was noted in the ACD review, it is unclear whether encroachments were the result of the initial development itself, the builder(s), or past/current homeowners. Additional time is needed to explore what options are available to resolve the cumulative encroachments rather than attempting to address them individually. This likely will require broader policy discussion with, and direction from, the City Council as to how best to address this issue. Staff believes that it will ultimately be beneficial for all of these property owners to look at this matter (and available options) holistically and therefore does not recommend any action by the Planning Commission this evening.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Staff would recommend taking no action on this item this evening and allow Staff to explore options for resolving the encroachments holistically rather than on an individual basis.

Action:

No action needed.

Attachments

Site Location Map

Staff Review Memo

Aerial with Wetlands Overlayed

Aerial with Impacted Wetlands

Aerial with Wetlands and Fence Proposal

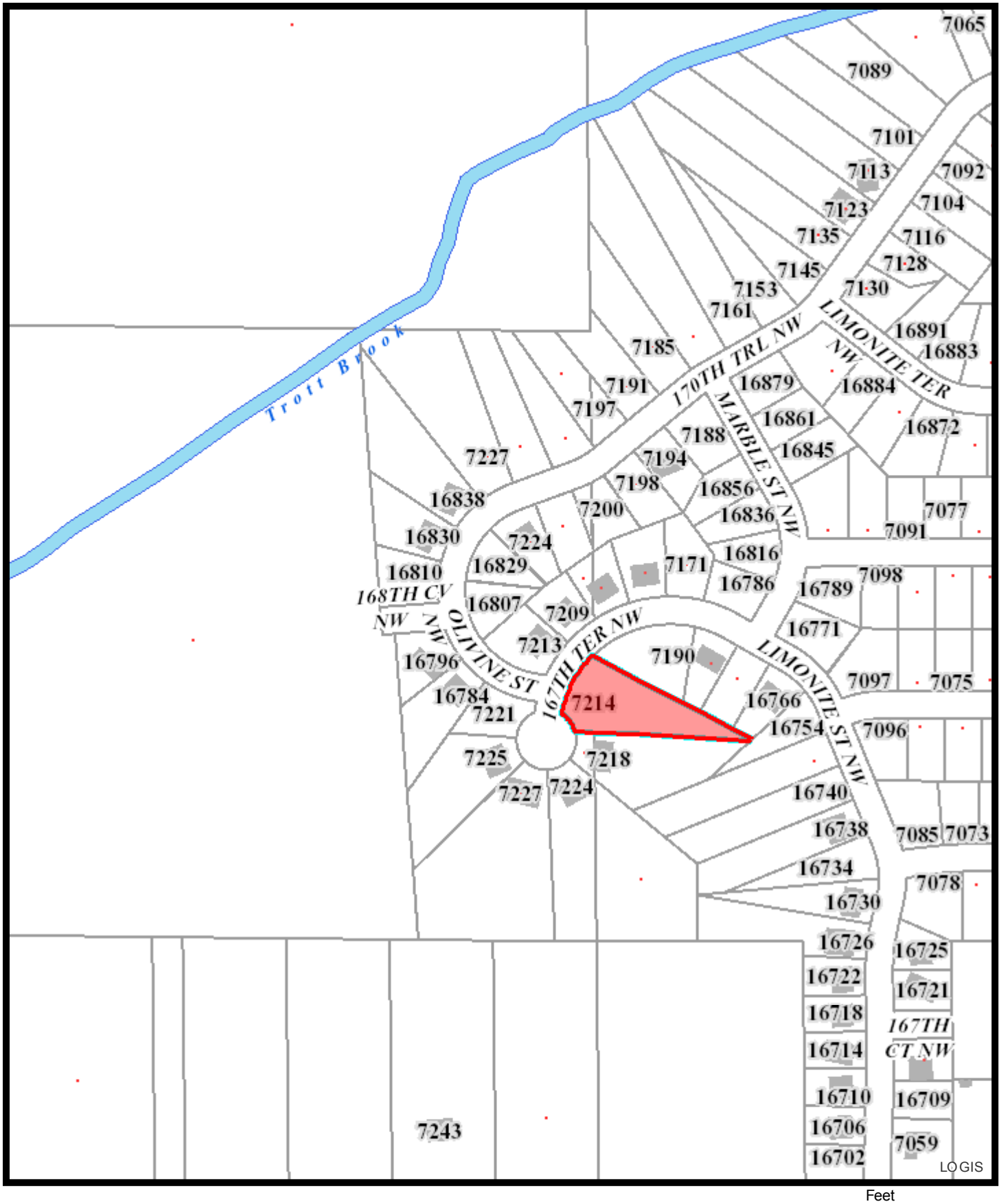
Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/28/2017 09:26 AM
Form Started By: Chris Anderson		Started On: 07/27/2017 03:49 PM
Final Approval Date: 07/28/2017		

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

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 25, 2017	**PROJECT ADDRESS**	7214 167TH TERRACE
PROJECT. TITLE	7214 167TH TERRACE VARIANCE REQUEST FOLLOW-UP REPORT		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The history of this project was presented in a technical review report dated June 30, 2017. The report was part of the planning commission case where the request for a variance was presented. The staff recommendation was to have the Anoka Conservation District and BWSR visit the site and determine if the wetland conditions were still present.

Representatives from the Anoka Conservation District and BWSR visited the site the week of July 10th. They determined that there are wetland species present on this lot, hydric soils are present and groundwater is approximately 12" below the surface. City Staff visited the site with the representative from Anoka Conservation District the week of July 17th. We are including the text of the email from Anoka Conservation district below summarizing our visit.

> Thanks for meeting me out on this site on Tuesday, July 18th.
>
> We observed the area in question; which is primarily a low spot directly behind the attached deck at the above address. This area was previously delineated as wetland prior to platting. After reviewing the site, I was able to observe that the soils were hydric (soils formed under saturated or inundated conditions) based on the redox concentrations (iron mottles) after coring holes from 20" to 24" in depth. There is some evidence that there is either eroded soils or fill placed in these areas but it is unknown when this had taken place. I will assume it was prior or during development and not by the current landowner. This wetland had been farmed in the past and it is possible it was from past farming practices. Secondly, hydrophytic vegetation (plants found in saturated or inundated conditions) were found within the area in question. Willow (*Salix bebbiana*), red-osier dogwood (*Cornus sericea*) and trembling aspen (*Populus tremuloides*) are the common woody plants. The herbaceous layer was primarily lawn grasses, sedges (*Carex* spp.), and reed canary grass (*Phalaris arundinacea*). Lastly, we observed hydrology after encountering saturated soils from 8" to 12" below the surface and standing water in the hole at about 12". In addition, there was evidence of

ponding because portions of the lawn had died and evidence of a pump that was disabled at the lowest spot in the lawn. The 30 days prior to our site visit had normal amounts of precipitation.

I appears that the wetland boundary has been modified because of past lot grading and lawn practices. It would be difficult to determine who did what and when, though.

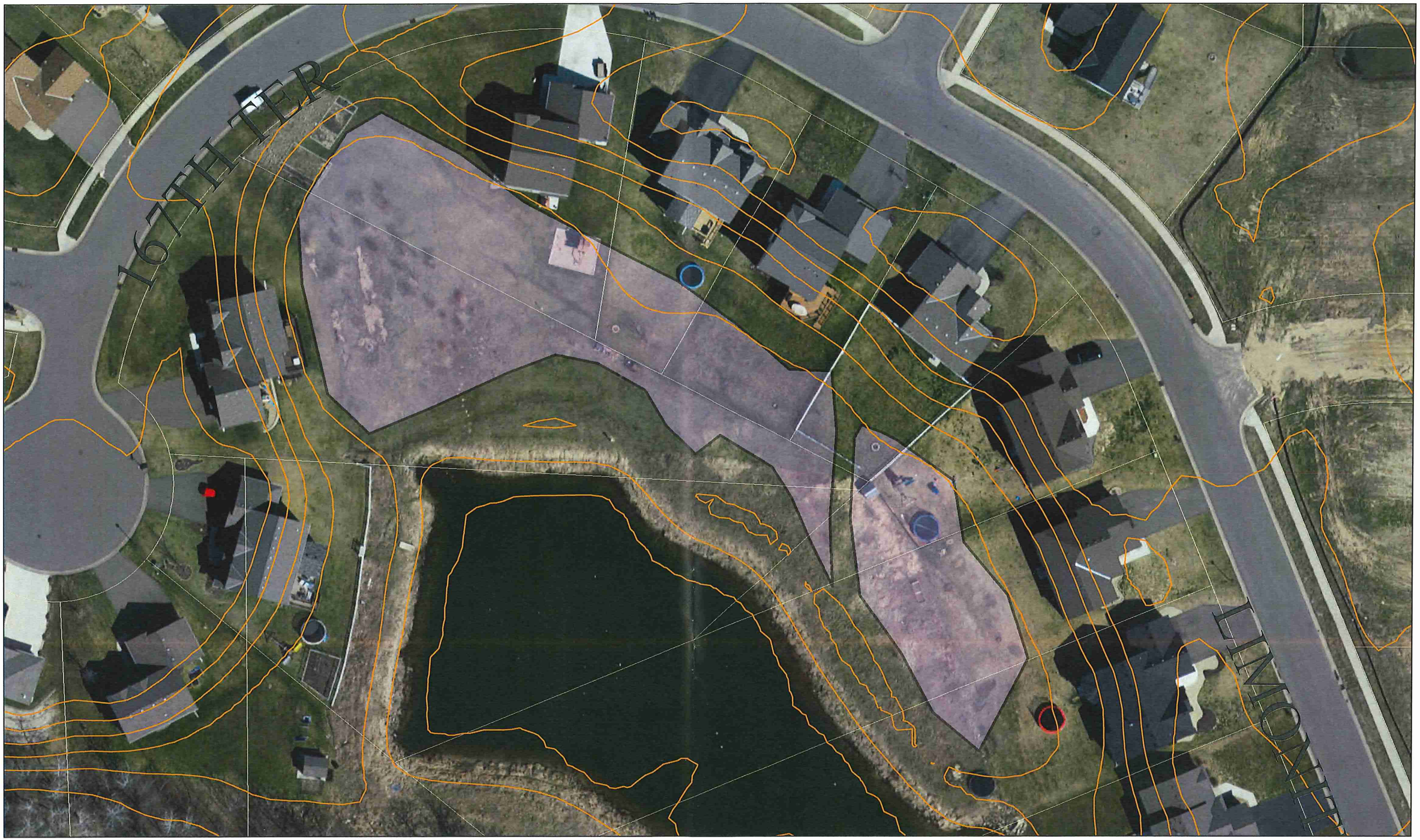
Staff has used GIS to look at aerial photographs and contours of the site. The photographs are from 2003, 2006, 2008, 2011, 2014 and 2016. They show the progression of home construction in this area. The 2008 photo shows that no homes had been constructed on this lot or the ones sharing the common lot line. The 2011 photo show that two homes had been constructed on adjoining lots. The 2014 photo shows that there is a home on this lot and each of the adjoining lots.

The contours are from 2003 and 2011. The 2003 contours are prior to construction of the subdivision and correlate with the approved grading plan. The 2011 contours are after the grading was completed and the project sat dormant for several years. Comparing the grading plan with the 2011 contours indicate the 874 contour has shifted 10 to 20 feet into the wetland. The 874 contour was shown at the outside edge of the wetland on the approved grading plan.

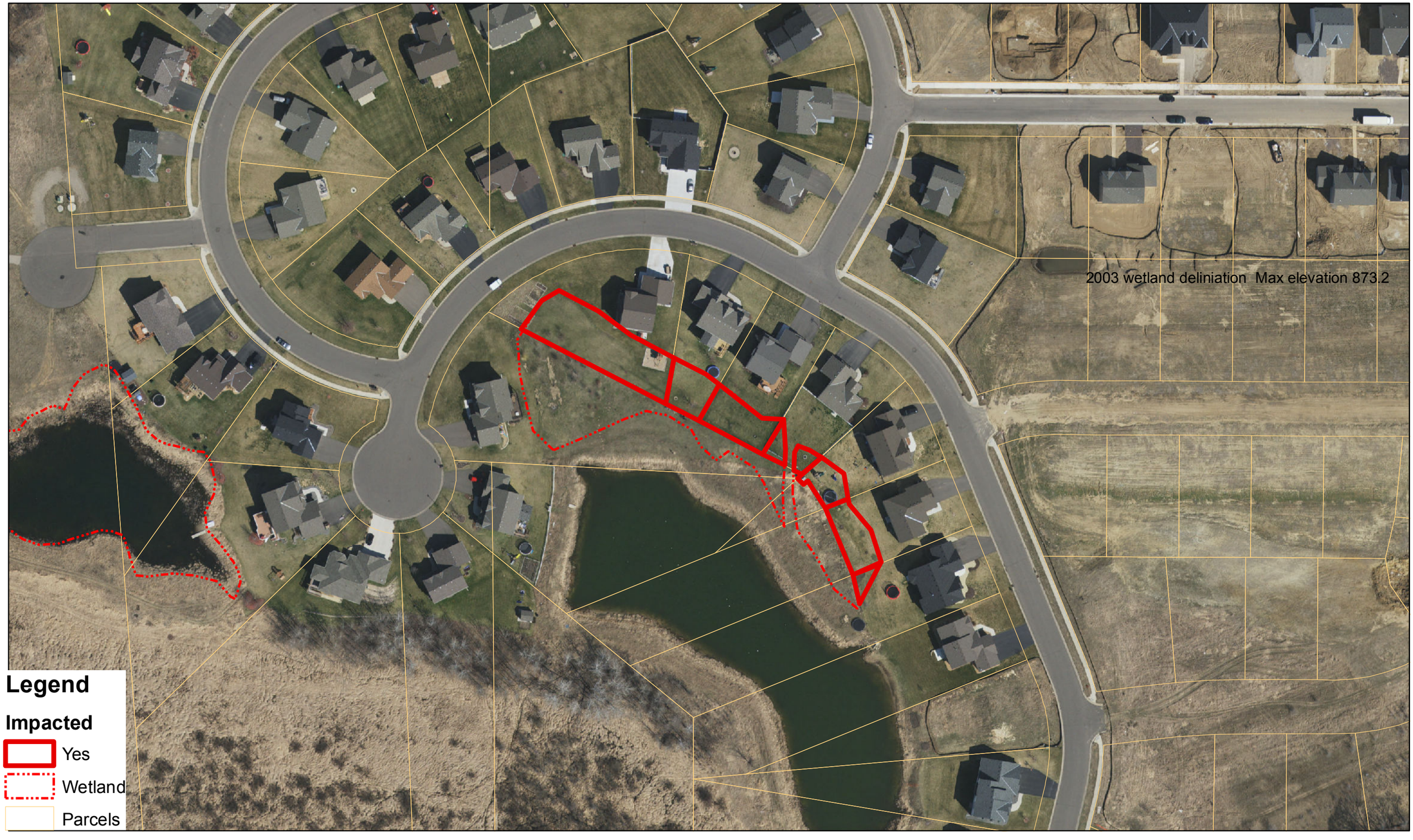
The planning commission was clear in stating that the wetland must be preserved if Anoka Conservation District and BWSR determine that is still functioning. Based on the field observations, wetland vegetation, soils and hydrology are present on this lot. The lots to the north east appeared to have been filled and leveled up to the common property line, the vegetation was predominantly sod. We did not go onto those lots to look for wetland indicators.

Testimony at the public hearing indicated that the stormwater pond occasionally fills up and flows onto the subject property which is what was predicted by the stormwater model for the development.

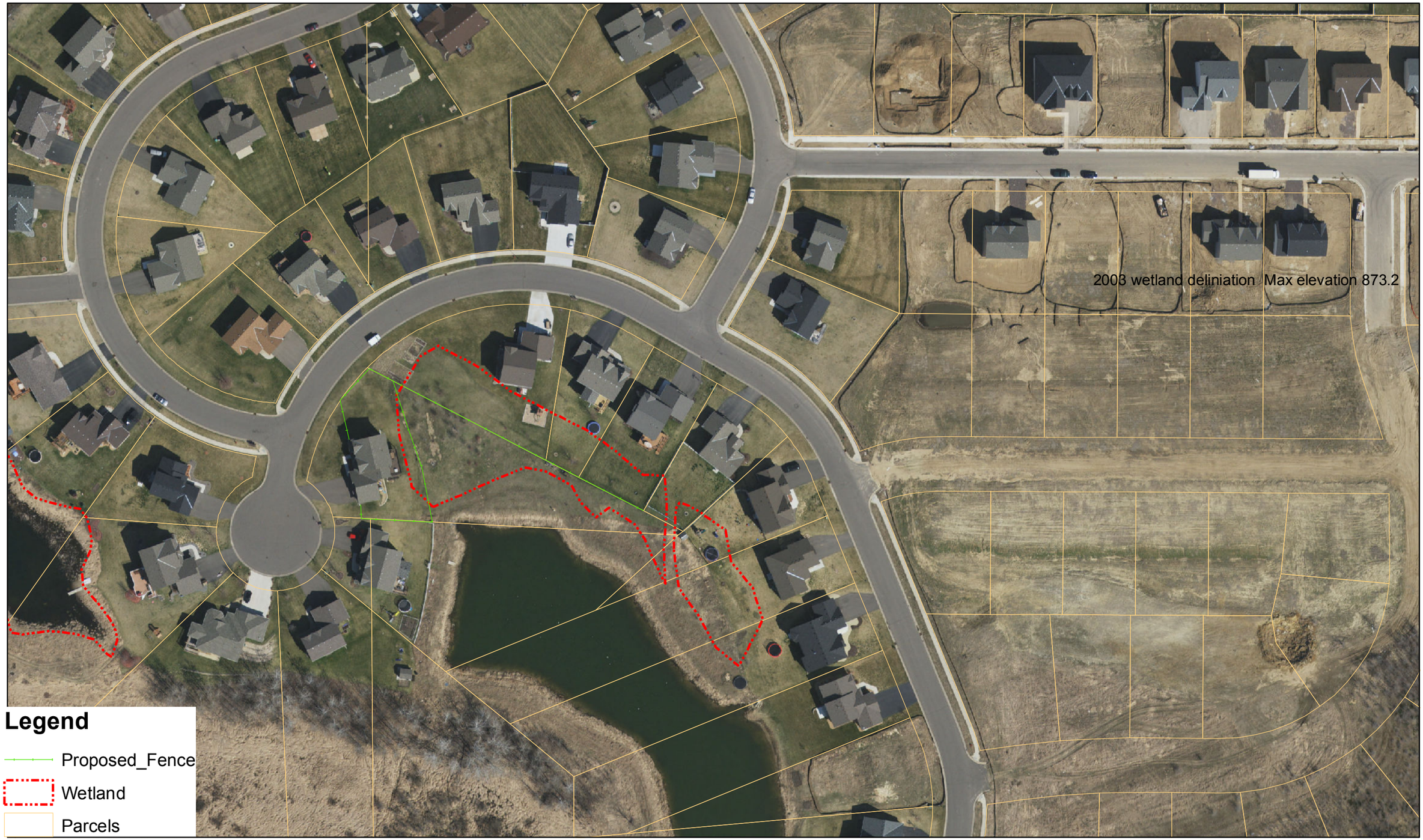
7214 167th Terrace Variance Request



7214 167th Terrace Variance Request



7214 167th Terrace Variance Request



2011 Aerial Photo

Regular Planning Commission **6. 2.**

Meeting Date: 08/03/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Site Plan for Greenway Terrace (Project #16-84); Case of Aeon, LLC

Purpose/Background:

The purpose of this case is to review an application for site plan approval of Greenway Terrace. This site is generally located south of 146th Avenue NW, west of Traprock Street NW, and North of East Ramsey Parkway and is identified as PID 28-32-25-13-0033.

Notification:

Notification of adjacent properties is not required for site plan approvals.

Observations/Alternatives:

Generally speaking, the proposed 54 unit apartment development appears to comply with most of the COR-4C zoning. Staff has discussed with the Applicant the need for refinement to the front facade entrance and the Applicant is willing to provide a change in either materiality or color. Staff is supportive of either option and will look to the Planning Commission for direction on architectural enhancements. The Applicant has also indicated a willingness to alter the location of the trash enclosure so that it is located on the south side of the parking row it is currently shown within and that they will alter the enclosure material to match the materials used on the principal structure.

The Environmental Policy Board (EPB) reviewed the proposed Site Plan at its meeting on May 15, 2017 and recommended approval of the site plan with corrections as noted in the Staff Review Letter.

Alternatives

Alternative 1: Recommend approval of the requested Site Plan. 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. Staff is supportive of this alternative contingent upon compliance with the Staff Review Letter.

Alternative 2: Recommend denial of the Site Plan as currently requested. If the Planning Commission desires to recommend denial it should clearly state its findings for the recommended denial and direct staff to prepare a resolution outlining those findings of fact. As previously noted, the proposed project appears consistent with the provisions of City Code and The COR Design Framework. Staff does not support this alternative.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant.

Recommendation:

Staff recommends approval of Resolution #17-08-189 granting Site Plan approval of Greenway Terrace.

Action:

Motion to recommend City Council approval of Resolution #17-08-189 granting Site Plan approval of Greenway Terrace contingent upon compliance with Staff Review Letter dated July 27, 2017.

Attachments

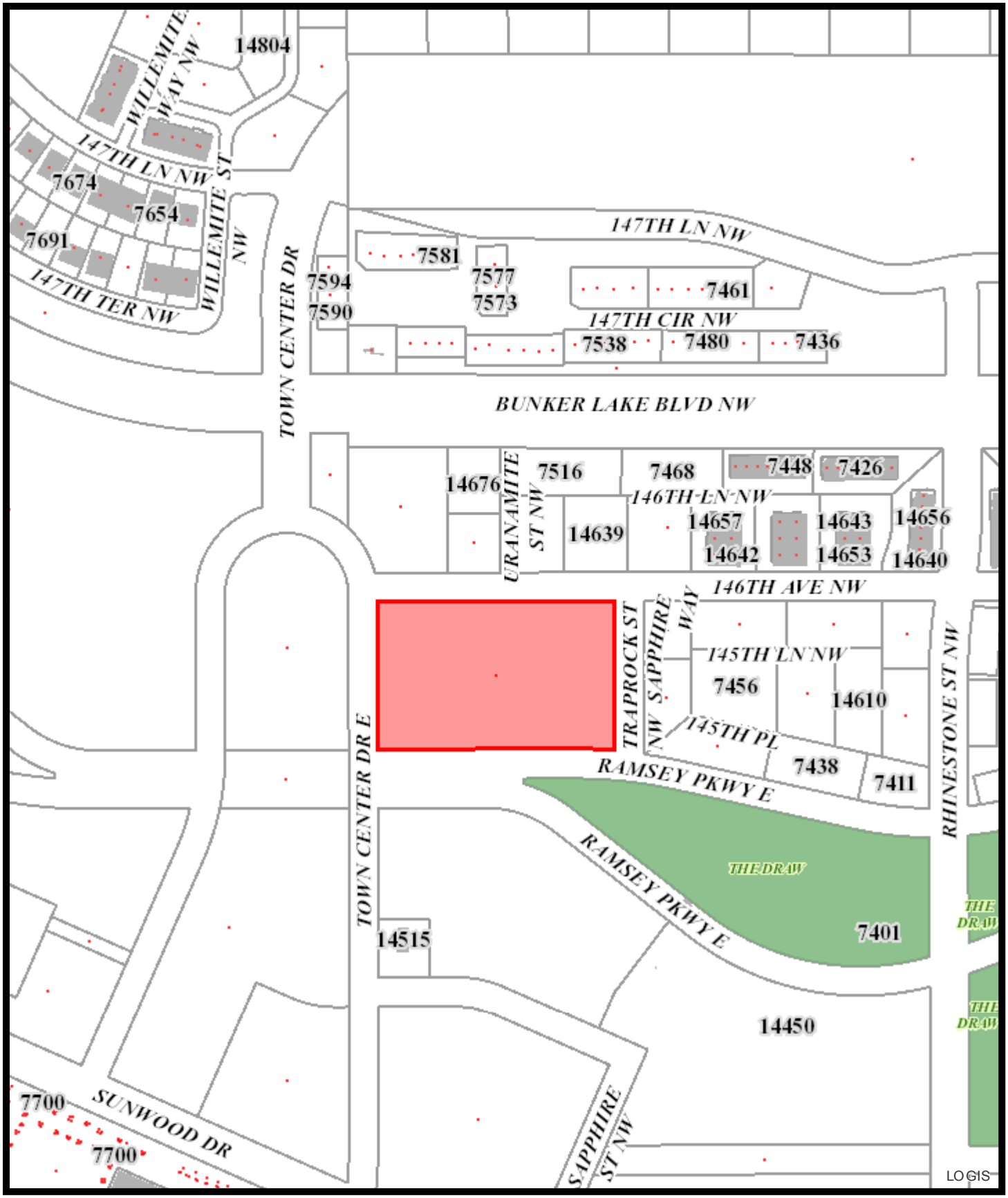
Site Location Map
Application
Complete Plan Set
Tech Memos
Resolution #17-08-189 Granting Site Plan Approval

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Eric Maass	07/27/2017 02:38 PM
Tim Gladhill	Tim Gladhill	07/28/2017 09:15 AM
Form Started By: Eric Maass		Started On: 07/25/2017 11:38 AM
Final Approval Date: 07/28/2017		

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:

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	

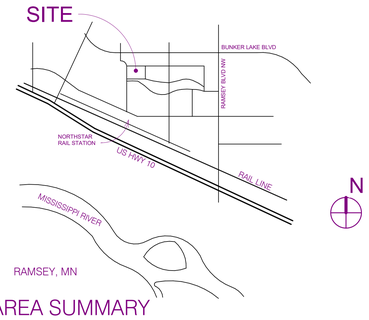
I hereby certify that I am the fee title owner/contract for deed vendee of record for the above-mentioned property. Failure to prove ownership may void any agreements entered into the City and I will be held liable for any and all costs incurred by the City.

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)

25964 SF	LEVEL 1
25877 SF	LEVEL 2
25877 SF	LEVEL 3
77718 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

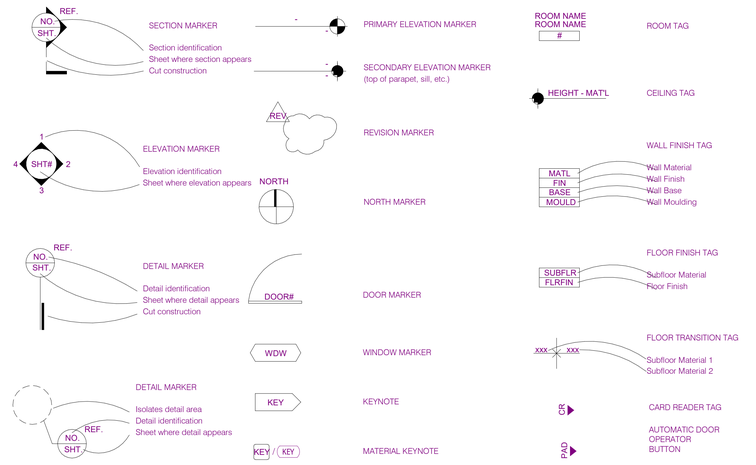
LANDSCAPE ARCHITECT
NAME: DAMON FARBER ASSOCIATES
CONTACT: JESSE SYMYNKYWICZ
ADDRESS: 401 NORTH 2ND AVE, SUITE 410 MINNEAPOLIS, MN 55401
PHONE No.: 612-332-7522
FAX No.: 612-332-0936
E-MAIL: jsymynkywicz@damonfarber.com

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.: 763-235-4788
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
146TH AVE NW & TRAPROCK STREET NW
RAMSEY, MN 55303

URBANWORKS

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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

CONSTRUCTION DOCUMENTS - x.xx.20xx	DESIGN DEVELOPMENT - 6.5.2017	LAND USE - 6.1.2017	SCHEMATIC DESIGN - 4.17.2017		
				ARCHITECTURAL / CIVIL / LANDSCAPE SHEET INDEX	
		•	•	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

CONSTRUCTION DOCUMENTS - x.xx.20xx	DESIGN DEVELOPMENT - 6.5.2017	LAND USE - 6.1.2017	SCHEMATIC DESIGN - 4.17.2017

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

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GREENWAY TERRACE

146TH AVE NW & TRAPROCK STREET NW
RAMSEY, MN 55303

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901 NORTH THIRD STREET, SUITE 145, 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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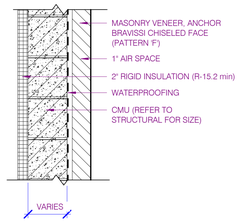
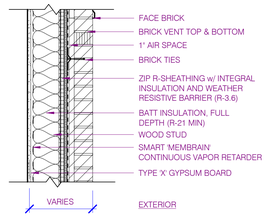
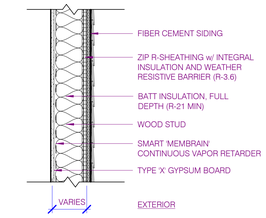
BUILDING SYSTEMS



CMU-1 MASONRY VENEER OVER CMU CMU WALL SYSTEM

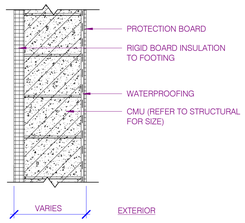


WD-1 FACE BRICK OVER WOOD STUD CAVITY WALL SYSTEM

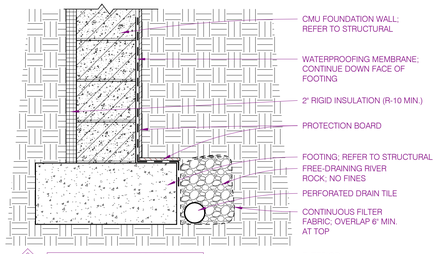


WD-3A FIBER CEMENT SIDING OVER WOOD STUD WALL SYSTEM

EXTERIOR WALL SYSTEMS

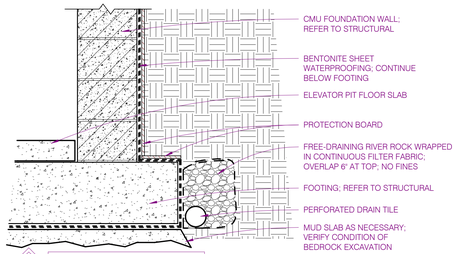


CMU-1 INSULATED CMU FOUNDATION WALL SYSTEM



FDS-1 FOUNDATION WATERPROOFING SYSTEM TYPICAL @ FOUNDATION WALLS

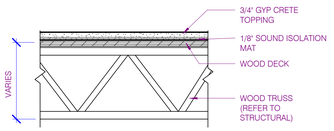
ROOF SYSTEMS



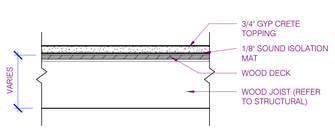
FDS-2 FOUNDATION WATERPROOFING SYSTEM TYPICAL @ ELEVATOR PIT

FOUNDATION WALL SYSTEMS

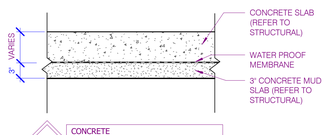
FOUNDATION DRAINAGE SYSTEM @ ELEVATOR



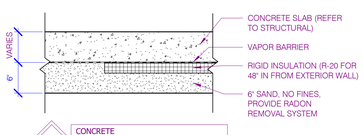
WTF-1 WOOD TRUSS FLOOR STRUCTURE



WJF-1 WOOD JOIST FLOOR STRUCTURE



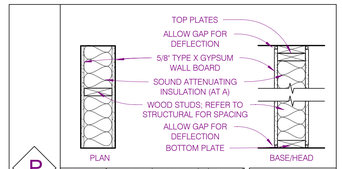
MSS-1 CONCRETE MUD SLAB FLOOR SYSTEM AT ELEVATOR



SOG-1 CONCRETE SLAB-ON-GRADE FLOOR SYSTEM

FLOOR SYSTEMS

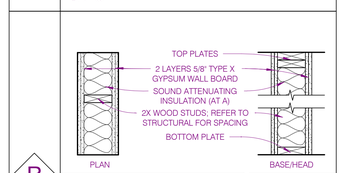
INTERIOR PARTITION TYPES



P

PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC	FIRE RESISTANCE
P4	3 1/2"	4 3/4"	34	UL#: U305
P6	5 1/2"	6 3/4"	46	NA
P8	7 1/4"	8 1/2"	34 / 46	

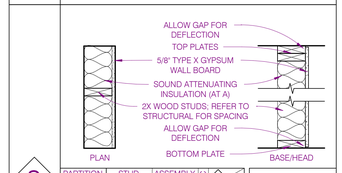
REMARKS:



R

PARTITIO N TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC	FIRE RESISTANCE
R4	3 1/2"	6"	49 / 56	UL#: U305*
R6	5 1/2"	8"	49 / 56	UL#: U301

REMARKS: *SECOND LAYER GWB FOR ACOUSTICS @ UL#: 305



S

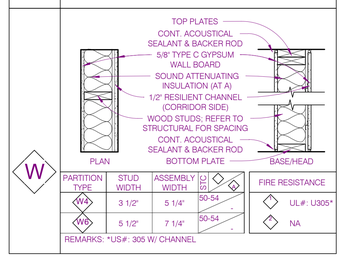
PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC	FIRE RESISTANCE
S4	3 1/2"	4 1/8"	--	NA
S6	5 1/2"	6 1/8"	--	NA

REMARKS:

V

PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC	FIRE RESISTANCE
V3	3 1/2"	10 1/2"	50-59	WP 3820
				WP 3820

REMARKS:



W

PARTITION TYPE	STUD WIDTH	ASSEMBLY WIDTH	STC	FIRE RESISTANCE
W4	3 1/2"	5 1/4"	50-54	UL#: U305*
W6	5 1/2"	7 1/4"	50-54	NA

REMARKS: *US#: 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-XX THERMAL BATT INSULATION	4	4 HOUR FIRE RATED PARTITION - SEE PARTITION TYPE FOR UNDERWRITERS LABORATORIES DESIGN NUMBER
		X'-X"	PARTIAL HEIGHT PARTITION - SEE FLOOR PLAN FOR PARTITION HEIGHT

URBANWORKS

GREENWAY TERRACE
146TH AVE NW & TRAPROCK STREET NW
RAMSEY, MN 55303

aeon
Better Changes Everything

© URBANWORKS ARCHITECTURE LLC, 2017
901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT

PRELIMINARY

NOT FOR CONSTRUCTION

REVISIONS

DATE	6.1.2017
PROJECT #	16-0011
PHASE	DD
DRAWN BY	MEB
CHECKED BY	DPEH

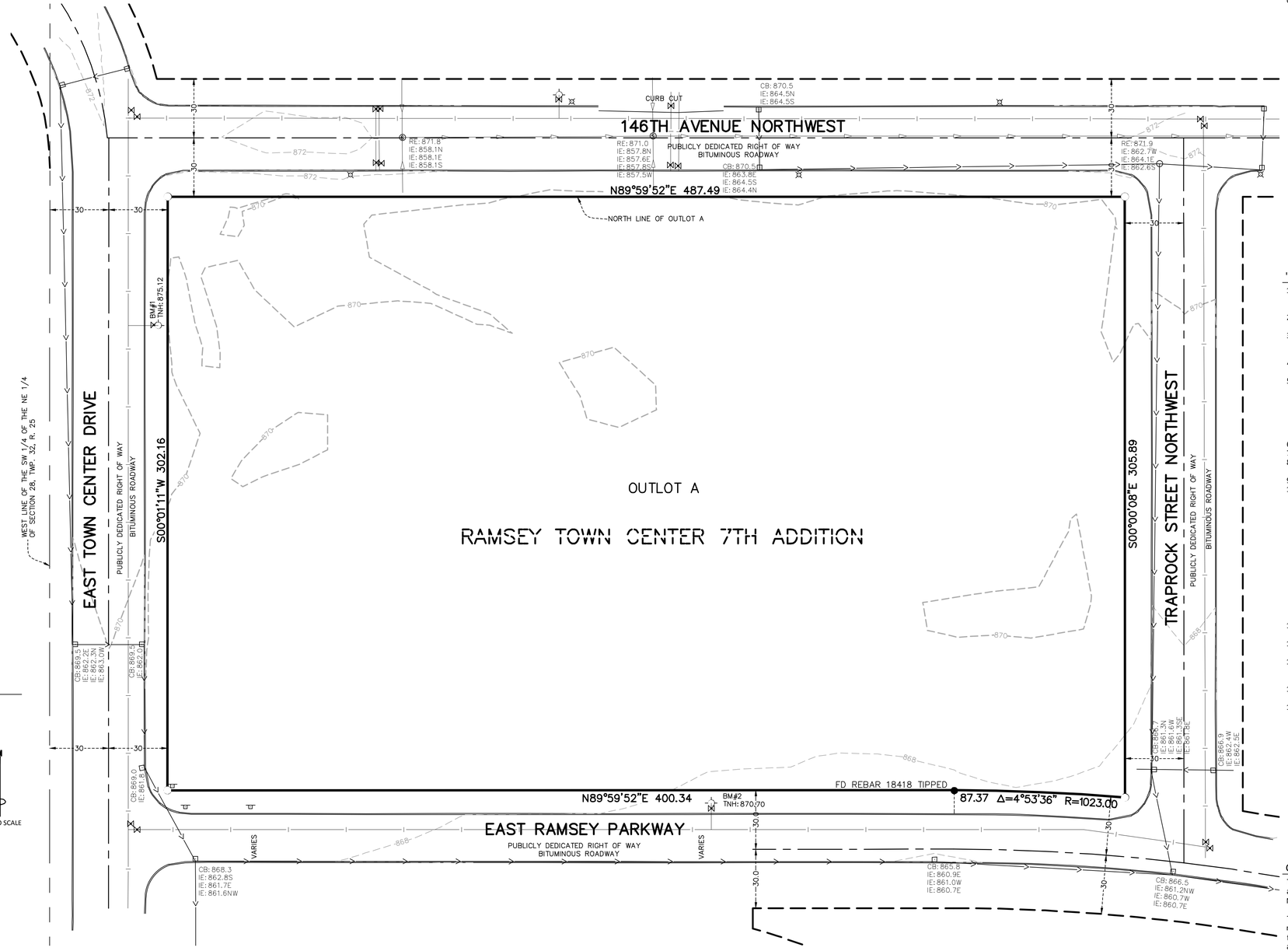
BUILDING SYSTEMS

G003

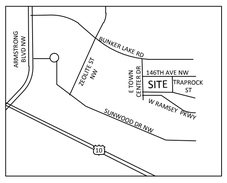
6/1/2017 1:29:06 PM C:\Users\mary.barnett\Desktop\Revit Project Files\16-0011 A17\16-0011 A17 mary.barnett.rvt

LEGEND

- SET MONUMENT
- FOUND MONUMENT
- SIGN
- HYDRANT
- GATE VALVE
- CATCH BASIN
- CATCH BASIN MANHOLE
- MANHOLE
- SANITARY SEWER MANHOLE
- 1000 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 09:58AM

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___.

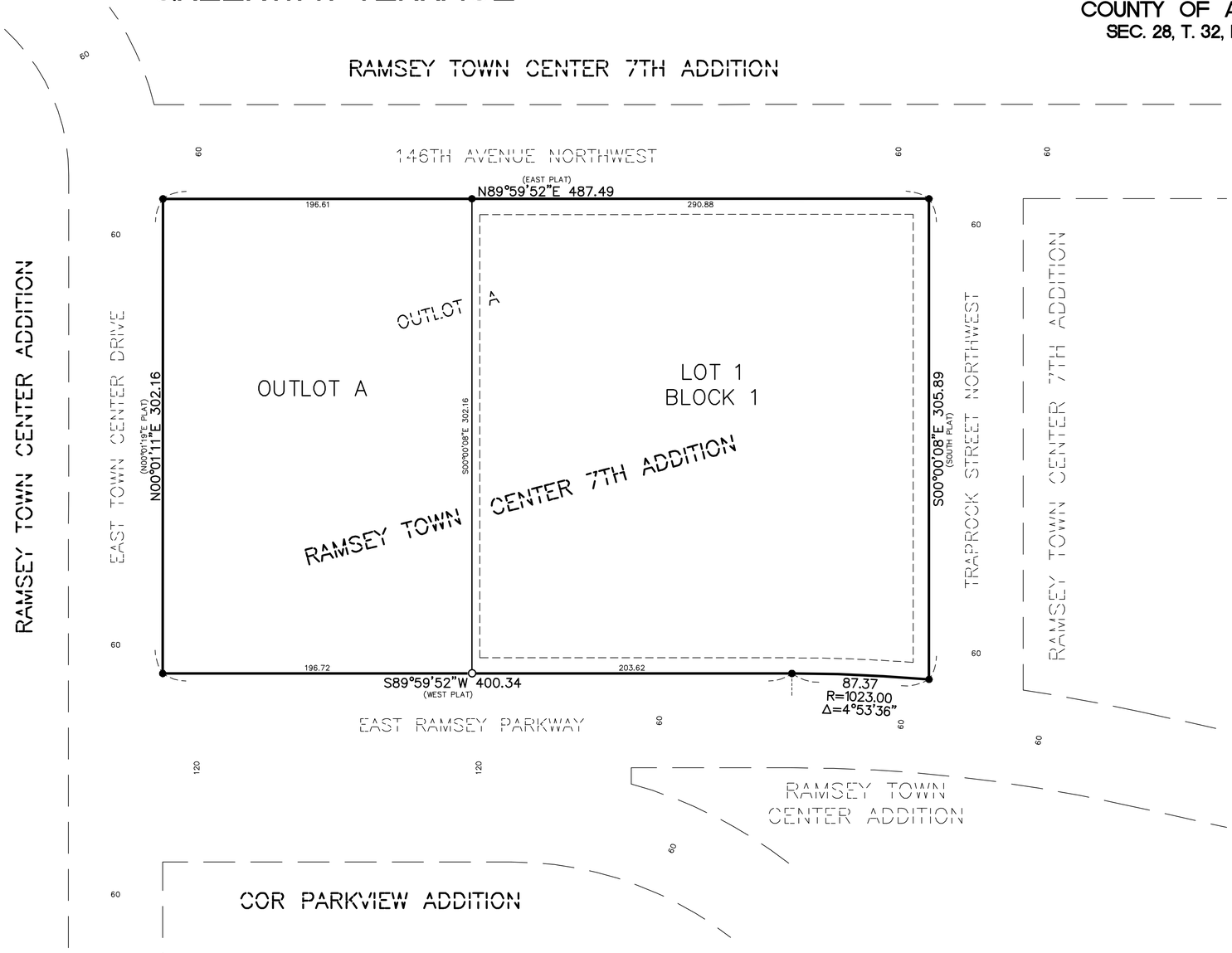
_____
Property Tax Administrator

By: _____ Deputy

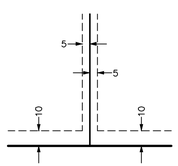
COUNTY RECORDER/REGISTRAR OF TITLES
COUNTY OF ANOKA, STATE OF MINNESOTA

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 _____.

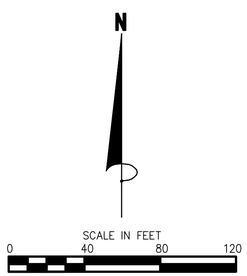
_____
County Recorder



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

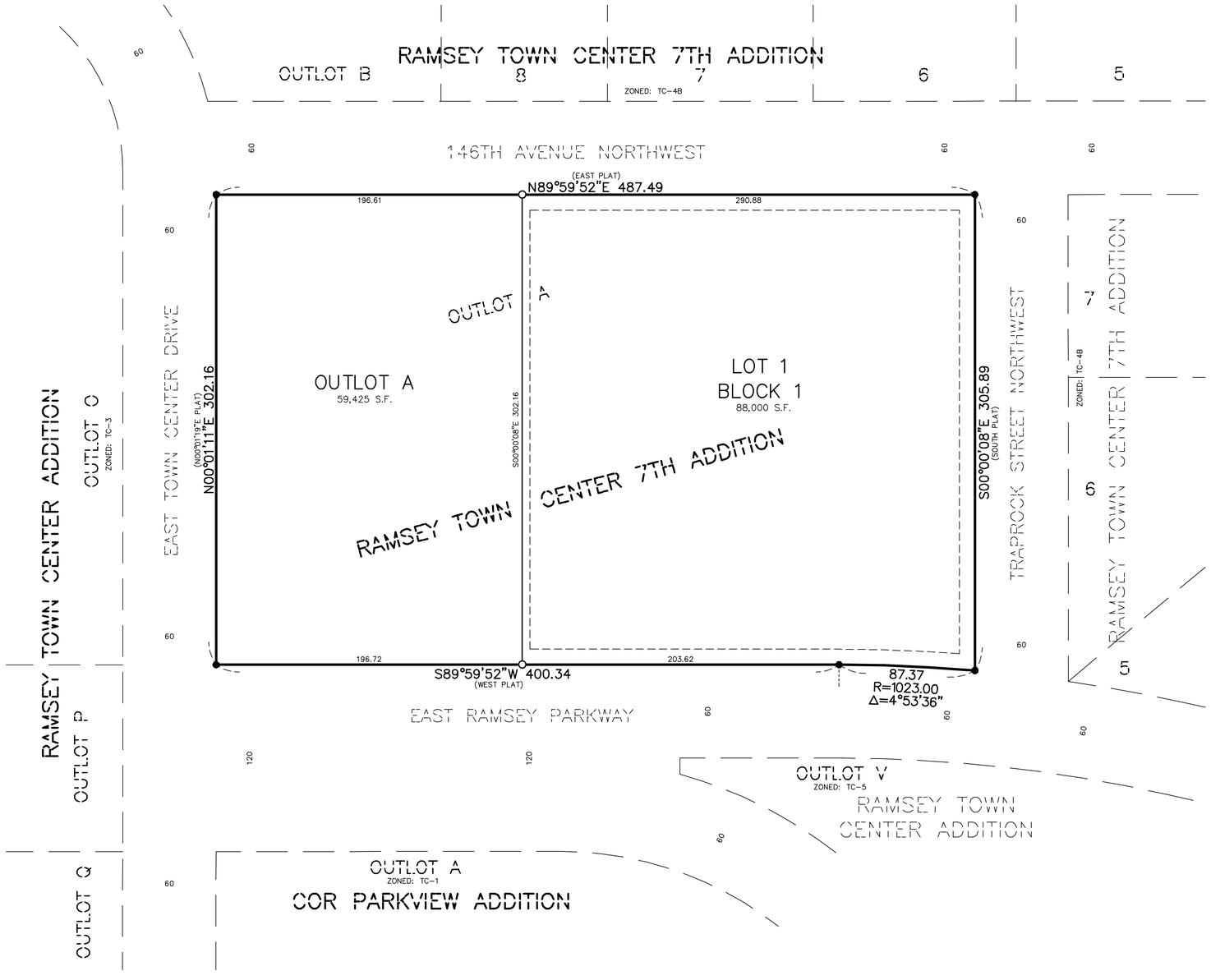
● DENOTES FOUND 1/2 INCH IRON MONUMENTWITH CAP MARKED R.L.S. NO. 47481, UNLESS OTHERWISE NOTED

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

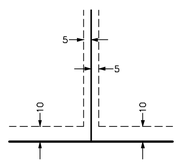
PLAT DENOTES PLAT OF RAMSEY TOWN CENTER 7TH ADDITION

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.

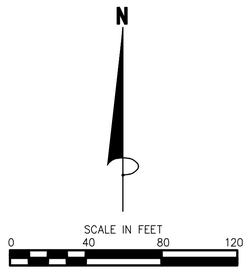
JAMES R. HILL, INC.



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

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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

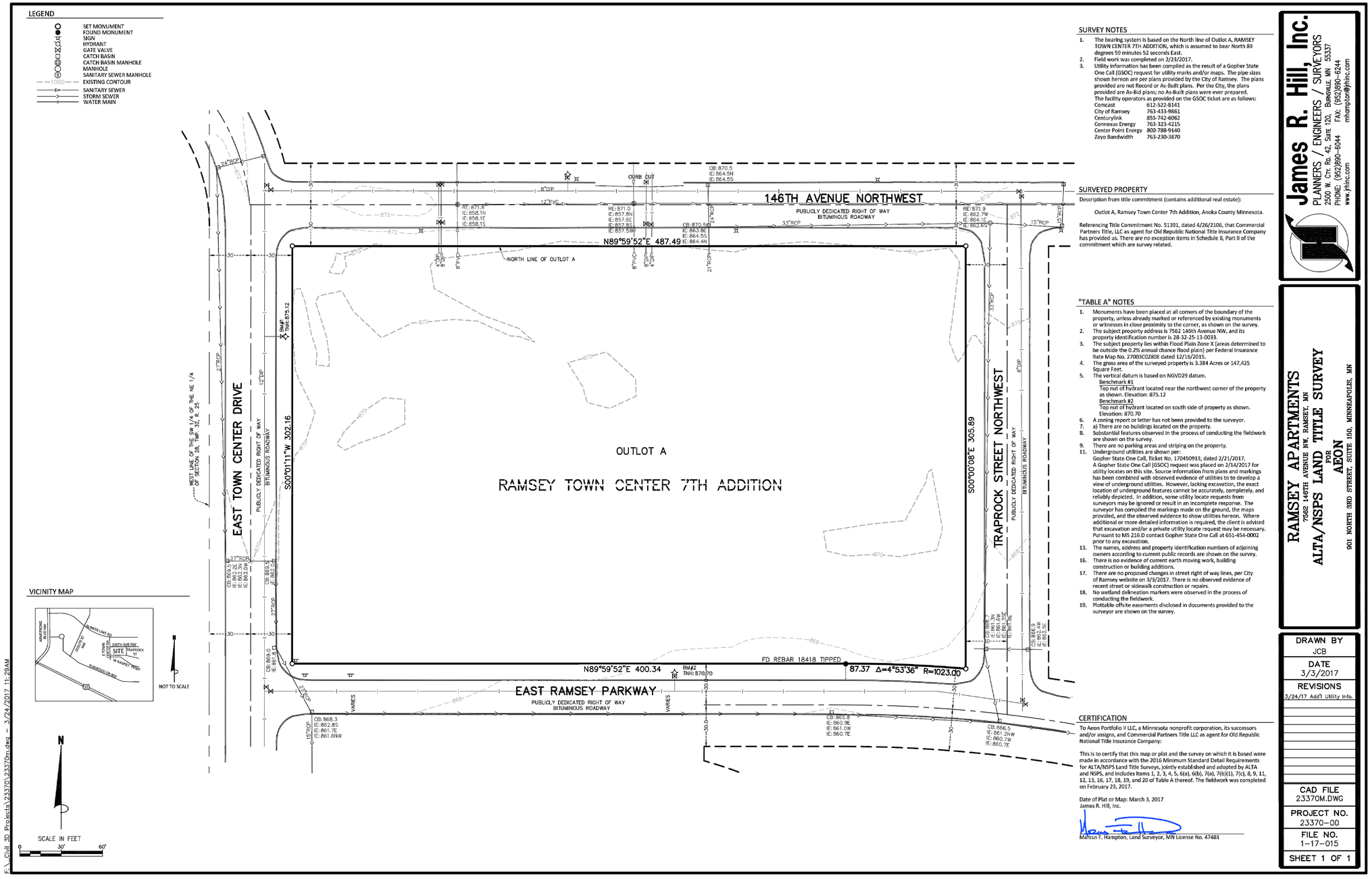
FOR

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.

"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.
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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)890-6244 FAX: (952)890-6044
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	3/3/2017
REVISIONS	3/24/17 Add'l Utility Info.
CAD FILE	23370M.DWG
PROJECT NO.	23370-00
FILE NO.	1-17-015
SHEET	1 OF 1

aeon
Rents Changes Everything
GREENWAY TERRACE
901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

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REVISIONS

DATE	XX
PROJECT #	XX
PHASE	XX
DRAWN BY	XX
CHECKED BY	XX

EXISTING SURVEY

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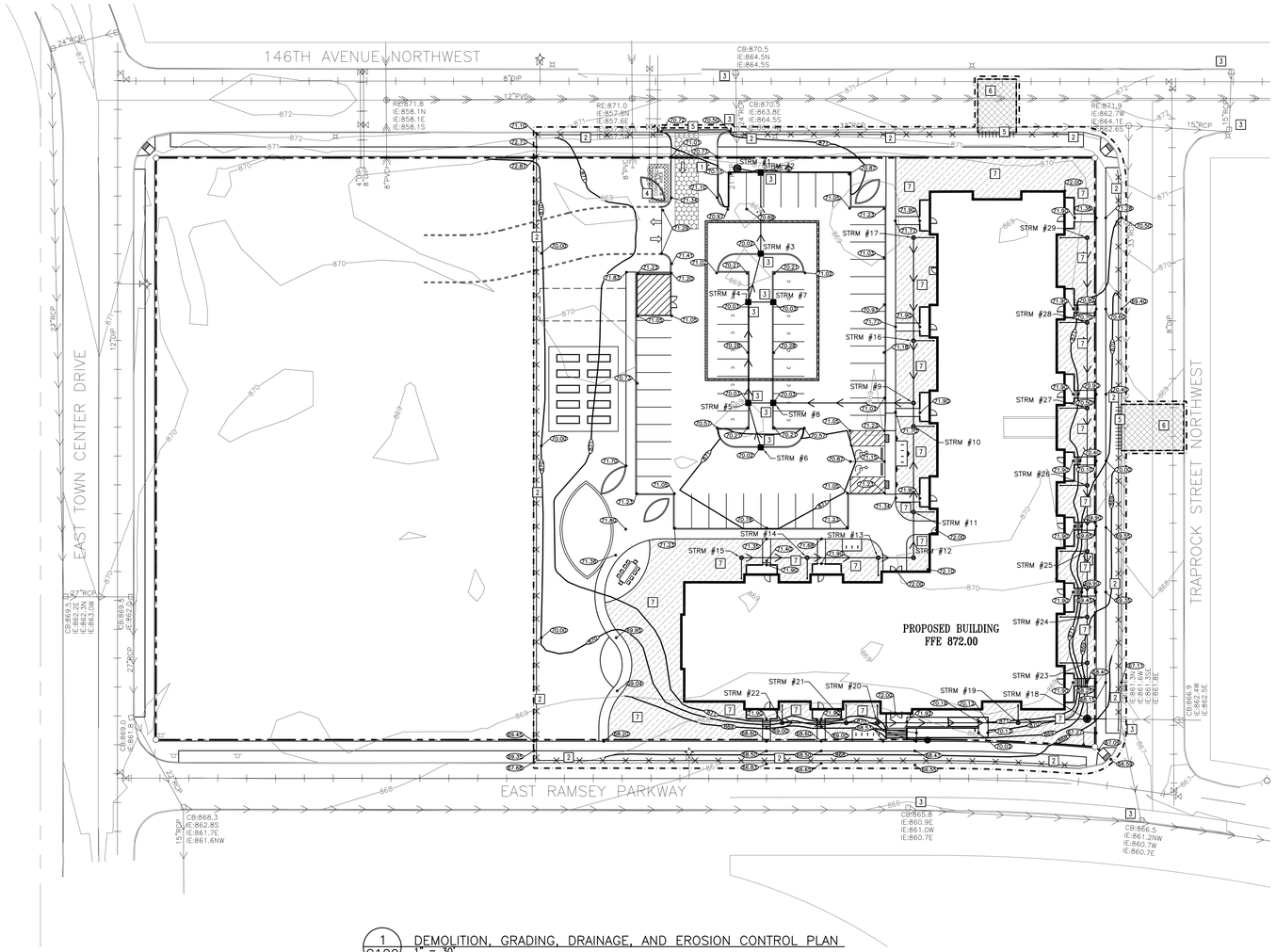

1 C100 DEMOLITION, GRADING, DRAINAGE, AND EROSION CONTROL PLAN
1" = 30'

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
- 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 [NO] 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 ONE 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.

aaeon Better Changes Everything

GREENWAY TERRACE

901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

URBANWORKS

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901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT

BKBM ENGINEERS

5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
Phone: (763) 843-0420
Fax: (763) 843-0421
www.bkbm.com

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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

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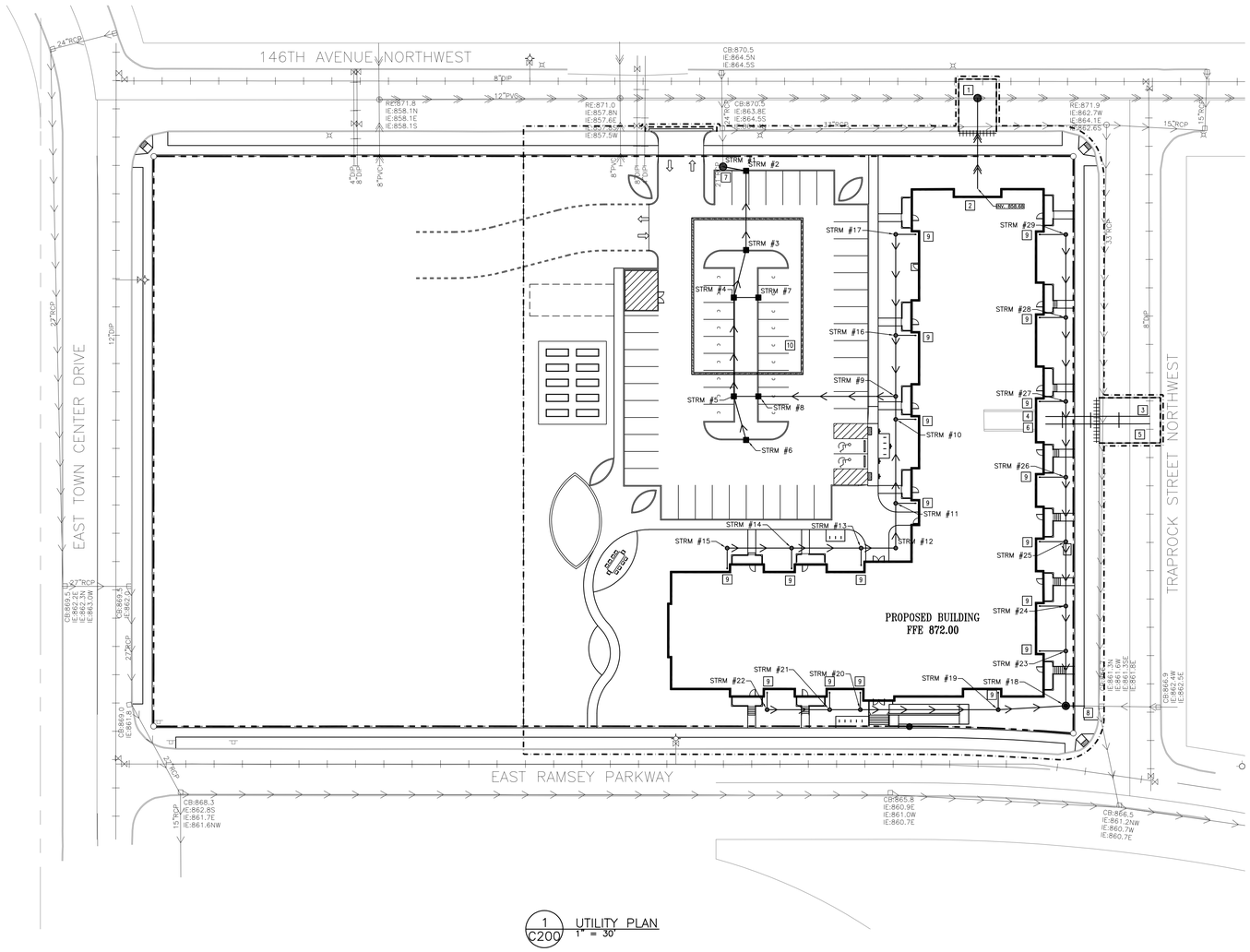


1 C200 UTILITY PLAN
1" = 30'

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 S = 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 @ 1.99%, STRM #25
STRM #25	10" x 6" WYE	NA	NA	S = 863.56 N = 863.56	--------- 34 L.F. OF 10" HDPE @ 1.99%, STRM #26
STRM #26	10" x 6" WYE	NA	NA	S = 864.24 N = 864.24	--------- 40 L.F. OF 10" HDPE @ 1.99%, 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 — INV. 858.68

*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 [NO] ON PLAN.

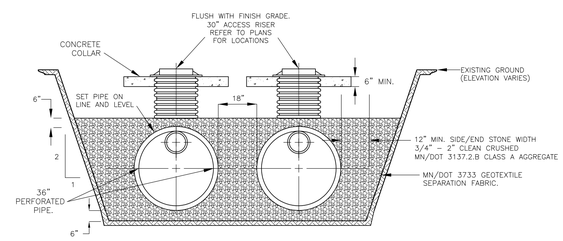
1. CONSTRUCT MANHOLE OVER EXISTING 8-INCH PVC SANITARY SEWER, INV W&E=857.62, INV S=857.62, AND RE=871.60. FOLLOW ALL CITY OF RAMSEY STANDARDS AND SPECIFICATIONS. REFER TO DETAIL 5/C400.
2. INSTALL 48-FEET OF 6-INCH PVC PIPE AT 2.0% TO INVERT OF 858.68. STUB TO WITHIN 5-FEET OF PROPOSED BUILDING. **COORDINATE 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 PROOF.
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:	17,249 CUBIC FEET

2 C200 INFILTRATION TANK DETAIL
NOT TO SCALE

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GREENWAY TERRACE

901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

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901 NORTH THIRD STREET, SUITE 145, MINNEAPOLIS, MN 55401

CONSULTANT

BKBM ENGINEERS
5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
Phone: (763) 843-0420
Fax: (763) 843-0421
www.bkbm.com

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REVISIONS

DATE	06.01.2017
PROJECT #	17260
PHASE	DD
DRAWN BY	WH
CHECKED BY	KAM

UTILITY PLAN

C200

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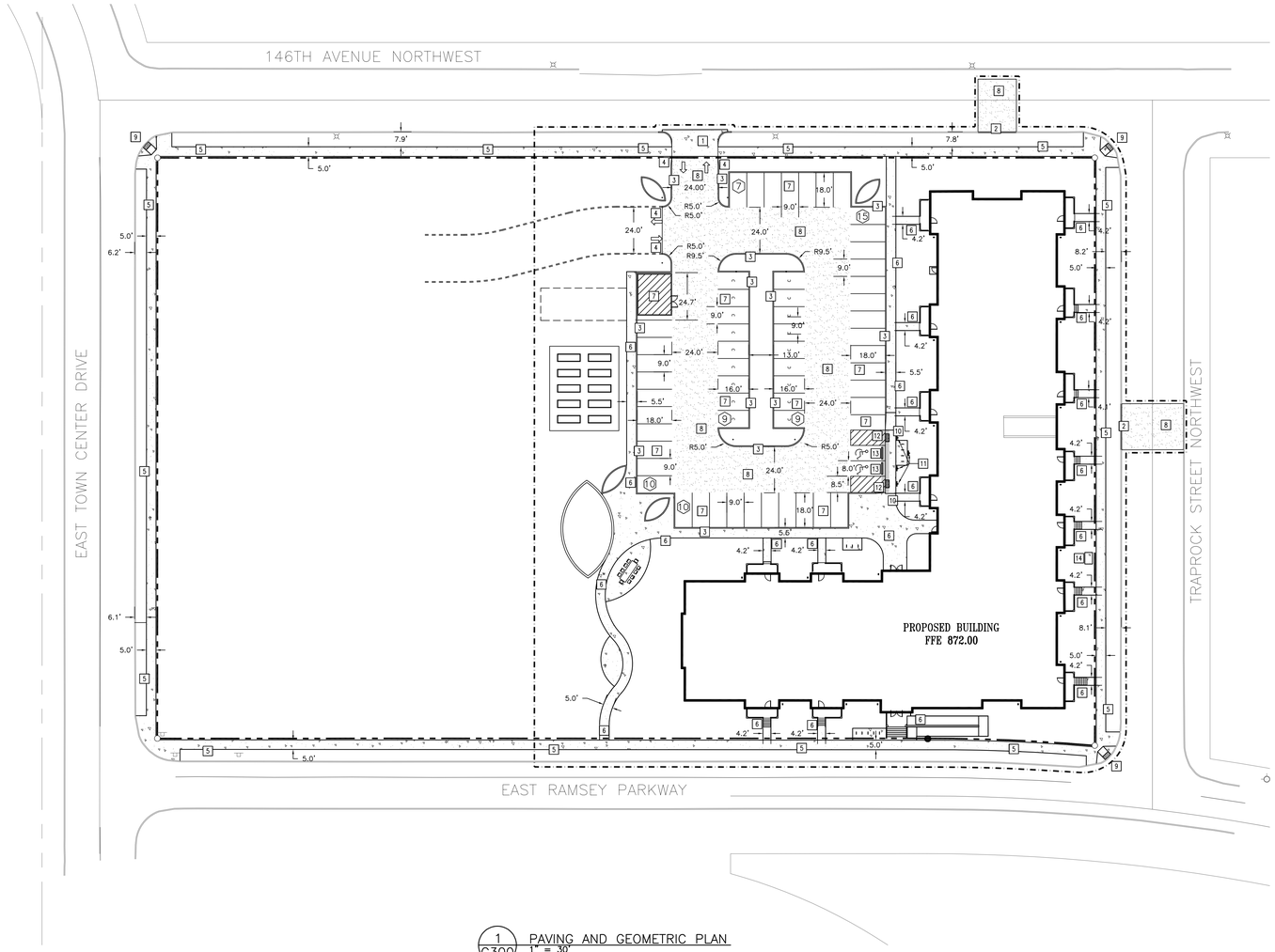

1 C300 PAVING AND GEOMETRIC PLAN
1" = 30'

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 [NO] 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 5-297.250 AND MN/DOT STANDARD PLATE 7038.
10. INSTALL PARALLEL CURB RAMP. REFER TO DETAIL 11/C401. REFER TO MN/DOT STANDARD PLAN 5-297.250 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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GREENWAY TERRACE

901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

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CONSULTANT

BKBM ENGINEERS

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REVISIONS

DATE	06.01.2017
PROJECT #	17260
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DRAWN BY	WH
CHECKED BY	KAM

PAVING AND GEOMETRIC PLAN

C300

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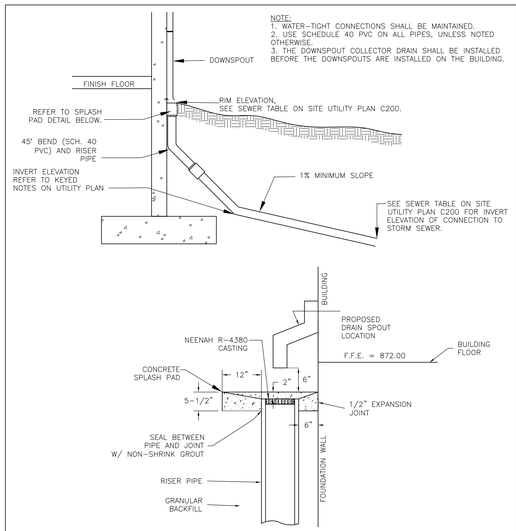
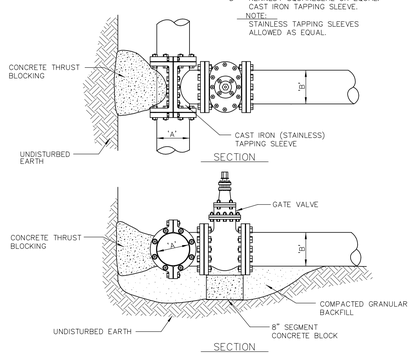


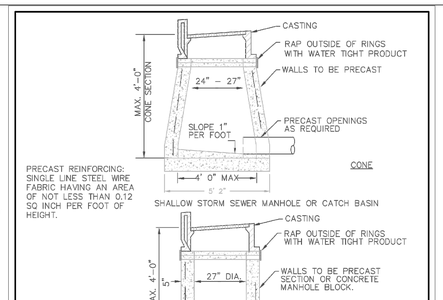
13 C400 DOWNSPOUT DRAIN WITH SPLASH PAD AND CASTING
NOT TO SCALE

EXISTING PIPE 'A'	18"	16"	14"	12"	10"	8"	6"
BRANCH PIPE 'B' 12"	C,D	C,D	C	C			
10"	C,D	C,D	C,D	C	C		
8"	C,D	C,D	C,D	C,D	C	C	
6"	C,D	C,D	C,D	C,D	C,D	C	C
4"	C,D	C,D	C,D	C,D	C,D	C,D	C

C – CLOW F-5205,TCIW A212A OR EQUAL. FULL CAST IRON TAPPING SLEEVE.
D – KENNEDY SQUARESEAL OR EQUAL. CAST IRON TAPPING SLEEVE.
NOTE: STAINLESS TAPPING SLEEVES ALLOWED AS EQUAL.



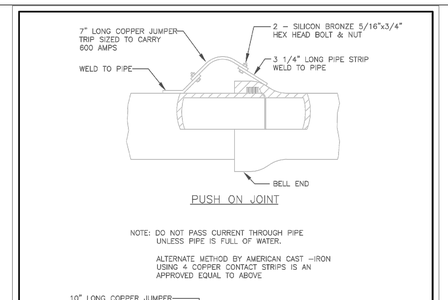
14 C400 WATERMAIN WET TAP (TYP.)
NOT TO SCALE



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 FINIHED GRADE ON ALL SERVICES AND STUBS.

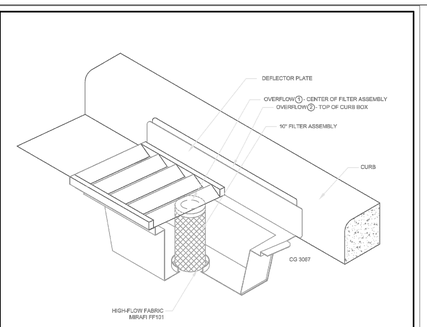
APPROVED: 6 – 2008	City of RAMSEY	STANDARD DETAILS: STORM AREA INLET
		CITY PLATE No. STO–2

10 C400 AREA INLET DETAIL
NOT TO SCALE



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

7 C400 WATER MAIN JOINT CONNECTION
NOT TO SCALE



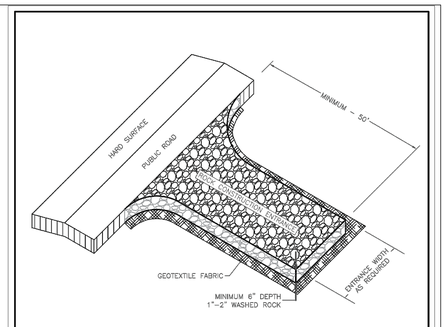
INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED 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

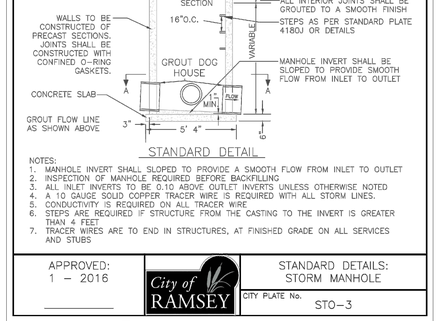


NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION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

NOT TO SCALE

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

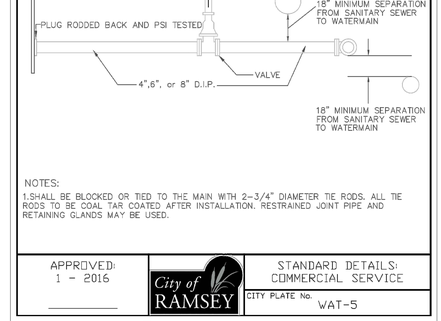
1 C400 ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE



NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
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

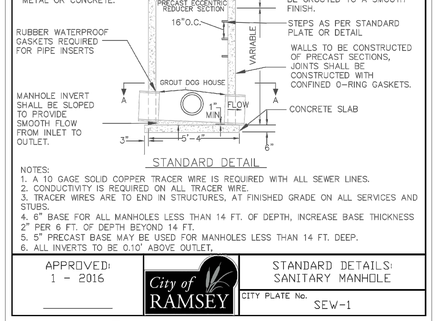
11 C100 STORM SEWER MANHOLE
NOT TO SCALE



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 GLANDS MAY BE USED.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: COMMERCIAL SERVICE
		CITY PLATE No. WAT–5

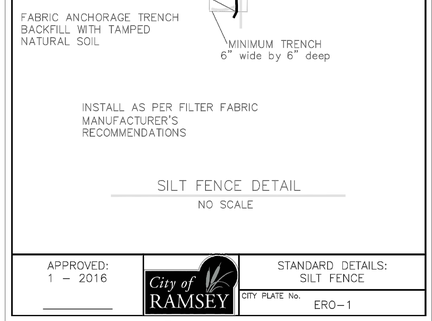
8 C400 DIP WATER SERVICE
NOT TO SCALE



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,

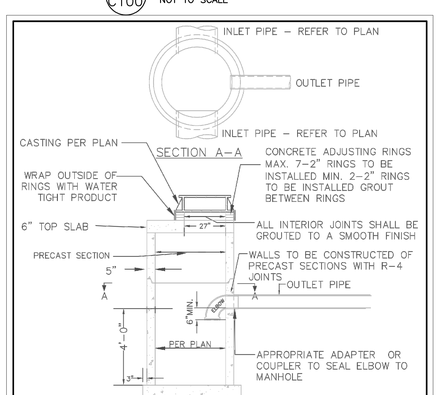
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SANITARY MANHOLE
		CITY PLATE No. SEW–1

5 C400 SANITARY SEWER MANHOLE
NOT TO SCALE



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

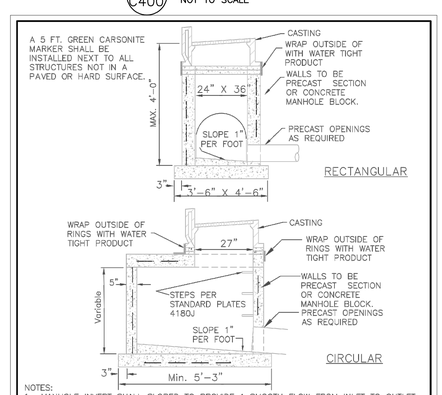
2 C400 SILT FENCE
NOT TO SCALE



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

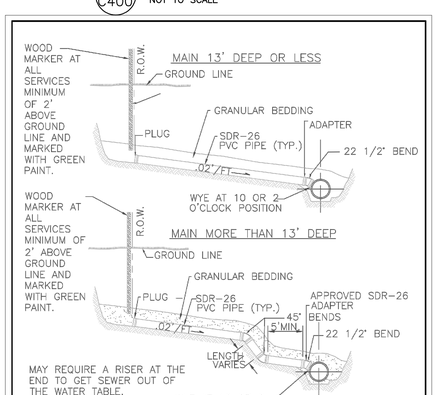
12 C400 SUMP MANHOLE
NOT TO SCALE



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

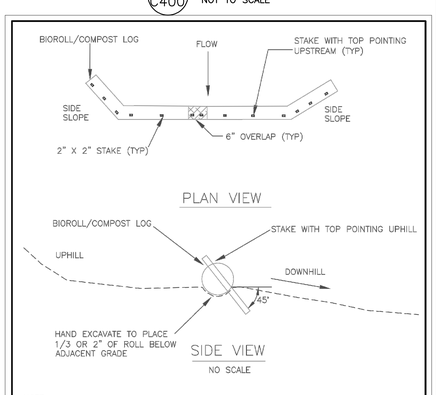
9 C400 CATCH BASIN
NOT TO SCALE



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



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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GREENWAY TERRACE

901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

CONSULTANT

BKBM ENGINEERS
5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
Phone: (763) 843-0420
Fax: (763) 843-0421
www.bkbm.com

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REVISIONS

DATE	06.01.2017
PROJECT #	17260
PHASE	DD
DRAWN BY	WH
CHECKED BY	KAM

CIVIL DETAIL SHEET

C400

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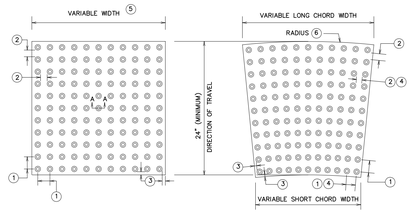
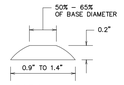


RECTANGULAR PLATES RADIAL PLATES



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 CONNECTION TO THE ROADWAY.
–WHERE PEDESTRIAN ACCESS ROUTES CROSS 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.

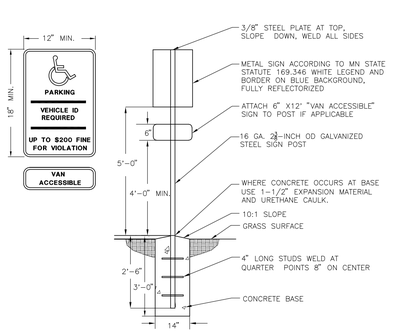
① CENTER TO CENTER DOME SPACING: 1.6" MINIMUM, 2.4" MAXIMUM.
② BASE TO BASE DOME SPACING: 0.65" MINIMUM.
③ DOME BASE TO PLATE EDGE SPACING: 0.35" MINIMUM, 0.75" MAXIMUM.
④ SPACING VARIES ON RADIAL PLATES.
⑤ TYPICAL WIDTHS AVAILABLE: 12", 18", 24", 30", 36". CHECK WITH MANUFACTURERS FOR AVAILABLE WIDTHS. ON RADIAL PLATE, RADIUS DEFINED AT BACK OF CURB.
⑥ 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

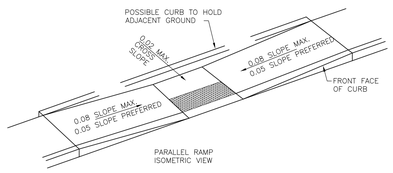
NOTE:
FOR ADA COMPLIANT PEDESTRIAN RAMPS, REFER TO MN/DOT STANDARD PLAN 5–297.250 PEDESTRIAN CURB RAMP DETAILS AT THE FOLLOWING WEB ADDRESS: HTTP://STANDARDPLATES.DOT.STATE.MN.US/STDPLATE.ASPX

CONTRACTOR SHALL COORDINATE FINAL CURB RAMP LOCATION AND PEDESTRIAN CURB RAMP DETAIL WITH THE CITY AND OWNER PRIOR TO INSTALLATION.

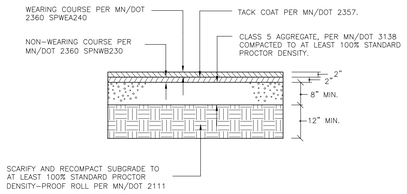
12 C401 PEDESTRIAN CURB RAMP – DETECTABLE WARNING
NOT TO SCALE



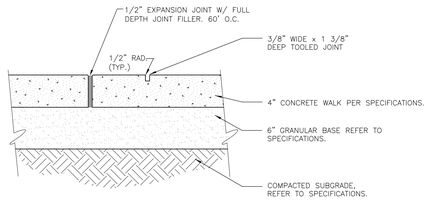
13 C401 ACCESSIBLE SIGN AND POST: GRASS AREA PLACEMENT
NOT TO SCALE



11 C401 PARALLEL RAMP
NOT TO SCALE

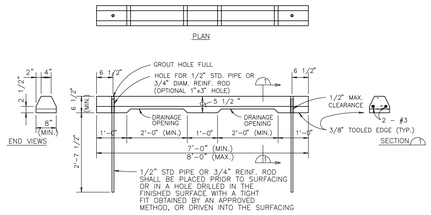


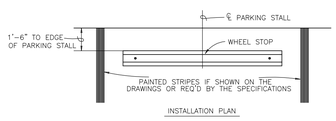
8 C401 HEAVY–DUTY BITUMINOUS PAVEMENT
NOT TO SCALE



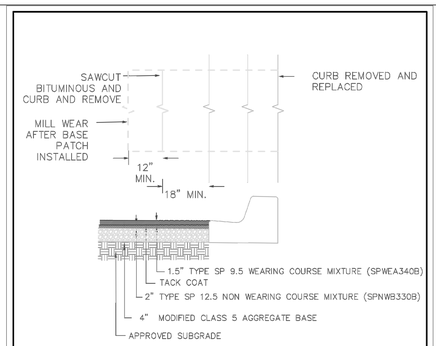
NOTE: JOINT SPACING SHALL BE 5–FEET ON CENTER. REFER TO ARCHITECTURAL PLANS FOR SPECIAL JOINTING PATTERNS.

9 C401 CONCRETE SIDEWALK CONSTRUCTION (TYP.)
NOT TO SCALE





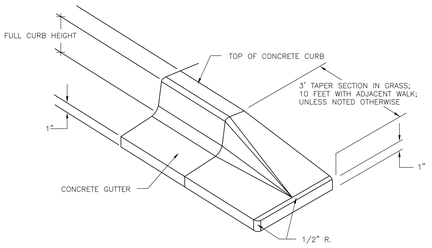
10 C401 PRECAST WHEEL STOP
NOT TO SCALE



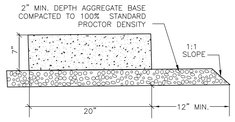
NOTES:
1. BITUMNOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHNICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

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

4 C401 BITUMINOUS PATCH DETAIL
NOT TO SCALE

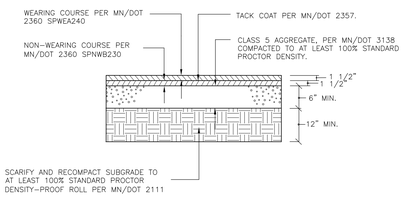


5 C401 NOSE–DOWN CURB SECTION
NOT TO SCALE

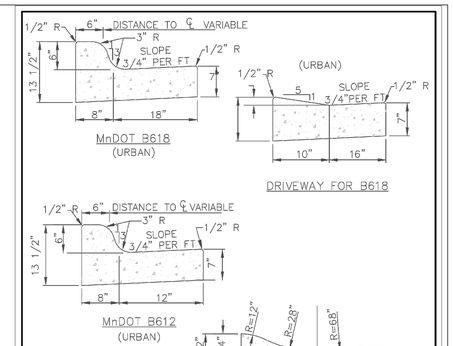


NOTE:
CURB SECTION IS TO SLOPE TOWARD PARKING LOT PER GRADING PLAN. TRANSITION INTO B612 CURBING USING NOSE–DOWN CURB SECTION.

6 C401 FLAT CURB/CONCRETE EDGER
NOT TO SCALE



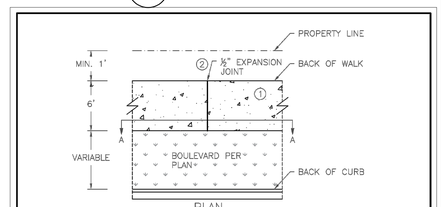
7 C401 LIGHT–DUTY BITUMINOUS PAVEMENT
NOT TO SCALE



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

1 C401 CURB AND GUTTER
NOT TO SCALE

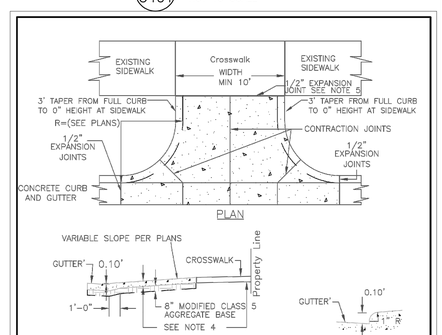


NOTE:
① BROOM FINISH CONCRETE WALK SURFACE
② MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
③ 1/2" EXPANION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

NOT TO SCALE

APPROVED: 10 – 2015	City of RAMSEY	STANDARD DETAILS: 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. GUTTER 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: 4 – 2016	City of RAMSEY	STANDARD DETAILS: COMMERCIAL DRIVEWAY CURBCUT
		CITY PLATE No. STR–14

3 C401 DRIVEWAY ENTRANCE
NOT TO SCALE

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CONSULTANT

BKBM ENGINEERS
5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
Phone: (763) 843-0420
Fax: (763) 843-0421
www.bkbm.com

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REVISIONS

DATE	06.01.2017
PROJECT #	17260
PHASE	DD
DRAWN BY	WH
CHECKED BY	KAM

CIVIL DETAIL SHEET

C401

GREENWAY TERRACE

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901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

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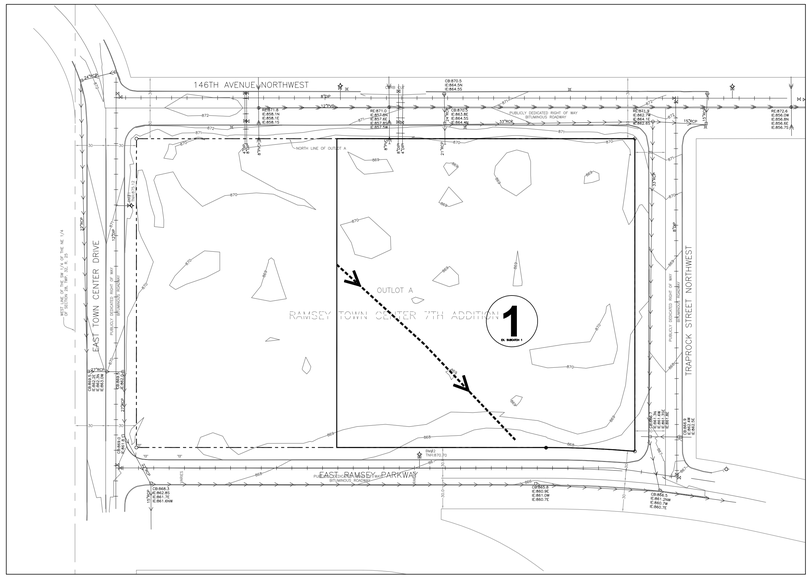
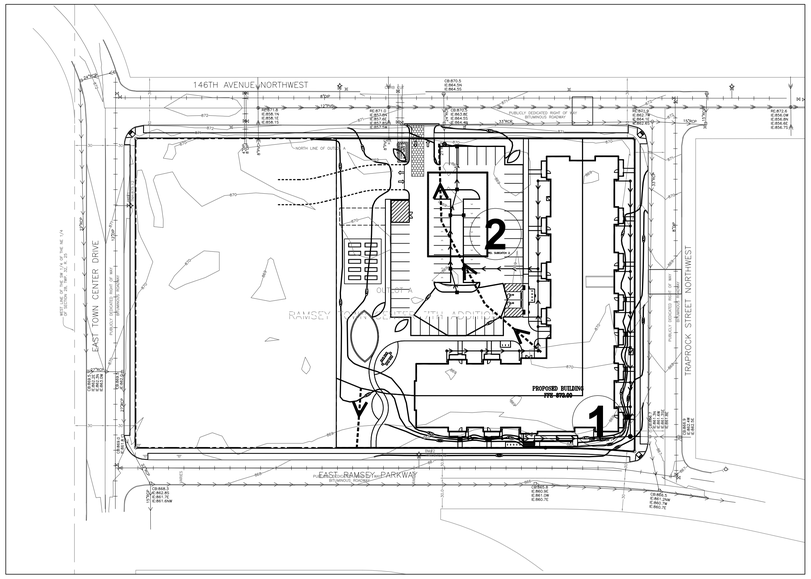
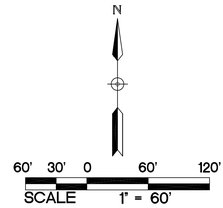


1 C500 EXISTING CONDITIONS
1" = 60'



2 C500 PROPOSED CONDITIONS
1" = 60'

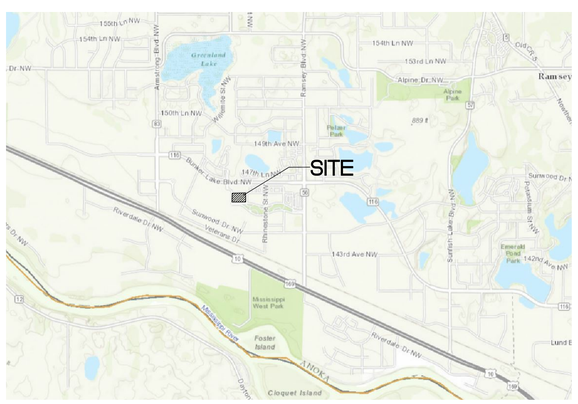
ABBREVIATIONS	
BLDG	Building
BMP	Best Management Practice
BW	Bottom of Wall
CB	Catch Basin
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
MAX	Maximum
MH	Manhole
MIN	Minimum
MPCA	Minnesota Pollution Control Agency
NPDES	National Pollutant Discharge Elimination System
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
TW	Top of Wall
W.O.	Washout



EXISTING DRAINAGE AREAS							
DRAINAGE AREA	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)	Q OUT (CFS) STORM EVENT 2-YEAR (2.86")	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 (2.86")	10-YEAR (4.126")	100-YEAR (7.12")	ROUTING
1	0.26	0.38	0.65	1.68	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: QUANTITEIS 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.

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 UNFEASIBLE, AN EARTHERN 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, ACON. 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 SWPPS. 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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MINNEAPOLIS, MN 55401

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CONSULTANT
BKBM ENGINEERS
5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
Phone: (763) 843-0420
Fax: (763) 843-0421
www.bkbm.com

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DATE	06.01.2017
PROJECT #	17260
PHASE	DD
DRAWN BY	WH
CHECKED BY	KAM

SWPPP

C500

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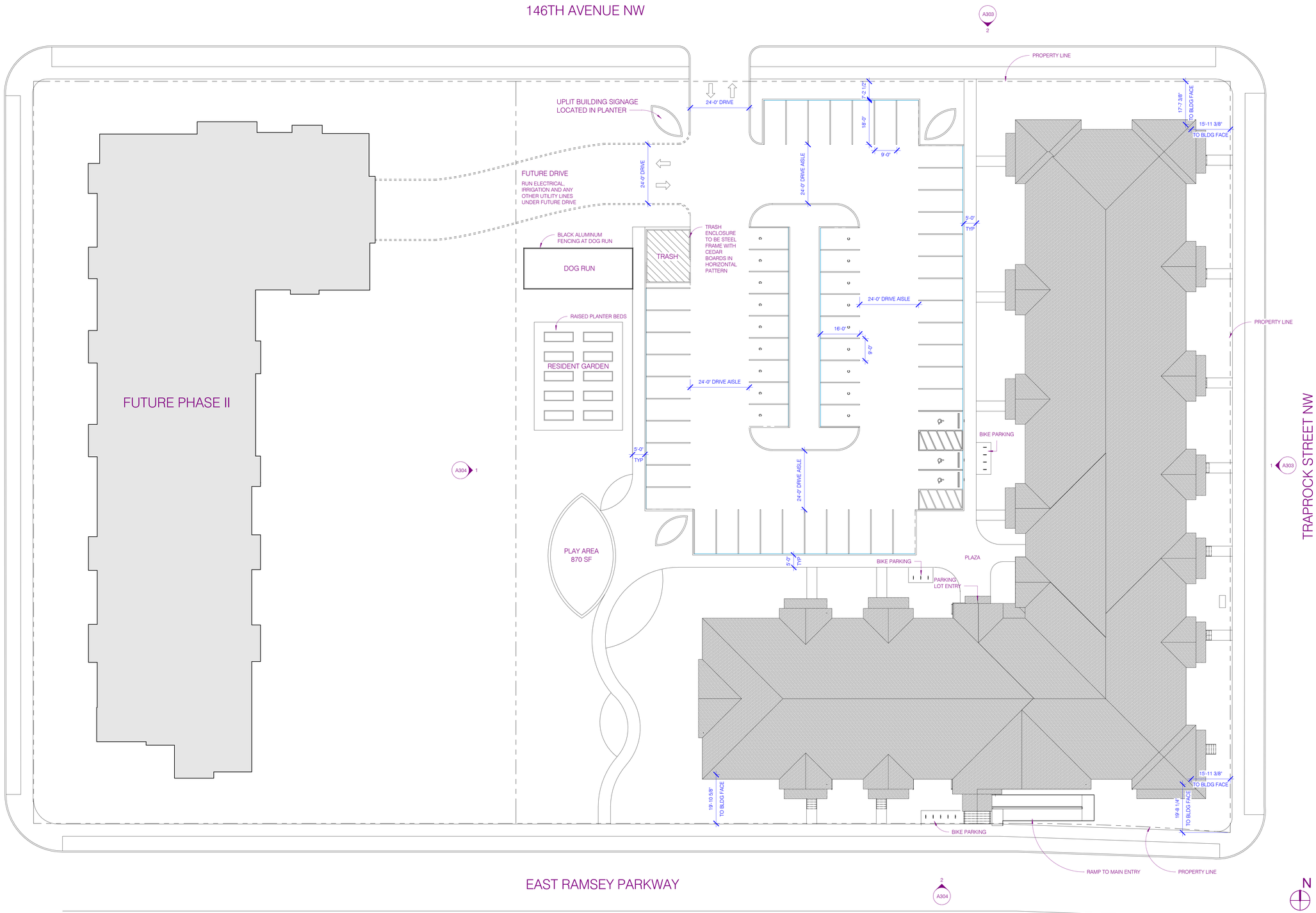

1 ARCHITECTURAL SITE PLAN

LA100 1/16" = 1'-0"

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GREENWAY TERRACE

146TH AVE NW & TRAPROCK STREET NW
RAMSEY, MN 55303

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DATE	6.1.2017
PROJECT #	16-0011
PHASE	DD
DRAWN BY	MEB
CHECKED BY	DPEH

ARCHITECTURAL SITE PLAN

LA100

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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	379 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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CONSULTANT
DF/
DAMON FARBER LANDSCAPE ARCHITECTS
401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

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REVISIONS

DATE	6.1.2017
PROJECT #	16-0011
PHASE	SD
DRAWN BY	B. Doucette
CHECKED BY	J. Symynkywicz

LANDCAPE PLANT SCHEDULE

L030

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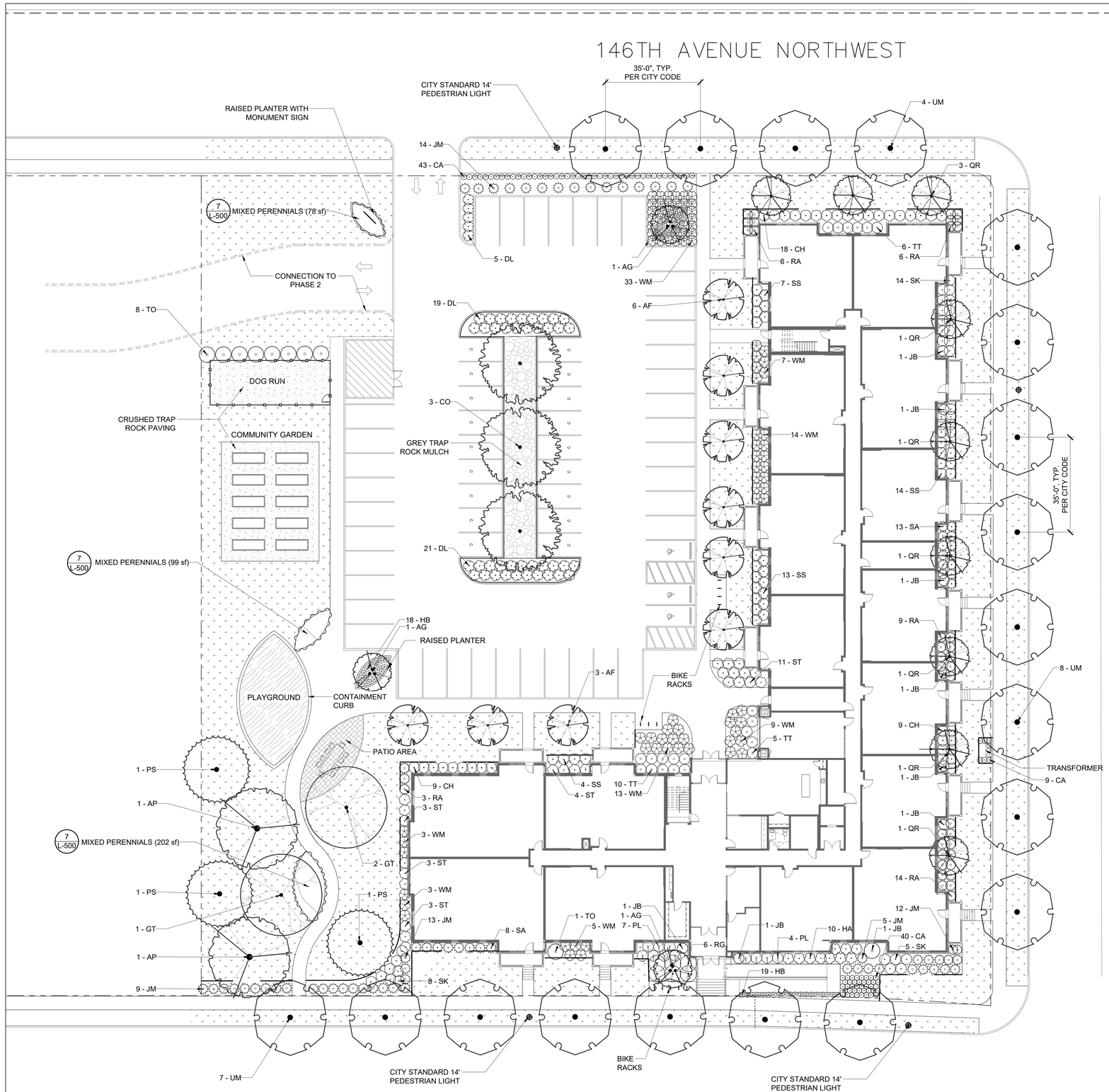

L160 OVERALL LANDSCAPE PLAN

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

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CONSULTANT
DF/
DAMON FARBER LANDSCAPE ARCHITECTS
401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

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REVISIONS

DATE	6.1.2017
PROJECT #	16-0011
PHASE	SD
DRAWN BY	B. Doucette
CHECKED BY	J. Symyrkywicz

LANDCAPE PLANTING PLAN

L060

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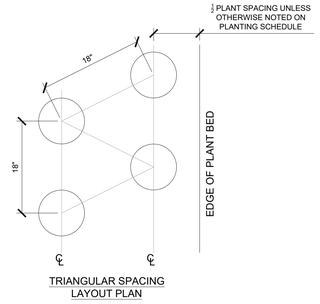
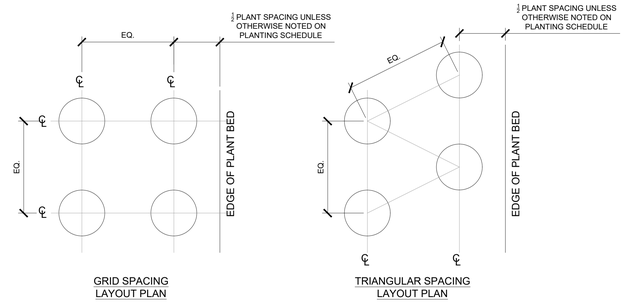


TRIANGULAR SPACING
LAYOUT PLAN

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



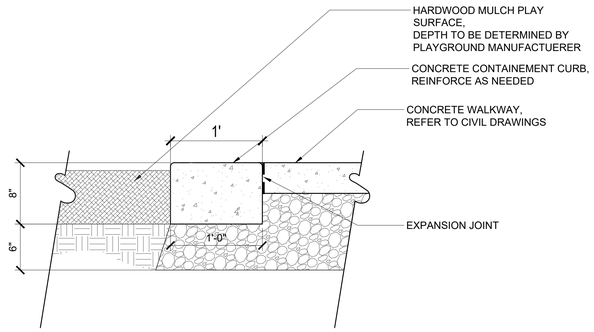
GRID SPACING
LAYOUT PLAN

TRIANGULAR SPACING
LAYOUT PLAN

NOTE:
1. REFER TO PLANTING SCHEDULE FOR PLANT SPACING.
2. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

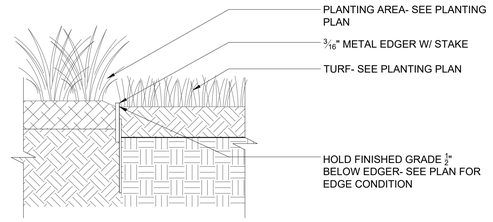
3 PLANT SPACING

3/4" = 1'-0" P-17 113-08



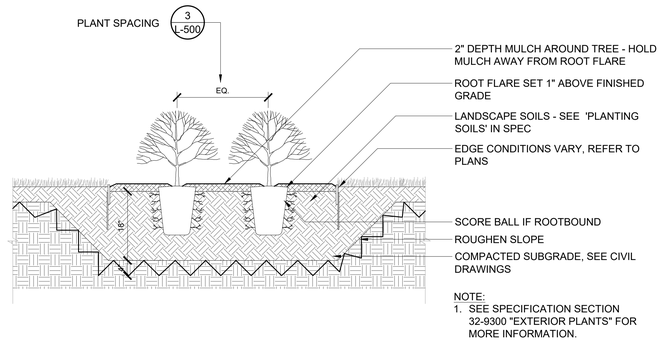
10 CONTAINMENT CURB AT PLAYGROUND

1 1/2" = 1'-0" P-17 113-24



6 STEEL EDGING

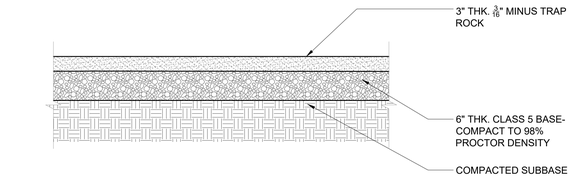
1 1/2" = 1'-0" P-17 113-09



NOTE:
1. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

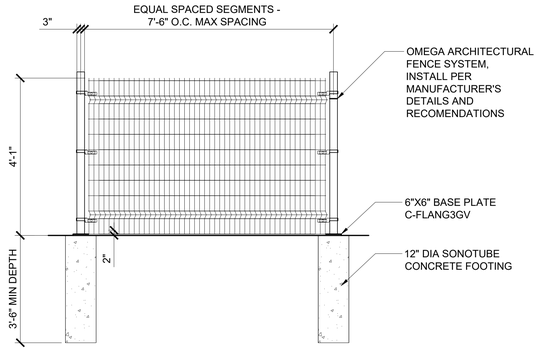
2 SHRUB PLANTING

3/4" = 1'-0" P-17 113-20



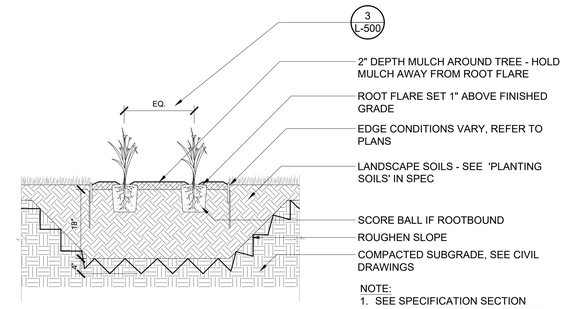
9 CRUSHED STONE PAVING

1" = 1'-0" P-17 113-19



8 EXTERIOR FENCE - 4` HEIGHT

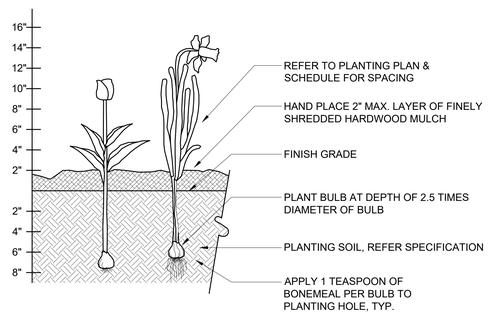
1/2" = 1'-0" P-17 113-23



NOTE:
1. SEE SPECIFICATION SECTION 32-9300 "EXTERIOR PLANTS" FOR MORE INFORMATION.

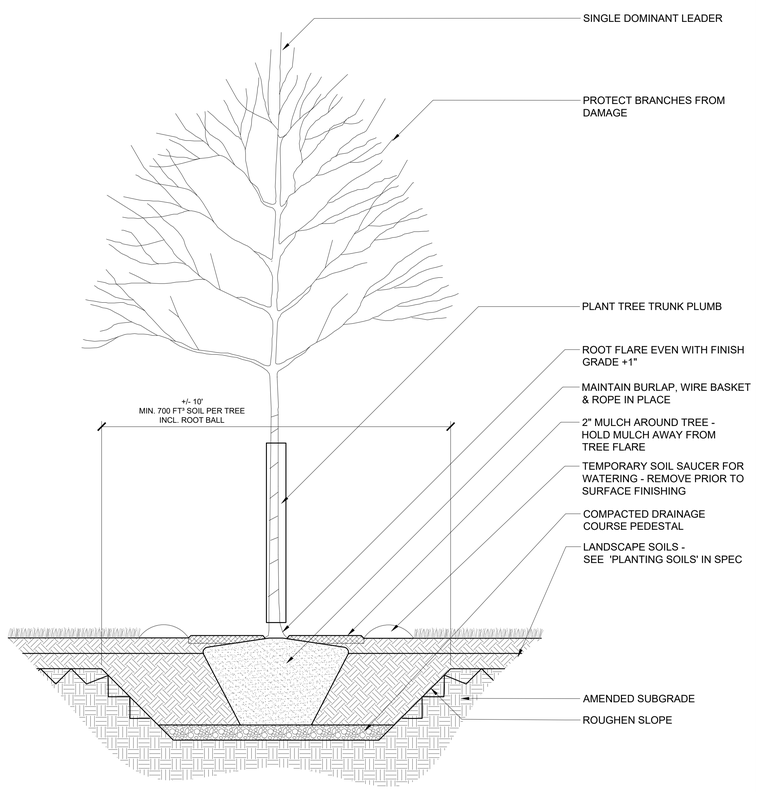
5 PERENNIAL PLANTING

3/4" = 1'-0" P-17 113-06



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

Daeon
Green Collaborative Development
GREENWAY TERRACE
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MINNEAPOLIS, MN 55401

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DF/
DAMON FARBER LANDSCAPE ARCHITECTS
401 2nd Avenue North, Suite 410
Minneapolis, MN 55401
p 612.332.7522

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DATE	6.1.2017
PROJECT #	16-0011
PHASE	SD
DRAWN BY	B. Doucette
CHECKED BY	J. Symynkywicz

LANDCAPE DETAILS

L500

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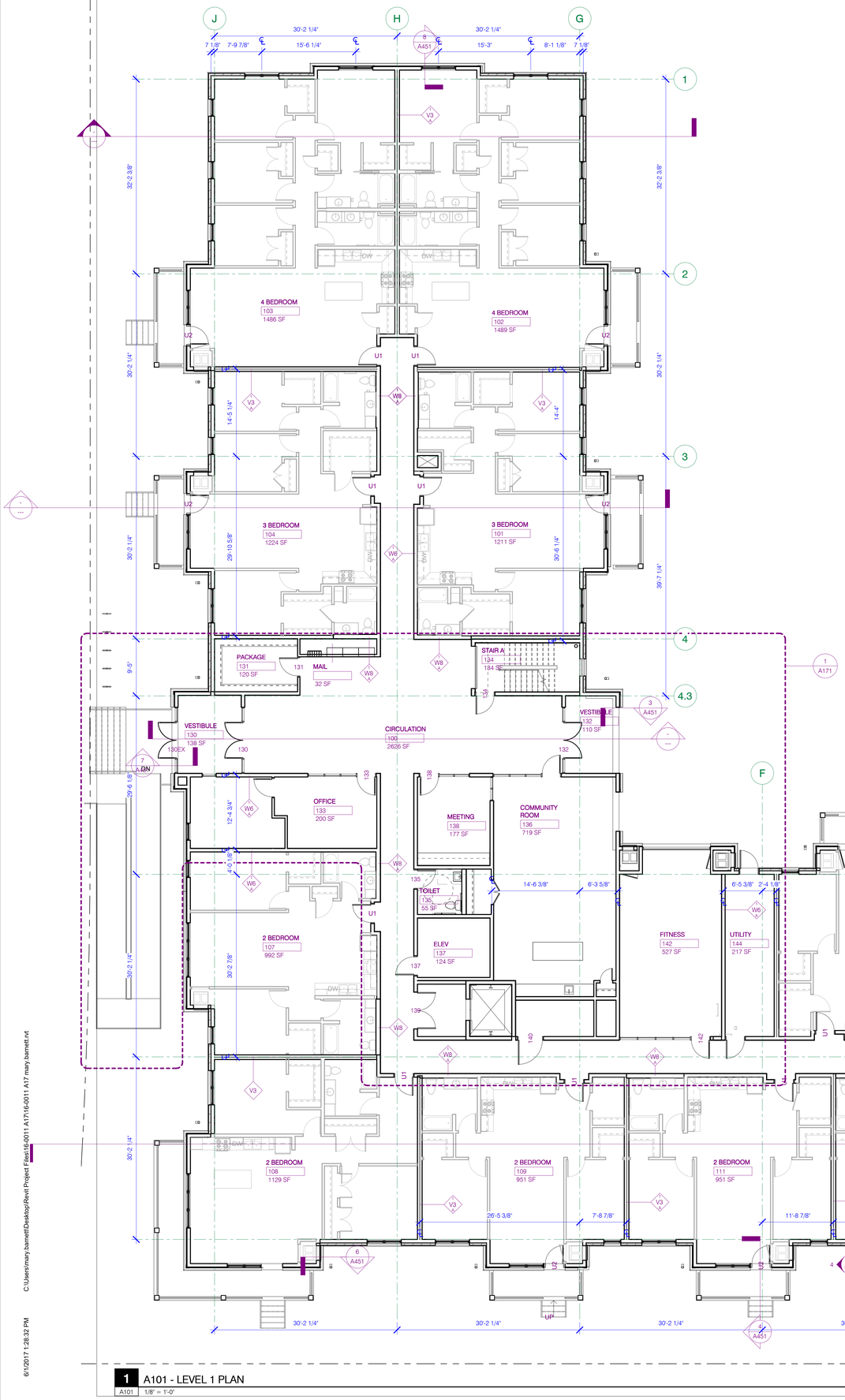

GENERAL NOTES:

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 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
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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LEVEL 1 PLAN - OVERALL

A101

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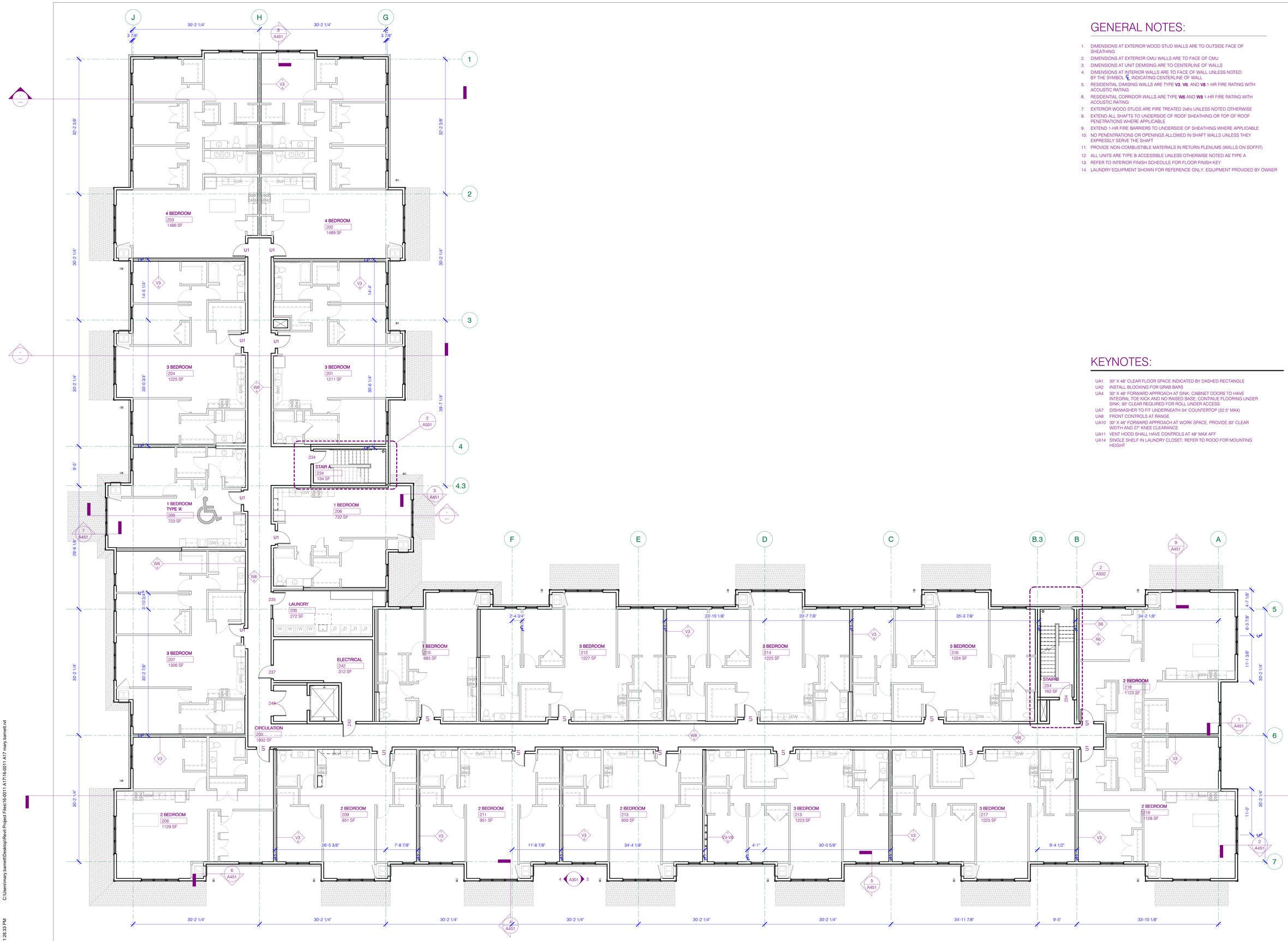

1 A102 - LEVEL 2 PLAN

A102 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
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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 ROOO FOR MOUNTING HEIGHT

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PROJECT #	16-0011
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CHECKED BY	DPEH

LEVEL 2 PLAN - OVERALL

A102

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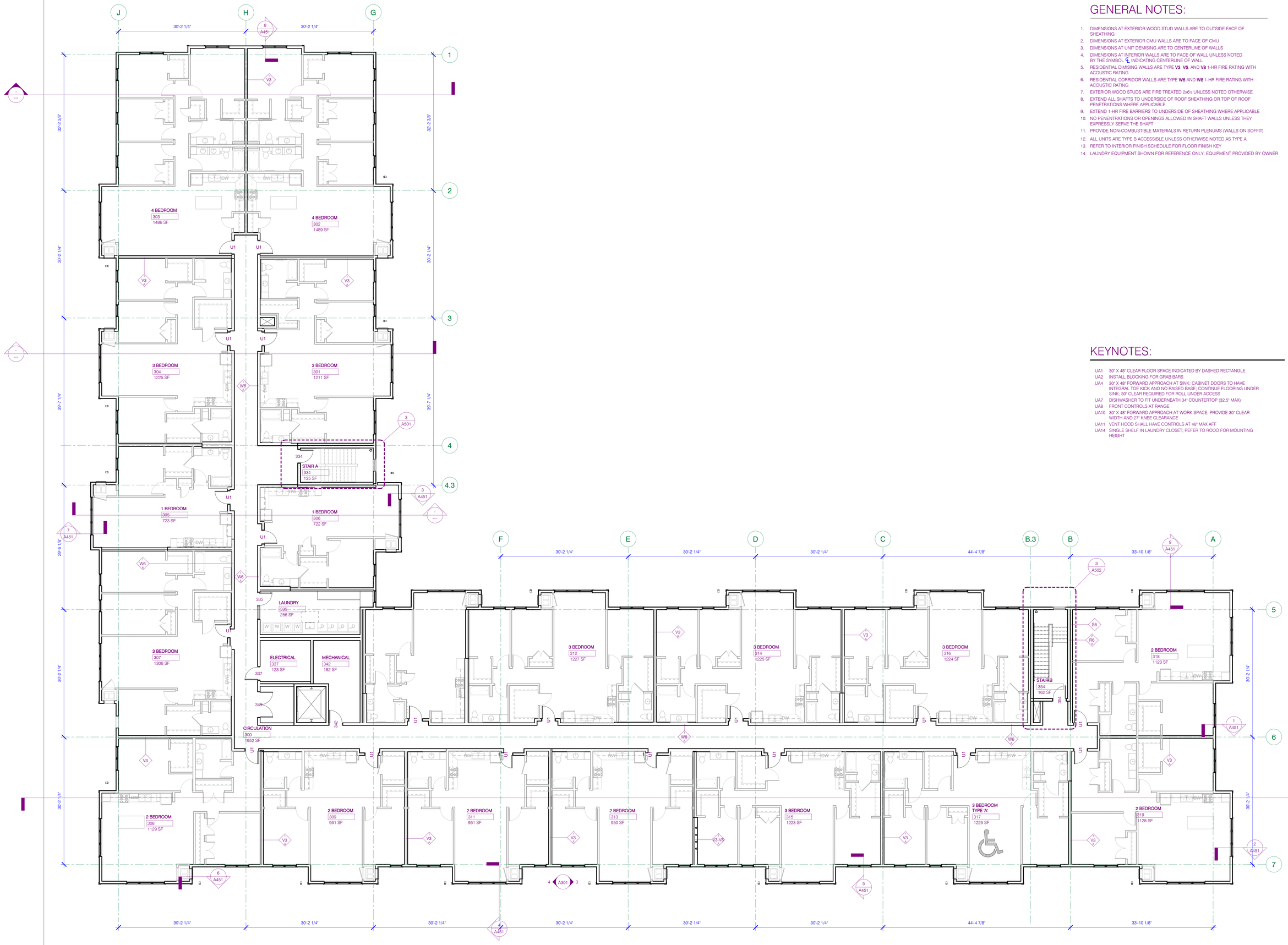

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UA8	FRONT CONTROLS AT RANGE
UA10	30" X 48" FORWARD APPROACH AT WORK SPACE, PROVIDE 30" CLEAR WIDTH AND 27" KNEE CLEARANCE
UA11	VENT HOOD SHALL HAVE CONTROLS AT 48" MAX AFF
UA14	SINGLE SHELF IN LAUNDRY CLOSET; REFER TO ROOO FOR MOUNTING HEIGHT

1 A103 - LEVEL 3 PLAN

A103 1/8" = 1'-0"

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GREENWAY TERRACE

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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 '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
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 'F'
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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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BUILDING ELEVATIONS

A302

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KEYNOTES:

E1	NORMAN FACE BRICK; 1/3 RUNNING BOND; COLOR - TBD
E2	MASONRY VENEER; ANCHOR BRAVISSI CHISELED FACE, PATTERN 'F'
E3	ALLURA FIBER CEMENT LAP SIDING 6" REVEAL; COLOR - WHITE
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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"

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KEYNOTES:

E1	NORMAN FACE BRICK; 1/3 RUNNING BOND; COLOR - TBD
E2	MASONRY VENEER; ANCHOR BRAVISSI CHISELED FACE, PATTERN 'F'
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BUILDING ELEVATIONS

A304

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.

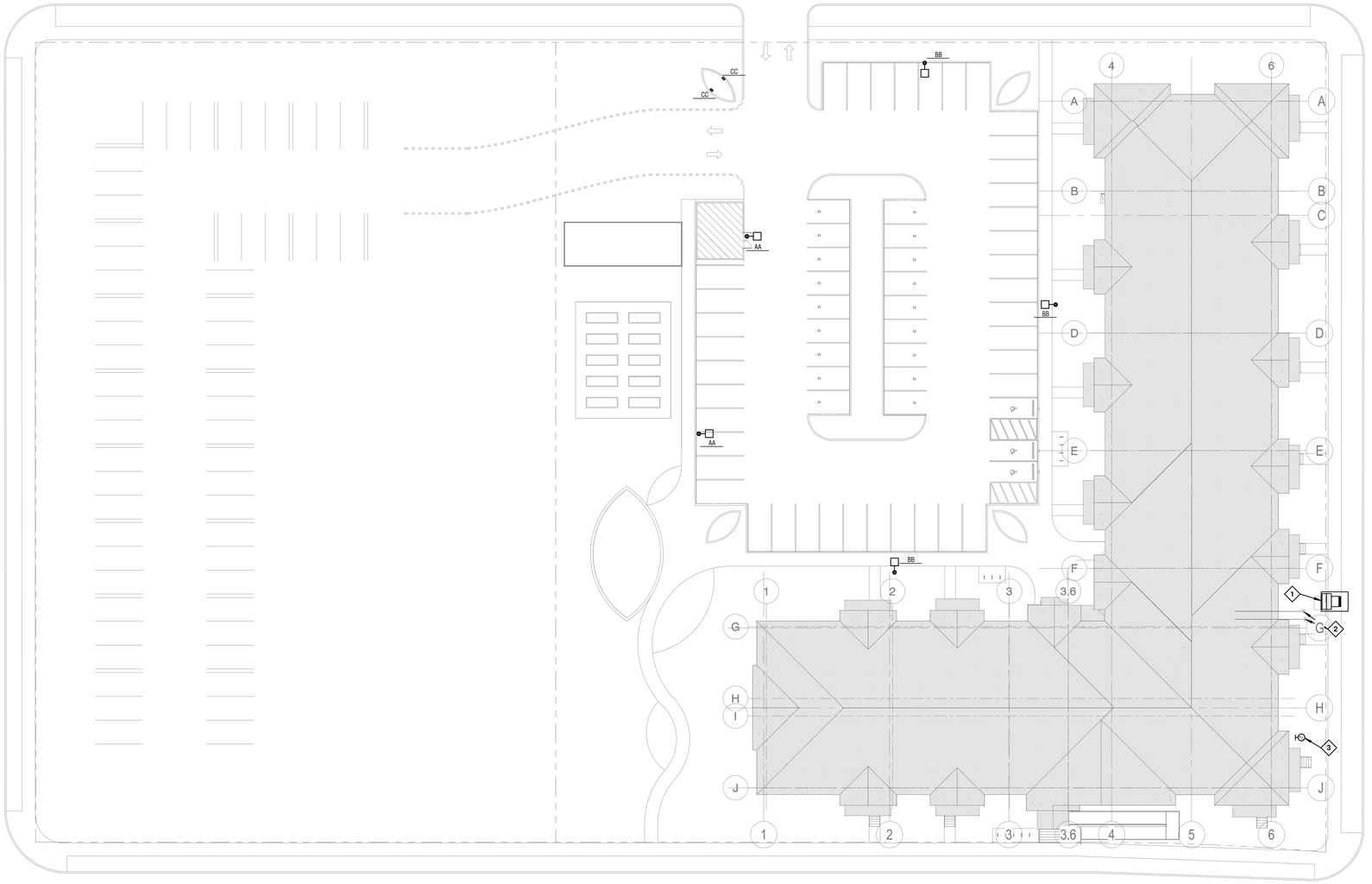
GENERAL SITE ELECTRICAL NOTES

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"

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STEEN
ENGINEERING INC.
763-585-6742
763-585-6757 fax
Email: steen@steeneng.com
5430 Douglas Drive North
Crystal, MN 55429

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LAND USE 06.01.2017

REVISIONS

DATE June 1, 2017
PROJECT # UWA201703
PHASE
DRAWN BY LSL
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.#		SPAULDING LIGHTING
	Job: GREENWAY	Type: AA,BB	Approvals

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops 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 operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, 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 - 45.0 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 optics designed for front row 1A and interior rows 2A (see distribution under ordering and page 2)
- CCT: 3000K (80 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 90L 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)

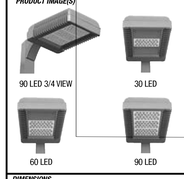
Installation:
- Two die-cast aluminum arm designs: The decorative arm offers a sleek upsweept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter 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

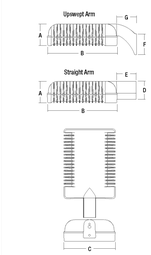
Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: http://www.designlights.org/QPL
- IDA approved • IP65

PRODUCT IMAGE(S)



DIMENSIONS



A	B	C	D	E	F	G
6 3/4" 171mm	25 3/4" 332mm	36" 406mm	4 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 156mm

CERTIFICATIONS/LISTINGS

*5000K and warmer CCTs only

ORDERING INFORMATION SEE NEXT PAGE

Spaulding Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
© 2016 SPAULDING LIGHTING. All Rights Reserved • For more information visit our website: www.spauldinglighting.com • Printed in USA CL ILLD-SPEC 0/16

aeon
Blaine Changes Everything
Greenway Terrace
901 NORTH THIRD STREET, SUITE 150
MINNEAPOLIS, MN 55401

URBANWORKS
© URBANWORKS ARCHITECTURE LLC, 2017
901 NORTH THIRD STREET, SUITE 145, 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

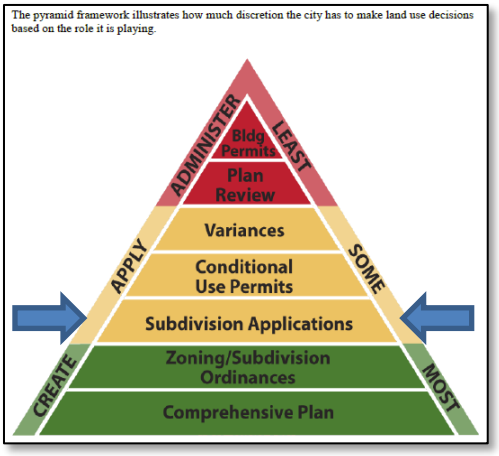
C:\Users\kurt\Documents\UWA201703_MEP17_kurt.rvt
6/1/2017 1:12:19 PM

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 27, 2017	**PROJECT ADDRESS**	CORNER OF CENTER STREET NW AND 146TH AVENUE NW
PROJECT. TITLE	FINAL PLAT 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		

Final Plat Review

General. The purpose of this file is to review the official 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.

Necessary Plan Revisions.

1. Revision of the Final Plat sheet so that it identifies the City of Ramsey as the recorder of the plat.

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.

Site Plan Review

Necessary Plan Revisions:

1. Elevations revised to provide a change in material over the entrance of the building.
2. Plans revised to show the relocation of the trash enclosure to the southern edge of the western most row of parking so that it is adjacent to the principal structure. The enclosure materials will be revised to match the materials of the principal structure.
3. The parking table indicates 3 handicap parking stalls but only 2 handicap stalls are shown. This discrepancy will need to be clarified.

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 either a change in color of the cement lap siding, or the extension of the brick material to the roof line.

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 Applicant has indicated that they will revise the plans so that the trash enclosure materials match the materials of the principal structure. They will also relocate the trash enclosure to the south end of the western row of parking so that the enclosure is as close to the principal structure as possible.

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 Framework 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 and the principal structure is residential in nature and as a result staff is comfortable with the proposed compact stalls. *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 27, 2017	**PROJECT ADDRESS**	146TH AVENUE AND TRAPROCK STREET
PROJECT. TITLE	GREENWAY TERRACE - AEON		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Sketch Plan and Sketch Site Plan submittal for Greenway Terrace - Aeon. The plans were prepared by Urbanworks Architecture, BKBM Engineers, Damon Farber Associates and James R. Hill, Inc. This review was limited to the Civil Plans prepared by BKBM Engineers and James R. Hill, Inc.

We offer the following comments on these sheets:

Preliminary Plat Sheets:

1. No comments.

C100 Demolition, Grading, Drainage, and Erosion Control Plan:

1. A legend showing the symbols and line types used is required on each sheet.
2. The symbol under keyed note 5 on Traprock street must be identified.
3. The proposed grading and drainage do not standout on this sheet. Consider adding sheets organized by Demolition, Grading, Utilities, and Paving so that the key features stand out from the background.
4. Provide elevations at the top and bottom of the proposed retaining walls.
5. Maximum slope is 4 H: 1V.
6. Identify the hatched area in the northwest corner of the parking lot.
7. Identify the parallel dashed lines extending onto the adjacent parcel.

Notes:

1. The City does the inspection for the Lower Rum River Watershed Management Organization. The City will inspect the silt fence prior to commencement of any construction activities.
2. A Construction Stormwater Permit from the MPCA will be required.
3. Logs of erosion control inspections will be emailed to the City weekly. A complete set will be submitted to the City prior to granting Certificate of Occupancy.
4. Amend the note on daily street sweeping to include "within 3 hours of notification from City that sweeping is required."

5. Erosion Control Note 10. Change 14 days to 7 days. This site is within 1 mile of the Mississippi River and stricter requirements apply.
6. Grading Note 10. The as-builts shall be submitted in paper and AUTOCAD format.
7. Landscaping will require placement of premium topsoil as specified in City Code.

C200 Utility Plan:

1. Infiltration is not permitted on this site. Remove detail 2/C200.
2. 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. This site is in the COR which has regional ponds for rate control and water quality improvement. The site is also in a municipal well head protection area so infiltration is not permitted. The site will have to pay into the City infiltration mitigation fund. The engineer must prepare an estimate for the cost of constructing an infiltration basin sized for the site. The estimate is submitted to the City for review. The City will then recommend accepting the estimate or provide comments on needed revisions. The agreed amount will be included in the Development Agreement.

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).

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

RESOLUTION #17-08-189

RESOLUTION GRANTING SITE PLAN APPROVAL FOR GREENWAY TERRACE

WHEREAS, Aeon Portfolio II LLC hereafter referred to as "Developer", properly applied for site plan approval of the following described property located in the City of Ramsey:

Lot 1, Block 1, Greenway Terrace, Anoka County, Minnesota

(Subject Property)

WHEREAS, on June 1, 2017, the City received an application and plans from Aeon for Site Plan Review for Greenway Terrace; and

WHEREAS, on June 27, 2017, the Environmental Policy Board reviewed the proposed site plan as a sketch plan; and

WHEREAS, on July 6, 2017, the Planning Commission reviewed the proposed site plan as a sketch plan; and

WHEREAS, on August 3, 2017, the Planning Commission reviewed the Site Plan, and recommended that the City Council approve said Site Plan; and

WHEREAS, on August 22, 2017, the City Council considered approval of the Site Plan for Greenway Terrace.

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

That the City Council of the City of Ramsey does approve the Site Plan for Greenway Terrace, contingent upon compliance with the City Staff Review Letter dated July 27, 2017, approval by the City Engineer, and 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 22nd day of August, 2017.

_____

Mayor

ATTEST:

_____

City Clerk

Regular Planning Commission **6. 3.**

Meeting Date: 08/03/2017

By: Tim Gladhill, Community Development

Information

Title:

UPDATED: Recommend Approval of Final Home Designs for Vistas at North Commons; Case of Morning Sun Homes

Purpose/Background:

The purpose of this case is to approve final model home designs for Vistas at North Commons. This case has been updated to include final model designs and Staff review.

Architectural review and approval was a contingency of plat approval to finalize architectural design. No homes have yet been constructed within this plat. This is a step in plat approval, versus Building Permit Review. With that in mind, this is not an appeal process as was the case with recent requests. This step is crucial to provide clarity for Staff to be able to approve Building Permit in a timely fashion in a manner consistent with Planning Commission and City Council approval.

Notification:

Observations/Alternatives:

The Design Framework for The COR calls for '4-sided architecture' and equal treatment of all facades facing a public roadway. During review of this Plat, it was discussed that the rear facade should look less like a rear facade, and more like a front facade, due to its orientation and close proximity to Bunker Lake Boulevard.

It should be noted that the original development plan for this parcel has changed significantly (originally planned for row-style townhomes). With a change to a more traditional single-family model, it should be expected that the rear facade may not have as much equal treatment as the front facade. Staff recommends that the Planning Commission authorize some degree of flexibility for this development. The same played out with COR Three North Commons by Purmort homes immediately west of this project.

While Staff believes additional architectural elements could be added to enhance the degree of equal treatment and improve the facade facing Bunker Lake Boulevard, the Design Framework may not give as much leverage as needed to push this design further.

Funding Source:

All costs associated with processing this Application are the responsibility of the Developer.

Recommendation:

Staff recommends authorizing the attached models.

Action:

Motion recommend that the City Council authorize the attached model homes for Vistas at North Commons.

Attachments

Site Location Map

Slab on Grade Model

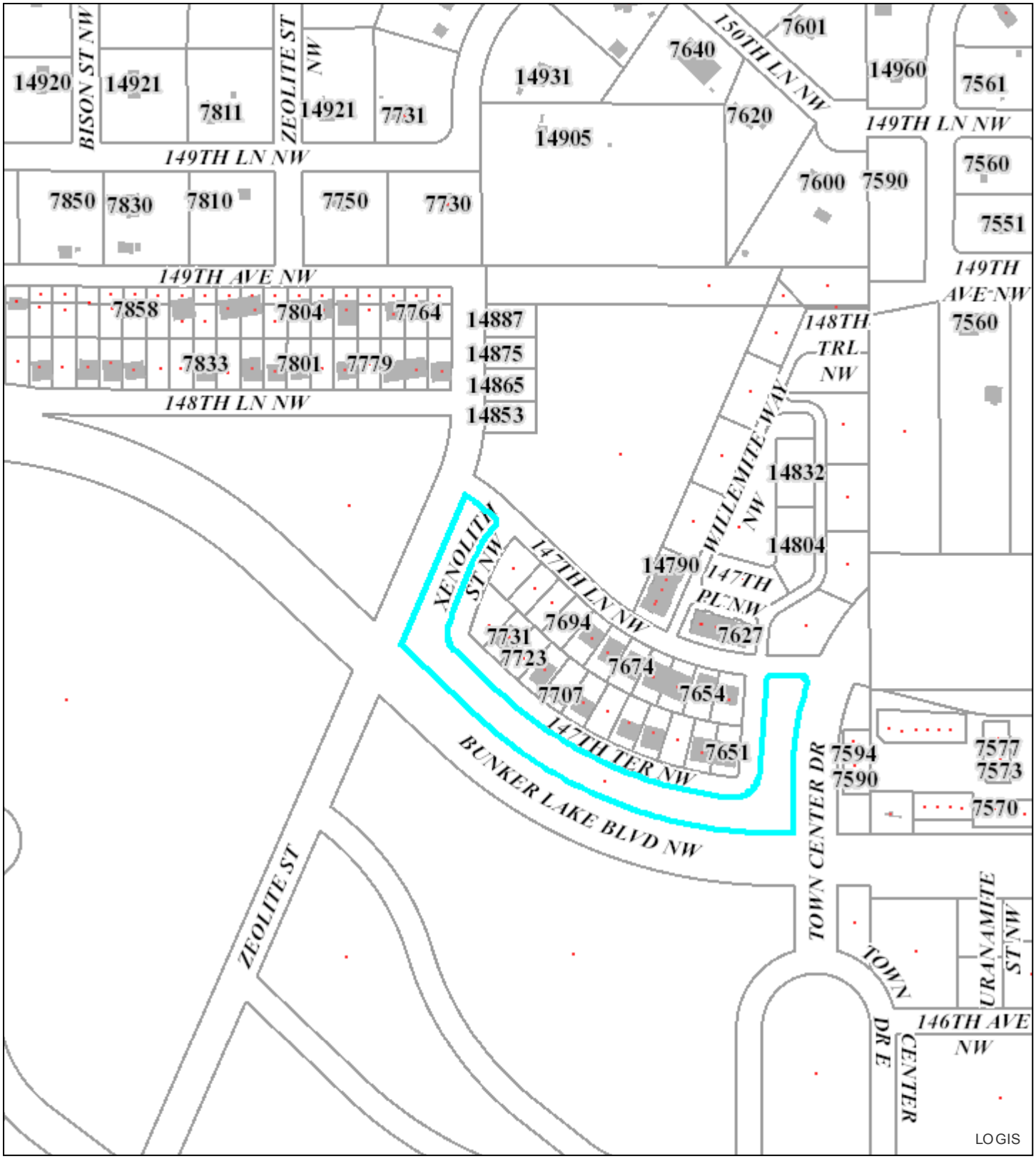
Look Out Model

Walk Out Model

The COR Design Framework

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	07/28/2017 09:26 AM
Form Started By: Tim Gladhill		Started On: 07/28/2017 09:15 AM
Final Approval Date: 07/28/2017		



City of RAMSEY

Site Location Map

Vistas of North Commons

28-32-25-21-0030

Legend

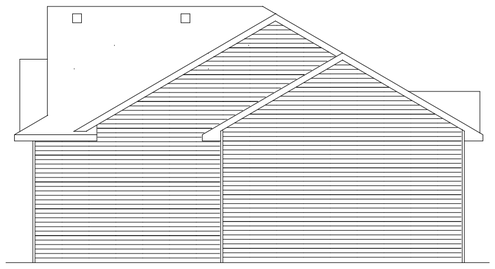
Site

Parcels

N

Print Date: December 21, 2016

0 550 1,100 Feet



RIGHT ELEVATION

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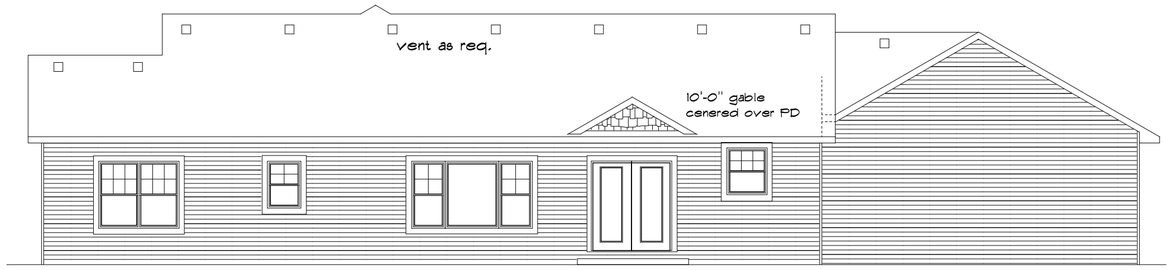

REAR ELEVATION

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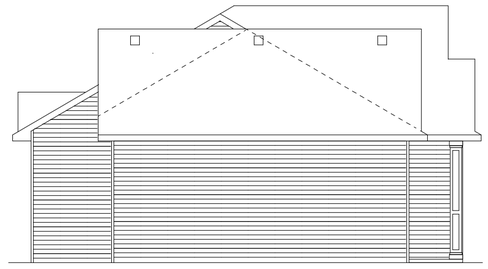


LEFT ELEVATION

scale 1/8" = 1'-0"

ELEVATION NOTES:
all roofs 7:12 pitch W/
1'-6" soffits
1'-0" O.H.
gable ends vinyl lap siding as shown
wrap front windows W/ 4" sides
6" top
6" stool & apron
stone front as shown
16x32 vent front gable
vinyl shakes front upper gable over porch/garage
board & batten gable over porch
4" frieze board front gables
wrap rear elevation openings W/ 4"

NOTE:
All openings to exterior must be caulked & flashed, Flashing is req. where all roof & vertical surfaces meet or where siding material changes.

FRONT ELEVATION

scale 1/4" = 1'-0" page 1 of 4

Due to various site conditions of individual lots, the grade lines represented by this print are for illustrative purposes only. They do not reflect actual finished grade

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MORNING SUN HOMES inc.

NOTE:
simplified braced wall
continuous sheathing
R602.10.4.2

NOTE:
All headers 2-2x10's unless noted otherwise

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
all main floor openings 84" top of floor to top of opening, unless noted otherwise.

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

23'-8" | 58'-0"

9'-0" | 25'-0" | 24'-0"

8'-0" | 1'-2" | 3'-6" | 5'-2" | 6'-0" | 8'-0" | 10'-0" | 14'-0" | 4'-0" | 7'-2"

concrete patio

hold window to top

tempered

2-1 3/4"x9 1/2" lvl

6'-0" | 6'-2" | 4'-6" | 3'-10" | 5'-6" | 2'-0" | 22'-0" | 16'-8" | 18'-0"

KITCHEN | DINING | LIVING ROOM | BEDROOM | BATH | SITTING | FOYER | LINEN | POCKET OFFICE | LAUNDRY | PANTRY | GARAGE | BATH | BEDROOM

d/w | range | 3'-8" | 24x54 island 12"OH | 4'-0" | 4'-10" | 4 slfs | ref. | 3'-4" | 2'-8" | 2'-0"

4" shadow-box above F/P | gas F/P | 36x60 shower | 2x6 wall | r/s | CL 8'-2" | 2'-8" | 4'-11 1/2" | 5'-4 1/2" | 60" enclosure

8"Wx 6"D column ea.side of F/P

shown w/ opt. barn door style hardware 2'-8"

trusses @ 24" o.c.

Note:
garage walls 2x4's @ 16" o.c.
wall height 109.125"
insulate, ploy, & sheetrock entire garage.

pull down ladder

sheetrock gable in attic area above wall

4" concrete floor

trusses @ 24" o.c.

7'-0" | 10'-0" storage above

2-1 3/4"x11 7/8" lvl

16x8 OHD

window above centered on gable

air ex above W/H | FURN. | flr drain | W/H ELEC | opt. W/S | W/M | r/s | 4'-0" | 5'-8" | 3'-8" | 2'-8"

2x6 wall | W | D

22x30 attic acc.

1'-6" | 2'-8" | 7'-0" | 5'-0" | 2'-0" | 14'-0" | 12'-0"

3'-8" | 2'-0" | 4'-0" | 3'-0" | 6'-6" | 6'-0" | gable

cant roof trusses 2'-0"

1'-5" | 2'-2" | 2'-11" | 3'-5" | 1'-8"

4'-1" | 5'-0"

2-1 3/4"x7 1/4" lvl

concrete porch

decorative corner post/ column

6x6 treated post
12x12 custom columns

2'-5" | 3'-7" | 6" | 11" | 9'-1" | 6'-0" | 2'-9" | 11'-3" | 7'-0"

24'-0" | 6'-0" | 6'-4" | 6'-3" | 15'-1" | 14'-0" | 10'-0"

81'-8"

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MAIN FLOOR PLAN 1512 sq.ft.

scale 1/4" = 1'-0" page 3 of 4

NOTE:
provide solid bearing under
all beams, headers, girders
down to foundation.

23'-8"

58'-0"

6'-0"

18'-0"

22'-0"

20'-0"

1 cor 6" block
4 cor 8" block
20"x 8" footing

UNEXCAVATED

1/2" anchor bolts @ 72" o.c.
sill plate sections req, min, 2 anchors
one within 4" to 12" of ea, end.

UNEXCAVATED

1/2" anchor bolts @ 72" o.c.
sill plate sections req, min, 2 anchors
one within 4" to 12" of ea, end.

1 cor 6" block
4 cor 8" block
20"x 8" footing

1 cor 6" block
4 cor 12" block
20"x 8" footing

14'-0"

2'-0"

4"

16'-2 1/2" M.O. centered

5 cor 8" block
16"x 8" footing

6'-0"

1 cor 6" block
4 cor 12" block
20"x 8" footing

17'-8"

16'-0"

24'-0"

33'-8"

14'-0"

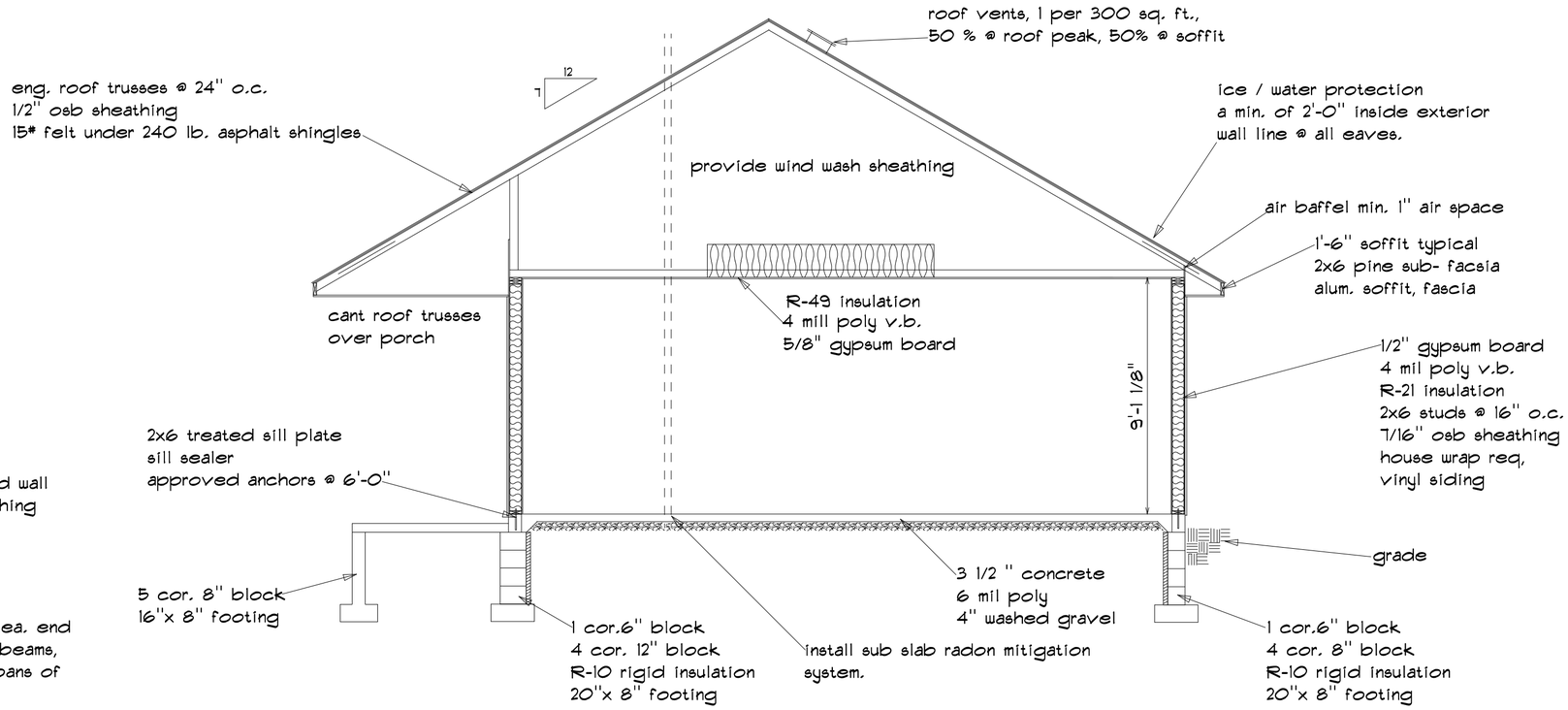
10'-0"

81'-8"

NOTE:
contractor to verify all notes,
conditions, and dimensions, and
be responsible for the same.

FOUNDATION PLAN

scale 1/4" = 1'-0" page 2 of 4



NOTE:
simplified braced wall
continuous sheathing
R602.10.4.2

NOTE:
min. 3" bearing @ ea. end
of all micro - lam beams,
and headers w/ spans of
7'-0" or greater.
(unless noted)

NOTE:
provide solid bearing under
all beams, headers, girders
down to foundation.

NOTE:
truss & joist mfg to verify
size & spacing of all trusses/
joist.

SECTION

scale 1/4" = 1'-0" page 4 of 4

NOTE:
contractor to verify all notes,
conditions, and dimensions, and
be responsible for the same.

PASSIVE RADON SYSTEM:

3"min. abs or pvc gastight pipe
from subslab to min. 12" above roof
must be run thru conditioned space

pipe can be connected to sump system
or have T fittings (10'-0" ea. way)
in gravel under slab

end of pipe must be min. 10' from any
window or other opening that is less
than 2' below end of pipe

sufficient space must be left
around pipe in a attic space to
add fan, space must be
min. 24" centered on axis of pipe W/
min. 3'-0" vertical space

a single pipe can be used if all
soil gases in dwelling can flow freely
between all levelsof foundation.
this includes interior footings & other
barrriers if airflow has been
established.

label the vent pipe at least once
per floor and in accessible attics
with "radon reduction system"

one electrical receptical is req.
in the attic near the vent pipe
for opt. fan.

ENERGY NOTES :
*Continuous air barrier at all
plumbing and heating penetrations.

*Fire stops must be installed to block air
movement.

*Wind wash barrier required at the
exterior edge of attic insulation.

* Wind wash barrier required at
cantilevered floors and bay windows.

* Window and door frames and
utility penetrations must be sealed

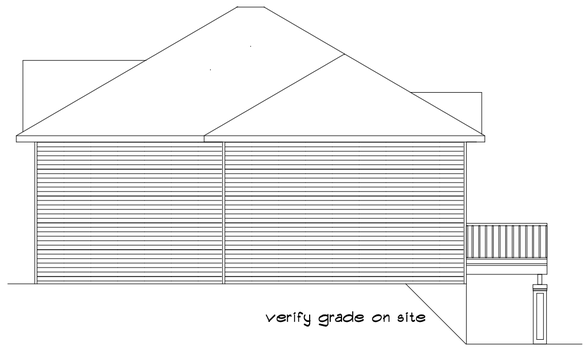
* Electrical boxes and fan housing
must be sealed to prevent air leakage.

* The top of interior partition walls must
be sealed to prevent air leakage.

* Rim joist must be sealed to prevent air leakage.

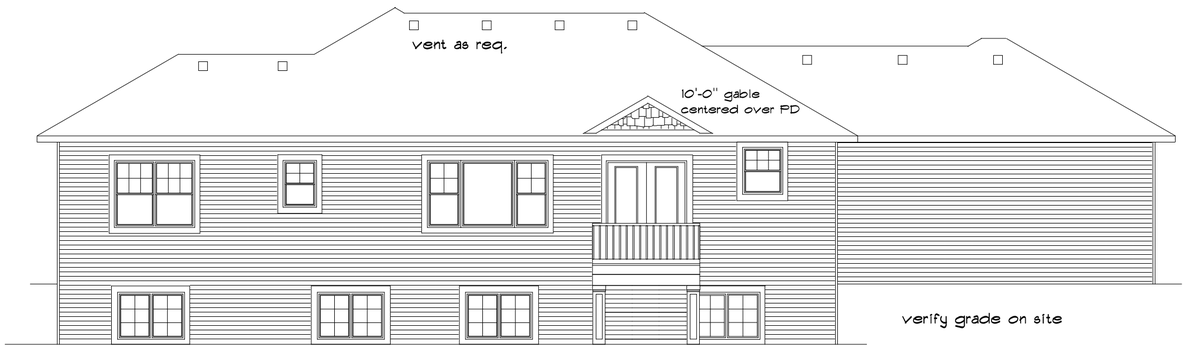
* All exterior joints that may be sources
of air intrusion must be sealed.

* Between wall assemblies , rim joist
and foundations must be sealed to prevent
air leakage.



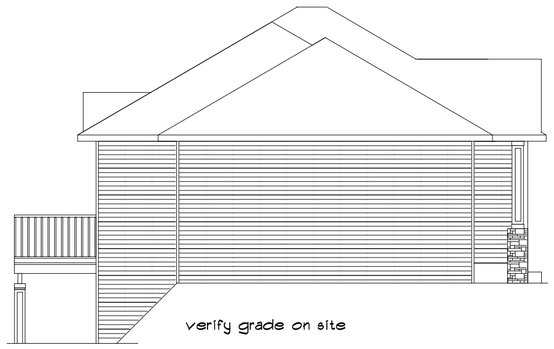
RIGHT ELEVATION

scale 1/8" = 1'-0"



REAR ELEVATION

scale 1/8" = 1'-0"



LEFT ELEVATION

scale 1/8" = 1'-0"

ELEVATION NOTES:
all roofs 7:12 pitch W/
1'-6" soffits
1'-0" O.H. gable ends
vinyl lap siding as shown
stone as shown to porch edge
3 panel shutters front windows
18" wide on double windows
12" wide on single windows
built-out vent 24"H front facing gable
6" frieze board front gables
wrap rear elevation openings W/ 4"

NOTE:
All openings to exterior must be caulked & flashed, Flashing is req. where all roof & vertical surfaces meet or where siding material changes.

FRONT ELEVATION

scale 1/4" = 1'-0" page 1 of 4

Due to various site conditions of individual lots, the grade lines represented by this print are for illustrative purposes only. They do not reflect actual finished grade

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MORNING SUN HOMES inc.

NOTE:
simplified braced wall
continuous sheathing
R602.10.4.2

NOTE:
All headers 2-2x10's unless noted otherwise

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
all main floor openings 84" top of floor to top of opening, unless noted otherwise.

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

Note:
garage walls 2x4's @ 12" o.c.
wall height 129.375" (field verify)
insulate, ploy, & sheetrock
entire garage.

GARAGE
4" concrete floor

2-1 3/4"x16" lvl
16x8 OHD

KITCHEN
DINING
LIVING ROOM
DECK (see detail)
hold window to top
d/w
range
24x54 island 12"OH
PANTRY 4 slfs
ref.
steps
bench
coat hooks
CL
LAUNDRY
DOWN 15R
3-2x10's
44"H wall W/ wood top
railing
wall to ceiling
2-1 3/4"x9 1/2" lvl
trusses @ 24" o.c.
4" shadow-box above F/P
gas F/P
8"Wx 6"D column ea.side of F/P
36x60 shower
BATH
r/s
CL
8'-2"
BEDROOM
BATH
60" enclosure
SITTING
FOYER
LINEN
22x30 attic acc.
BEDROOM
tempered
cant roof trusses over porch
2-1 3/4"x7 1/4" lvl
concrete porch
decorative base & post
6x6 treated post cant header over post
18x18x48 stone base stone top 12x12 custom column

23'-8"
58'-0"
9'-0"
25'-0"
24'-0"
8'-0"
1'-2"
3'-6"
5'-2"
6'-0"
8'-0"
10'-0"
14'-0"
4'-0"
7'-2"
6'-0"
6'-2"
4'-6"
9'-4"
2'-0"
22'-0"
16'-8"
4'-0"
2'-0"
4'-10"
3'-4"
2'-8"
3'-8"
5'-8"
2'-8"
3'-10"
2'-2"
2'-11"
3'-5"
1'-8"
4'-1"
4'-0"
3'-0"
6'-0"
4'-11 1/2"
5'-4 1/2"
3'-8"
2'-0"
1'-6"
7'-0"
5'-0"
12'-0"
14'-0"
18'-0"
6"
9"
11"
8'-1"
1'-6"
5'-6"
7'-0"
2'-9"
11'-3"
24'-0"
6'-0"
6'-4"
6'-3"
15'-1"
14'-0"
10'-0"
81'-8"

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MAIN FLOOR PLAN 1512 sq.ft.

scale 1/4" = 1'-0" page 3 of 4

NOTE:
All headers 2-2x10's unless noted otherwise

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
basement foundation walls moved in 2" for rigid insulation applied to exterior. see detail

NOTE:
basement foundation walls moved in 2" for rigid insulation applied to exterior. see detail

81'-6"

23'-10" | 57'-8"

29'-10" | 12'-0" | 2'-6" | 13'-4"

10'-2" | 8'-0"

6" | 6"

6x6 treated post
12"x42" footing
W/ flair @ bottom to 14"

2-2x10's treated deck above see detail 16'-6"

6'-0" | 5'-6"

8'-4" | 5'-0" | 6'-0" | 6'-0" | 2'-6" | 6'-4" | 7'-0"

6'-0"

2"

2-1 3/4"x7 1/4" lvl | 2-1 3/4"x7 1/4" lvl | 2-1 3/4"x7 1/4" lvl | 2-1 3/4"x7 1/4" lvl

2x6 stud wall knee wall
8"x42" poured wall
top 4"@ 6" wide
20"x 8" footing
provide floor support

8"x42" poured walls
top 8" @ 6" wide
20"x 8" footing

23'-8"

UNEXCAVATED

1/2" anchor bolts @ 72" o.c.
sill plate sections req, min, 2 anchors one within 4" to 12" of ea, end.

20'-0"

22'-0"

10"x42" poured walls
top 8" @ 6" wide
20"x 8" footing

2'-0" | 4"

16'-2 1/2" M.O. centered

FUT. FAMILY RM.

3 1/2" concrete floor

remove walls if finished

19'-0" | 4'-1" | 3'-11"

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

2x4 stud wall W/ mid span blocking
1 cor.4" curb block
16"x 8" footing

18" floor trusses @ 24" o.c.

2'-8"

3'-2"

flush header

UP 15R

STORAGE

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

SUMP

4'-2"

2x2 furring landing wall

6"x42" poured wall
16"x8" footing

6'-0"

6x6 treated post above, provide foundation support

FUT. BEDROOM

13'-0"

5'-0" | 8'-0"

FUT. BEDROOM

8"x96" poured walls
foundation sealant
20"x 8" footing

2'-8" | 3'-8" | 5'-0"

R/I BATH

32x48

MECHANICAL

W/H

flr drain

AIR EX.

FURN.

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

14'-0"

14'-8" | 18'-0" | 3'-4"

17'-8" | 16'-0"

24'-0" | 33'-8" | 14'-0" | 9'-10"

81'-6"

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

FOUNDATION PLAN

scale 1/4" = 1'-0" page 2 of 4

FOUNDATION INSULATION NOTES

min. R-15 foundation insulation total W/ R-10 exterior, min R-5 interior max. R-11 interior

2" rigid insulation exterior, above grade protection req. extend 6" below grade

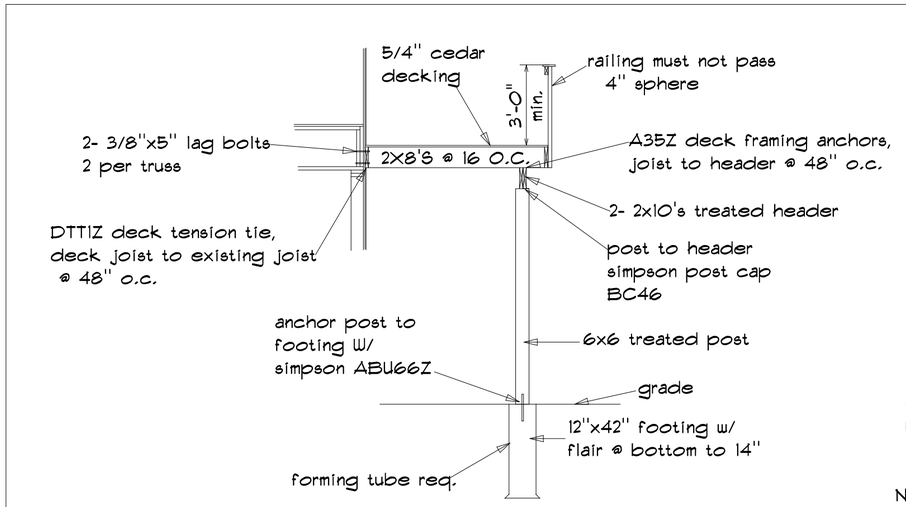
3/4" rigid insulation, R-5 interior of foundation

exterior waterproofing to top edge of interior wall egde

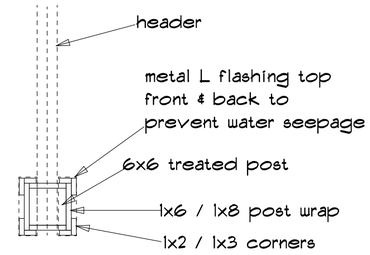
continuous acoustic sealant between basement slab & insulation edge

seal joint between foundation wall & slab

seal all interior joints, edges and penetrations



DECK DETAIL



POST DETAL

top view

all fasteners shall be corrosion resistance.

NOTE:
all lumber shall be of natural resistance to decay or of treated wood, fastners shall be corrosion resistant.

PASSIVE RADON SYSTEM:

3"min. abs or pvc gastight pipe from subslab to min. 12" above roof must be run thru conditioned space

pipe can be connected to sump system or have T fittings (10'-0" ea. way) in gravel under slab

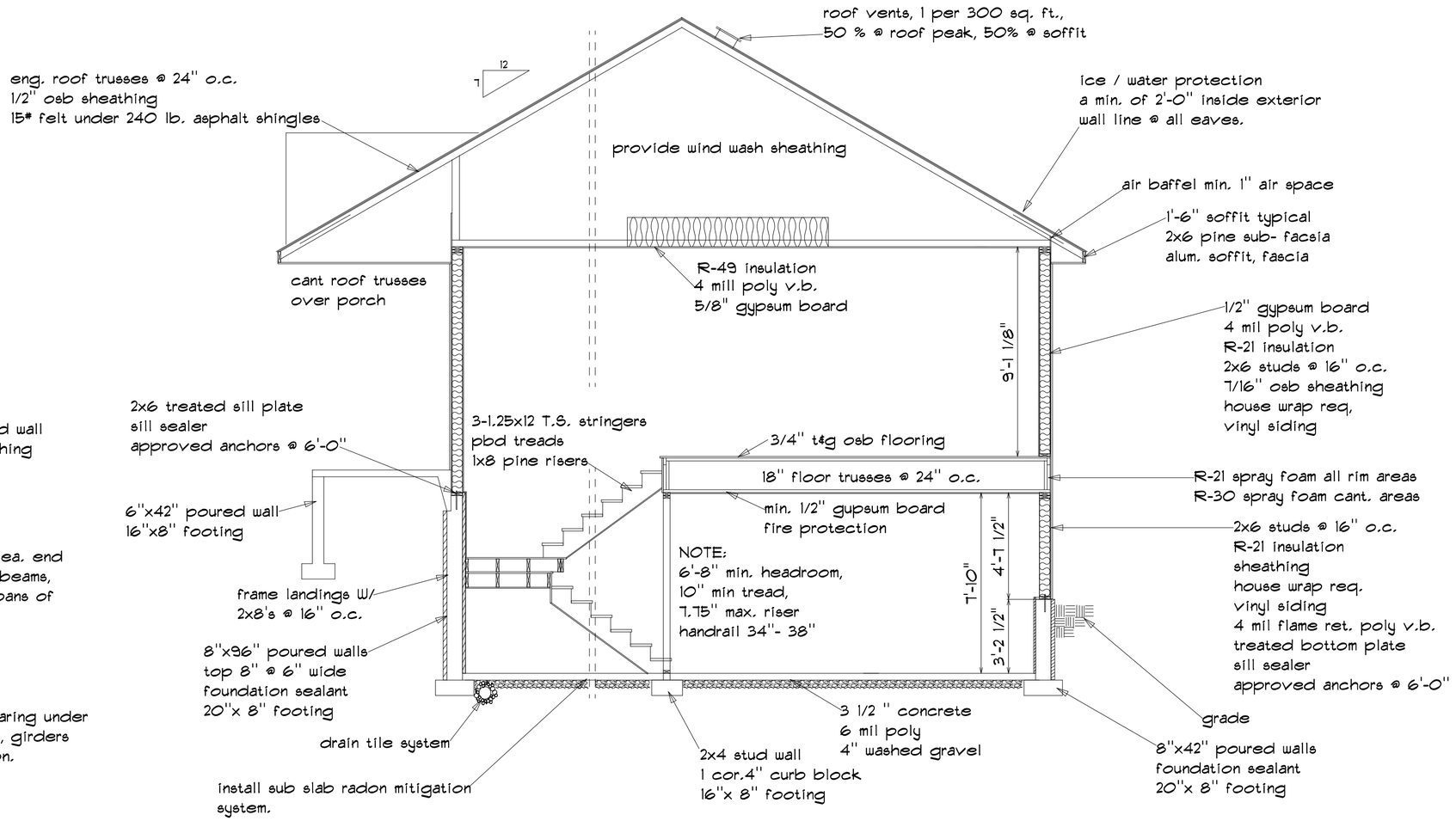
end of pipe must be min. 10' from any window or other opening that is less than 2' below end of pipe

sufficient space must be left around pipe in a attic space to add fan, space must be min. 24" centered on axis of pipe W/ min. 3'-0" vertical space

a single pipe can be used if all soil gases in dwelling can flow freely between all levelsof foundation. this includes interior footings & other barrriers if airflow has been established.

label the vent pipe at least once per floor and in accessible attics with "radon reduction system"

one electrical receptical is req. in the attic near the vent pipe for opt. fan.



SECTION

scale 1/4" = 1'-0" page 4 of 4

NOTE:
simplified braced wall continuous sheathing R602.10.4.2

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

ENERGY NOTES :

*Continuous air barrier at all plumbing and heating penetrations.

*Fire stops must be installed to block air movement.

*Wind wash barrier required at the exterior edge of attic insulation.

* Wind wash barrier required at cantilevered floors and bay windows.

* Window and door frames and utility penetrations must be sealed

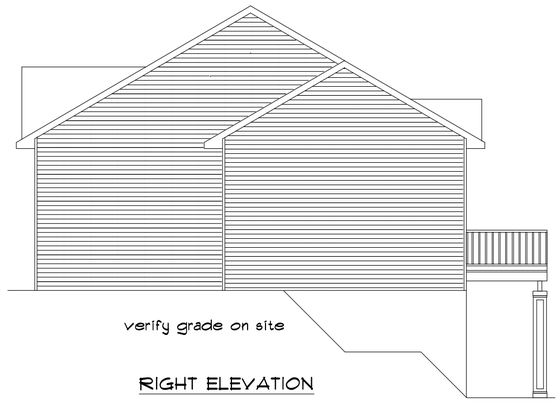
* Electrical boxes and fan housing must be sealed to prevent air leakage.

* The top of interior partition walls must be sealed to prevent air leakage.

* Rim joist must be sealed to prevent air leakage.

* All exterior joints that may be sources of air intrusion must be sealed.

* Between wall assemblies , rim joist and foundations must be sealed to prevent air leakage.



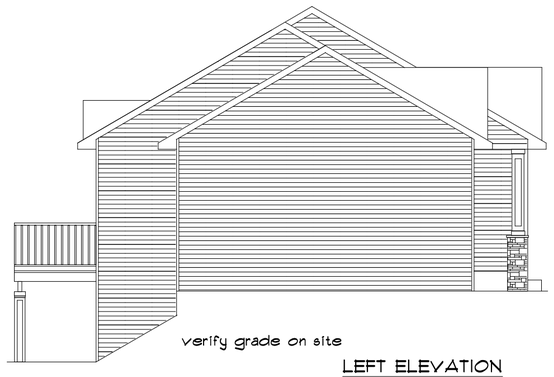
verify grade on site

RIGHT ELEVATION

scale 1/8" = 1'-0"

REAR ELEVATION

scale 1/8" = 1'-0"



verify grade on site

LEFT ELEVATION

scale 1/8" = 1'-0"

ELEVATION NOTES:
all roofs 7:12 pitch W/
1'-6" soffits
1'-0" O.H. gable ends
vinyl lap siding as shown
stone as shown to porch edge
3 panel shutters front windows
18" wide on double wide windows
12" wide on single wide windows
built-out vent 24"H front facing gables
6" frieze board front gables
wrap rear elevation openings W/ 4"

NOTE:
All openings to exterior must be caulked & flashed, Flashing is req. where all roof & vertical surfaces meet or where siding material changes.

FRONT ELEVATION

scale 1/4" = 1'-0" page 1 of 4

Due to various site conditions of individual lots, the grade lines represented by this print are for illustrative purposes only. They do not reflect actual finished grade

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MORNING SUN HOMES inc.

NOTE:
simplified braced wall
continuous sheathing
R602.10.4.2

NOTE:
All headers 2-2x10's unless noted otherwise

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
all main floor openings 84" top of floor to top of opening, unless noted otherwise.

23'-8" | 58'-0"

9'-0" | 25'-0" | 24'-0"

8'-0" | 1'-2" | 3'-6" | 5'-2" | hold window to top | 6'-0"

DECK (see detail)

8'-0" | 10'-0" | 14'-0" | 4'-0" | 7'-2" | tempered

2-1 3/4"x9 1/2" lvl

6'-0" | 6'-2" | 4'-6" | 9'-4" | 2'-0" | 22'-0" | 18'-0"

Note:
garage walls 2x4's @ 12" o.c.
wall height 129.375" (field verify)
insulate, ploy, & sheetrock
entire garage.

GARAGE
4" concrete floor

trusses @ 24" o.c.

center 18'-0" gable
over garage door & over porch
2-1 3/4"x14" lvl

16x8 OHD

KITCHEN | d/w | range | 3'-8" | 24x54 island 12"OH | 4'-0" | 2'-0" | 4'-10" PANTRY 4 slfs | ref. | 3'-4" | 2'-8"

DINING | 16'-8"

trusses @ 24" o.c.

LIVING ROOM

4" shadow-box above F/P

gas F/P

8"Wx 6"D column ea.side of F/P

44"H wall W/ wood top

steps | 2'-8" | 3'-8" | bench | 5'-8" | coat hooks | r/s | CL | 2'-8" | r/s | LAUNDRY | W | D | 2x6 wall | railing | DOWN | 5'-8" | railing | wall to ceiling | 3-2x10's

2'-0" cant roof trusses

3'-10" | 2'-2" | 2'-11" | 3'-5" | 1'-8"

4'-1" | 4'-0" | concrete porch

18x18x48 stone base
stone top
12x12 custom column

cant roof trusses over porch

decorative base & post

3'-0" | 6'-0" | 6'-6" | r/s | 4'-0" | 3-2x10's

36x60 shower | BATH | 2'-8" | 2x6 wall | r/s | CL | 8'-2" | 2'-8" | 4'-11 1/2" | 2x6 wall | BATH | 60" enclosure | 5'-4 1/2"

BEDROOM

SITTING

FOYER | 3'-8" | 2'-0" | 4'-0" | 22x30 attic acc. | 2'-8" | 1'-6" | LINEN | 2'-8" | r/s | 7'-0" | 5'-0" | 2'-0" | 12'-0" | 14'-0"

BEDROOM

1'-6" | 5'-6" | 7'-0" | 11" | 8'-1" | 7'-0" | 2'-9" | 11'-3"

24'-0" | 6'-0" | 6'-4" | 6'-3" | 15'-1" | 14'-0" | 10'-0"

81'-8"

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

MAIN FLOOR PLAN

1512 sq.ft.

scale 1/4" = 1'-0" page 3 of 4

FOUNDATION INSULATION NOTES

min. R-15 foundation insulation total W/ R-10 exterior, min R-5 interior max. R-11 interior

2" rigid insulation exterior, above grade protection req. extend 6" below grade

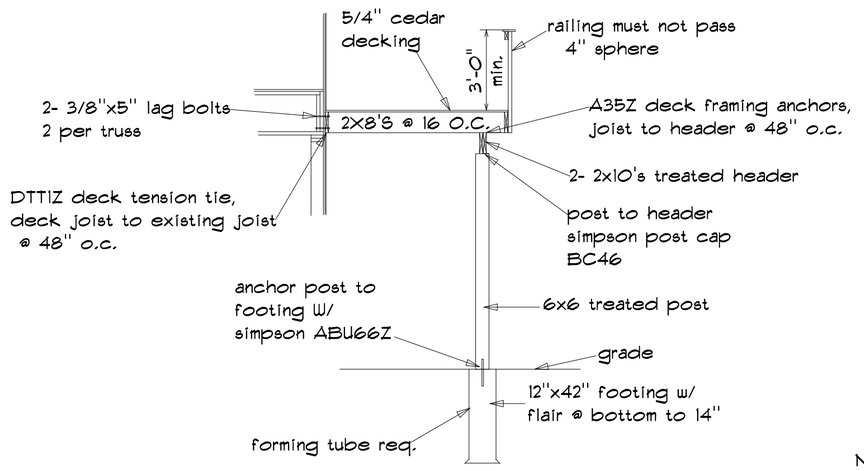
3/4" rigid insulation, R-5 interior of foundation

exterior waterproofing to top edge of interior wall egde

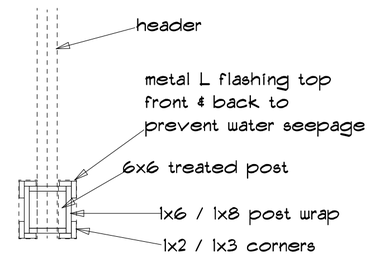
continuous acoustic sealant between basement slab & insulation edge

seal joint between foundation wall & slab

seal all interior joints, edges and penetrations



DECK DETAIL



POST DETAL

top view

all fasteners shall be corrosion resistance.

NOTE:
all lumber shall be of natural resistance to decay or of treated wood, fastners shall be corrosion resistant.

PASSIVE RADON SYSTEM:

3"min. abs or pvc gastight pipe from subslab to min. 12" above roof must be run thru conditioned space

pipe can be connected to sump system or have T fittings (10'-0" ea. way) in gravel under slab

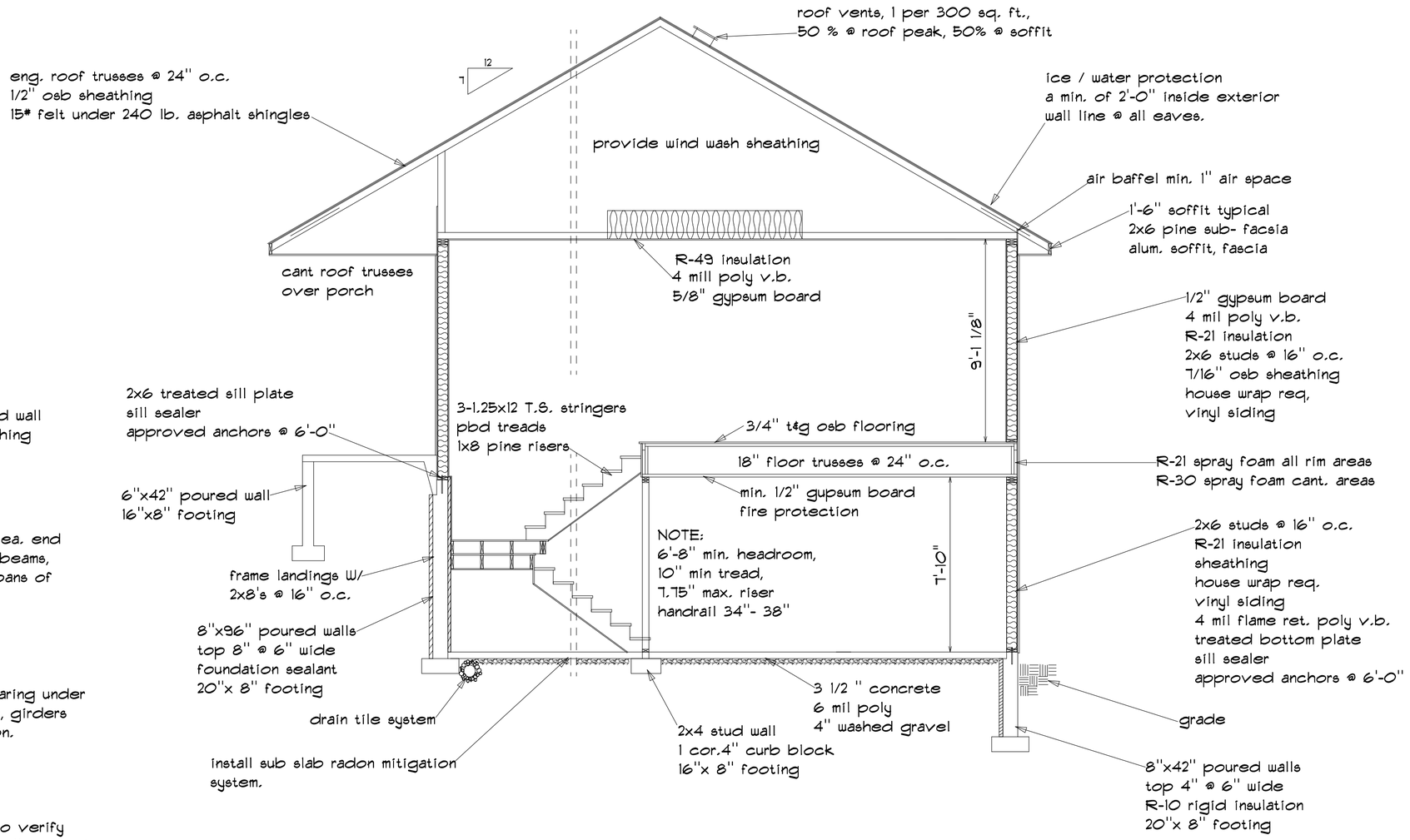
end of pipe must be min. 10' from any window or other opening that is less than 2' below end of pipe

sufficient space must be left around pipe in a attic space to add fan, space must be min. 24" centered on axis of pipe W/ min. 3'-0" vertical space

a single pipe can be used if all soil gases in dwelling can flow freely between all levelsof foundation. this includes interior footings & other barrriers if airflow has been established.

label the vent pipe at least once per floor and in accessible attics with "radon reduction system"

one electrical receptical is req. in the attic near the vent pipe for opt. fan.



SECTION

scale 1/4" = 1'-0" page 4 of 4

NOTE:
simplified braced wall continuous sheathing R602.10.4.2

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

ENERGY NOTES :

*Continuous air barrier at all plumbing and heating penetrations.

*Fire stops must be installed to block air movement.

*Wind wash barrier required at the exterior edge of attic insulation.

* Wind wash barrier required at cantilevered floors and bay windows.

* Window and door frames and utility penetrations must be sealed

* Electrical boxes and fan housing must be sealed to prevent air leakage.

* The top of interior partition walls must be sealed to prevent air leakage.

* Rim joist must be sealed to prevent air leakage.

* All exterior joints that may be sources of air intrusion must be sealed.

* Between wall assemblies , rim joist and foundations must be sealed to prevent air leakage.

NOTE:
All headers 2-2x10's unless noted otherwise

NOTE:
provide solid bearing under all beams, headers, girders down to foundation.

NOTE:
min. 3" bearing @ ea. end of all micro - lam beams, and headers w/ spans of 7'-0" or greater. (unless noted)

NOTE:
truss & joist mfg to verify size & spacing of all trusses/ joist.

6x6 treated post
12"x42" footing
W/ flair @ bottom to 14"

2-2x10's treated deck above see detail 16'-6"

NOTE:
basement foundation walls moved in 2" for rigid insulation applied to exterior. see detail

NOTE:
basement foundation walls moved in 2" for rigid insulation applied to exterior. see detail

2x6 stud wall w/o
8"x42" poured wall
top 4"@ 6" wide
20"x 8" footing
provide floor support

8"x42" poured walls
top 8" @ 6" wide
20"x 8" footing

UNEXCAVATED

1/2" anchor bolts @ 72" o.c.
sill plate sections req, min, 2 anchors one within 4" to 12" of ea, end.

10"x42" poured walls
top 8" @ 6" wide
20"x 8" footing

16'-2 1/2" M.O. centered

FUT. FAMILY RM.

3 1/2" concrete floor

remove walls if finished

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

2x4 stud wall W/
mid span blocking
1 cor.4" curb block
16"x 8" footing

flush header

UP 15R

STORAGE

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

SUMP

2x2 furring landing wall

6"x42" poured wall
16"x8" footing

18" floor trusses @ 24" o.c.

FUT. BEDROOM

FUT. BEDROOM

8"x96" poured walls
foundation sealant
20"x 8" footing

R/I BATH

32x48

MECHANICAL

W/H

flr drain

AIR EX.

FURN.

8"x96" poured walls
top 8"@ 6" wide
foundation sealant
20"x 8" footing

NOTE:
contractor to verify all notes, conditions, and dimensions, and be responsible for the same.

FOUNDATION PLAN

scale 1/4" = 1'-0" page 2 of 4

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.

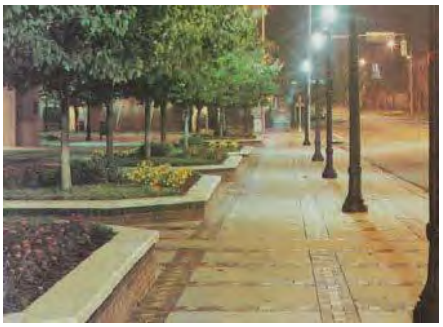
THE COR
RAMSEY, MINNESOTA
DEVELOPMENT STATUS
EXISTING DEVELOPMENT
PROPOSED DEVELOPMENT
ACTIVE DEALS
UNDER CONTRACT
COMPLETED
ACCESS
EXISTING SIGNALIZED INTERSECTION
FUTURE SIGNALIZED INTERSECTION
FULL INTERSECTION
NO LEFT OUTBOUND MOVEMENTS
PARKING RAMP
TRAFFIC INFORMATION
ADT INFORMATION TAKEN FROM 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
LAKE RAMSEY COMMONS
RHINESTONE COMMONS
BUSINESS PARK
CITY HALL
REGIONAL PARK
FUTURE PEDESTRIAN OVERPASS
LEGACY CHRISTIAN ACADEMY
SUNWOOD DR.
RHINESTONE ST.
ADT 7,004 (27,800 - 2030)
ADT 11,900 22,500 - 2030)
ADT 3,000 (20,500 - 2030)
ADT 2,763 (11,200 - 2030)
ADT 35,000 (38,500 - 2030)
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

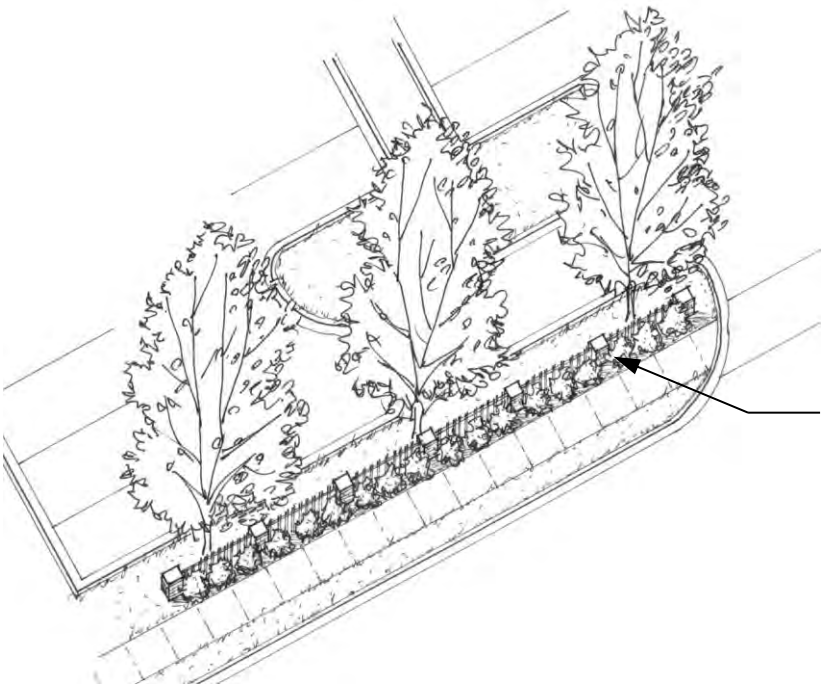
Parking in The COR is intended to be shared to the greatest extent practicable in all mixed-use areas. The parking standards are intended to provide a practical basis for providing adequate parking within the COR District through a careful analysis of uses, shared parking arrangements, use of public 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.

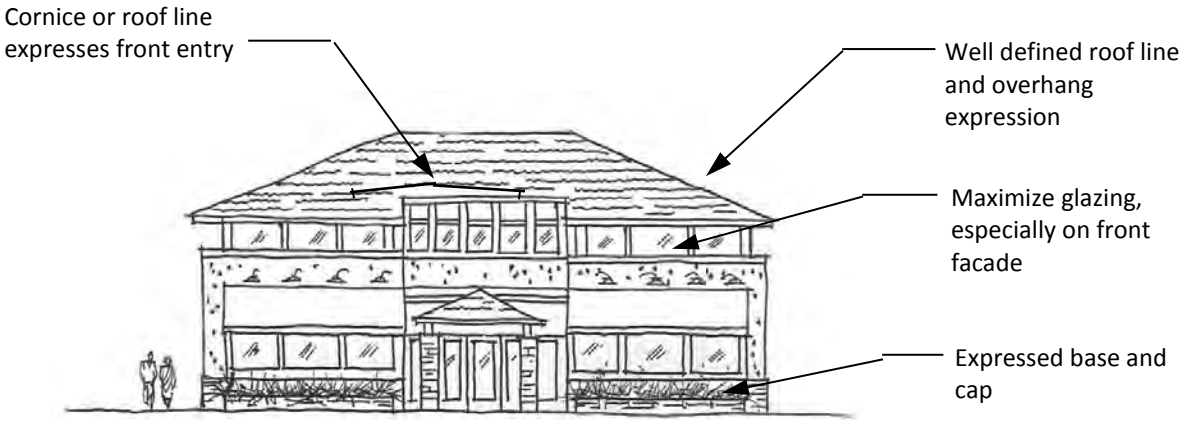
Architectural Overview

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

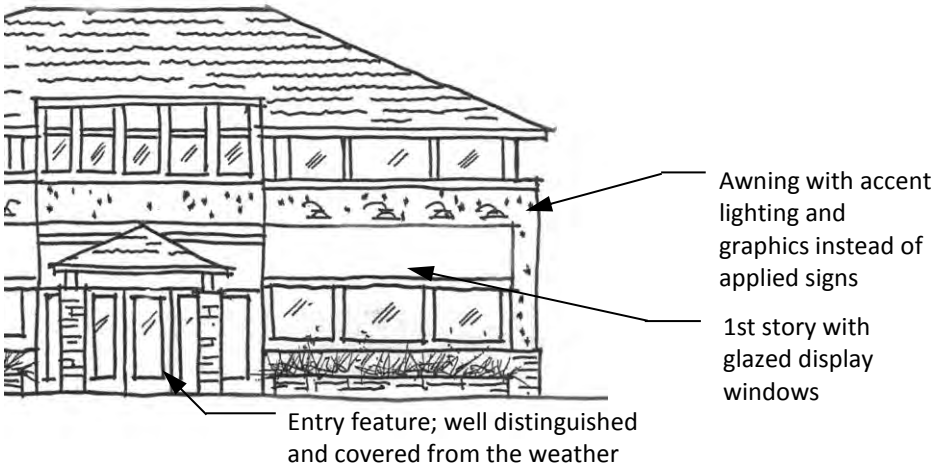
Of all the layers that combine to form The COR Development Plan, architecture will typically be the most prominent development component. Both visually and physically, architecture will play a major role in defining the overall design character and mix of uses for The COR. It is crucial that the design and location of buildings address these architectural guidelines, with specific emphasis on the following:

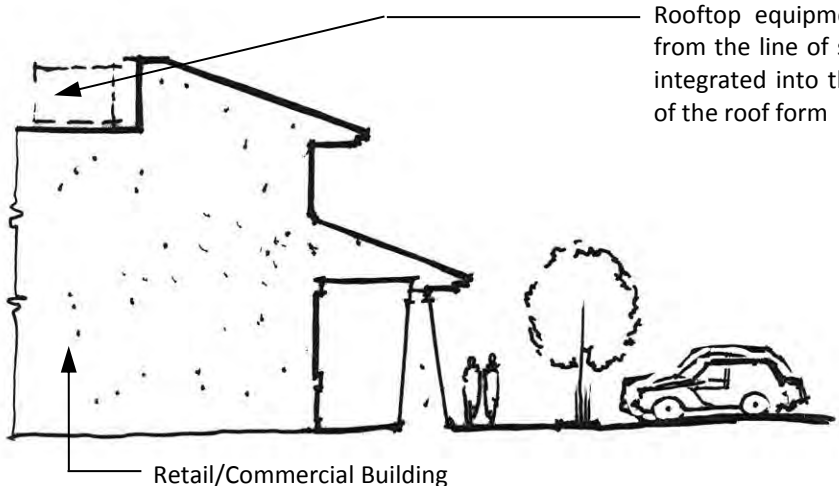
- An animated street presence with a mix of street-level uses, interesting building façades, many doors and windows on the street, careful design of lighting, awnings, signage and other elements that animate the pedestrian experience



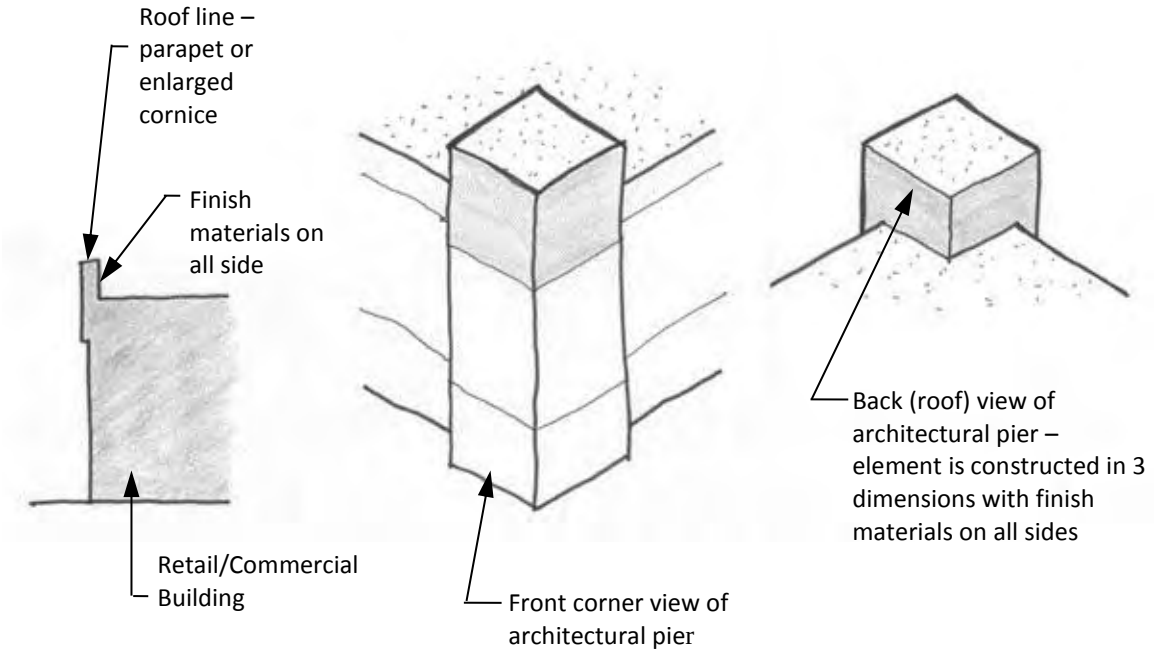
- Variety in building design, character and expression; not one theme or building style, but a thoughtful integration of many design solutions
- Variety of building types including a range of height, scale and proportion, that support an integrated mix of housing options, shopping destinations, entertainment 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.



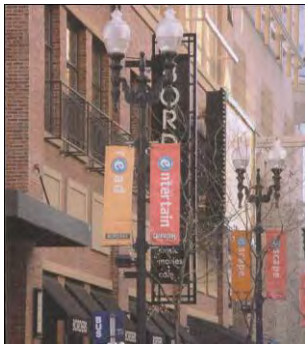
Overall Framework - Signage

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.

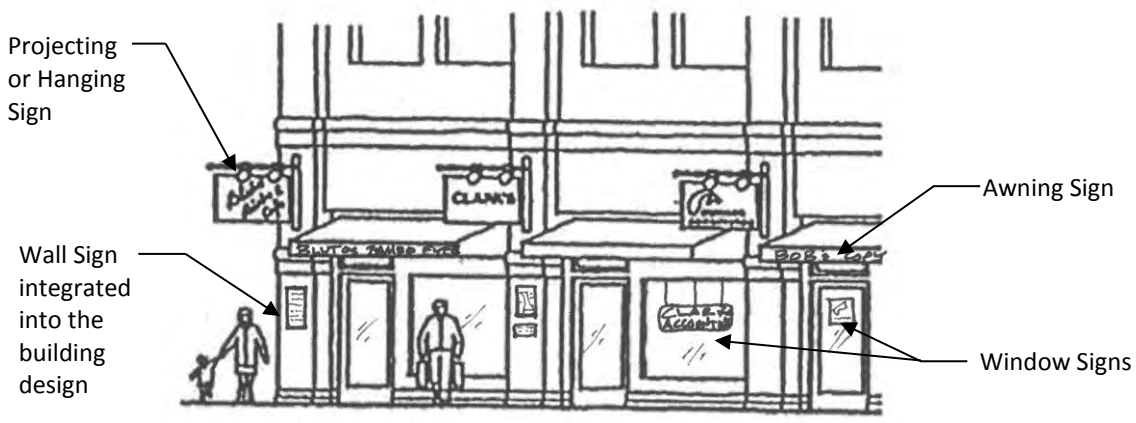
Projecting sign means any sign, all or any part of which extends beyond the surface of the building or wall by more than 16 inches.

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

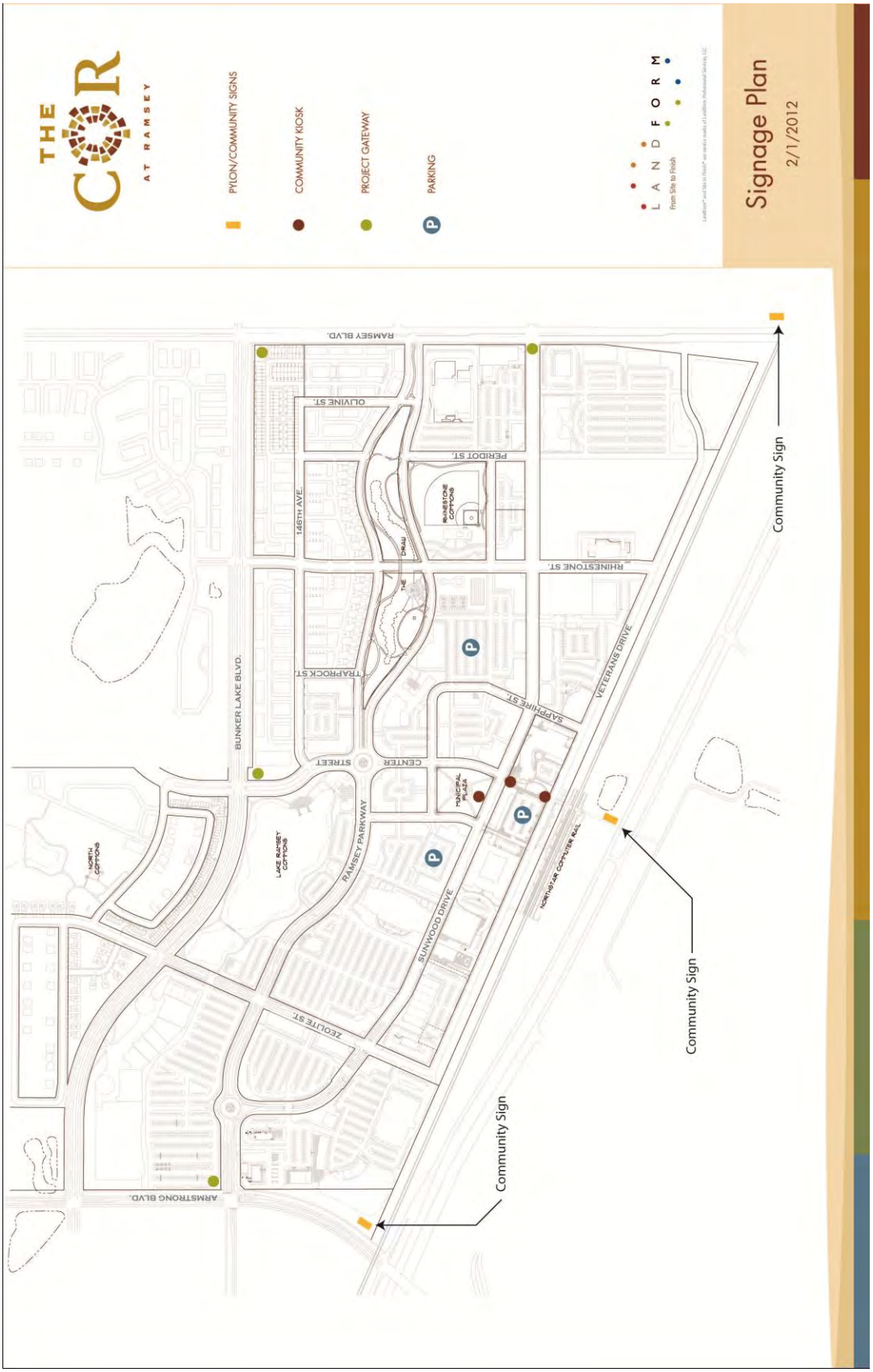


Figure 5: Signage Plan

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).

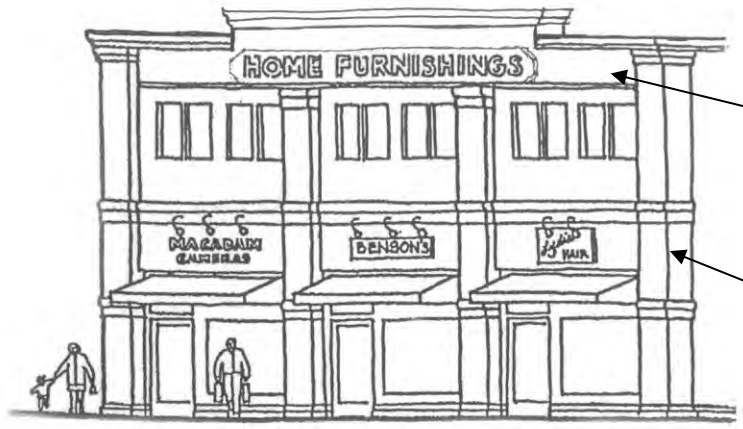
B. Menu board. One (1) on-site menu board per drive-up or walk-up lane of a drive-in restaurant up to a maximum of thirty-two (32) square feet each and a maximum height of three (3) feet. Menu boards are allowed a message on one (1) side only and cannot contain an advertising message.

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

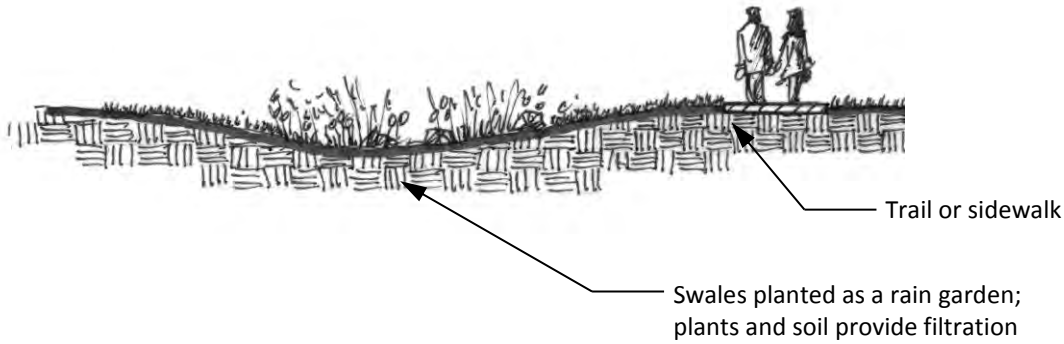
Overview

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:

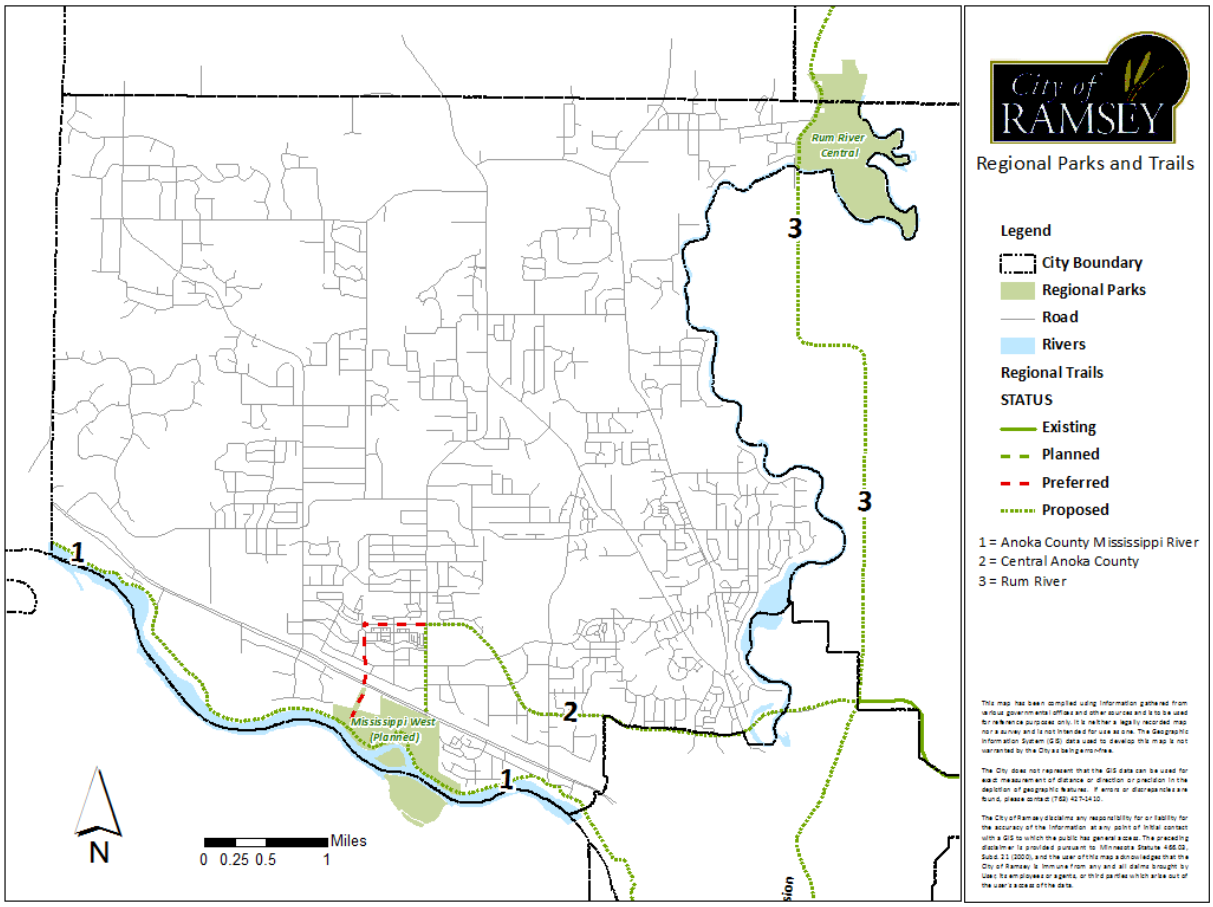
- Each block and each project will provide intentional, creative, innovative, useable green areas as integral components of site development and building design.
- At the individual block scale, small squares and greens will provide places for gathering and relaxation, especially targeted to meet the 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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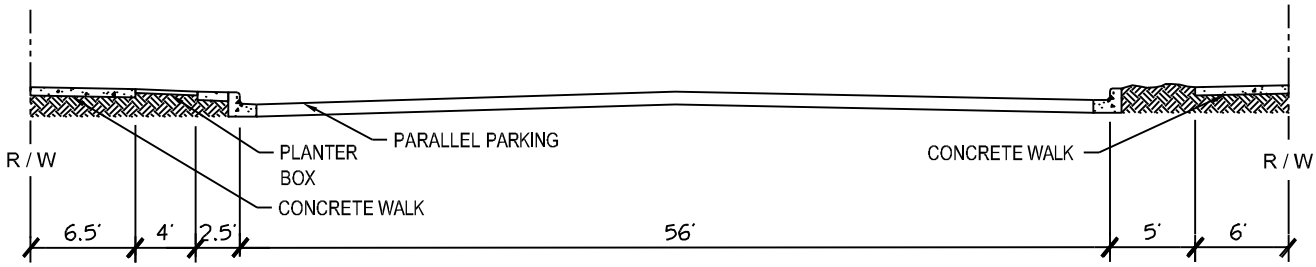
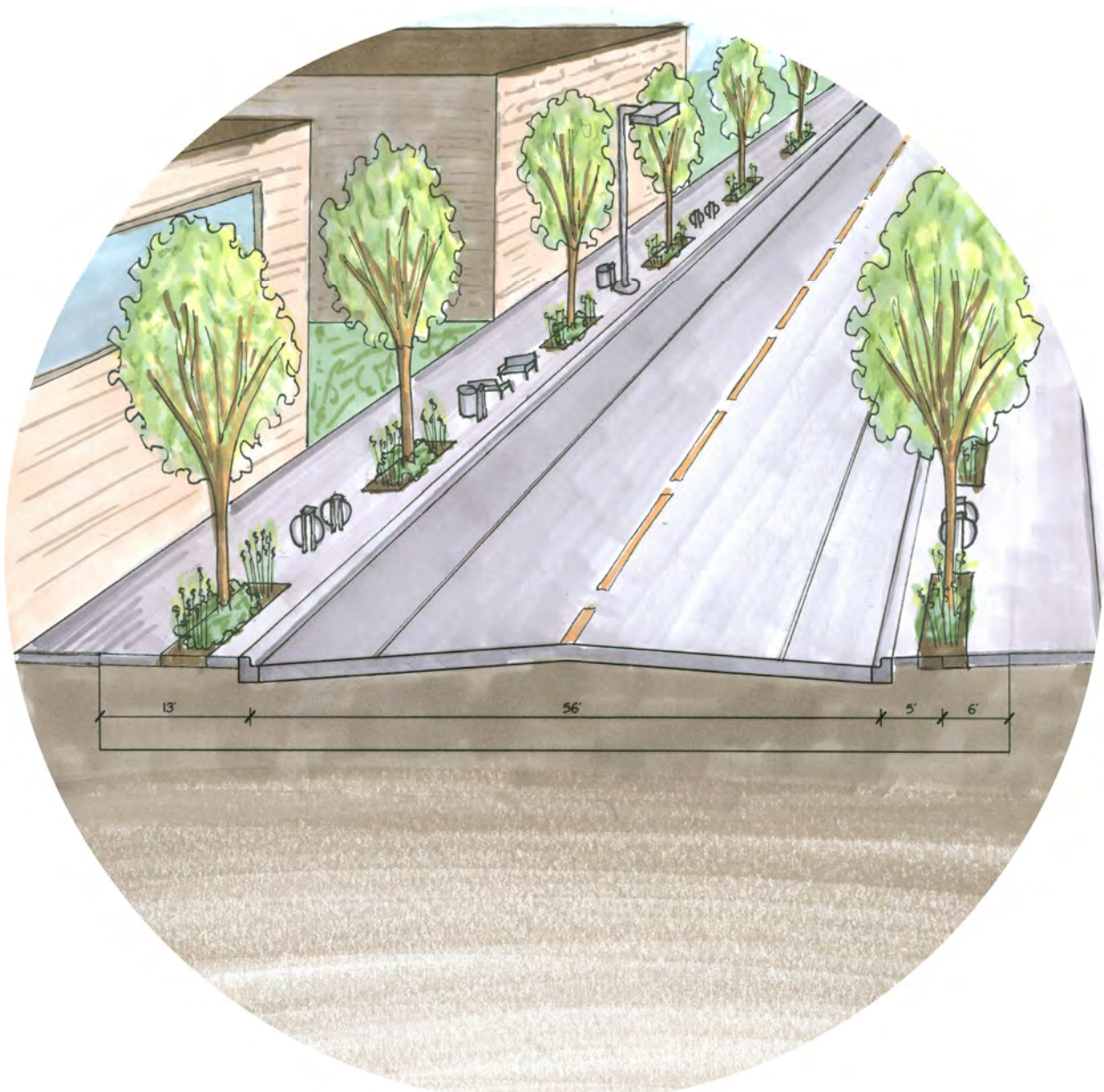
APPENDIX A:
SPECIFICATIONS AND DETAILS



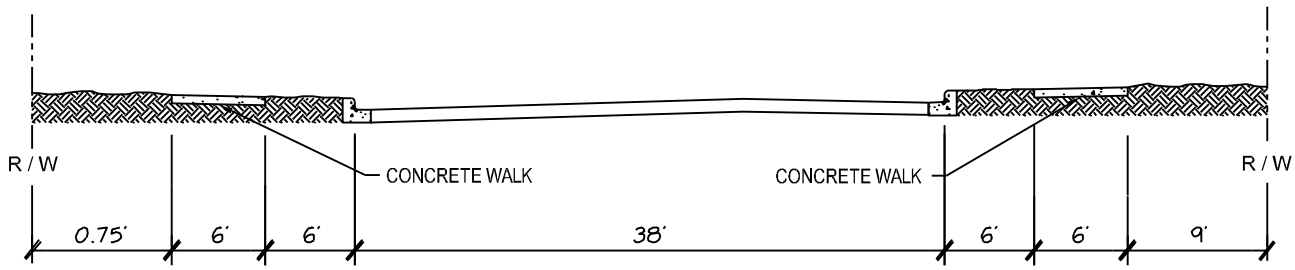


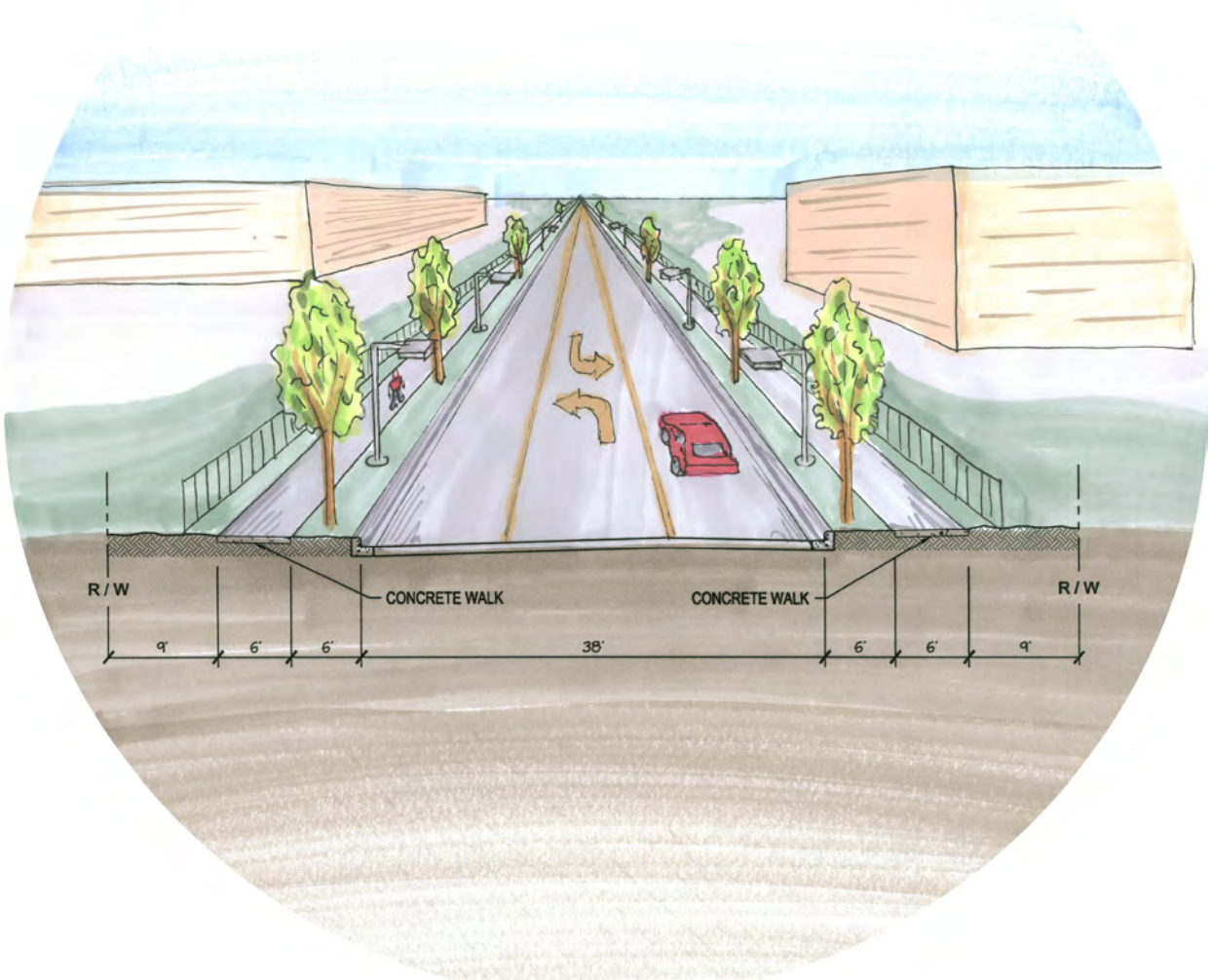
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #1
Sunwood Dr. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



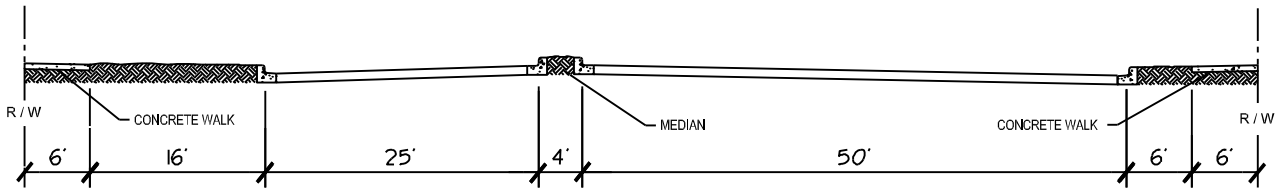


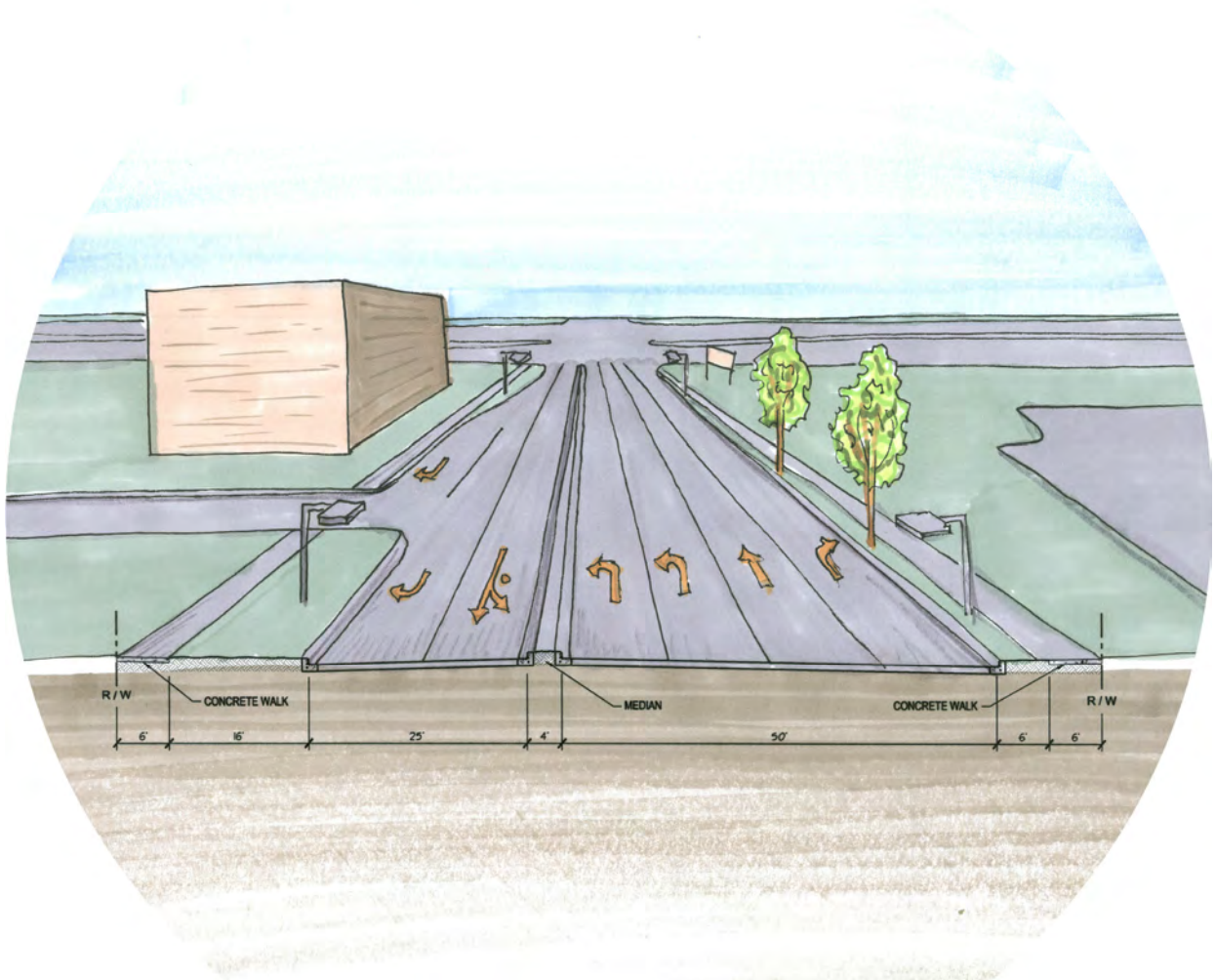
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #2
Sunwood Dr. West of Zeolite St.

THE COR
RAMSEY, MINNESOTA



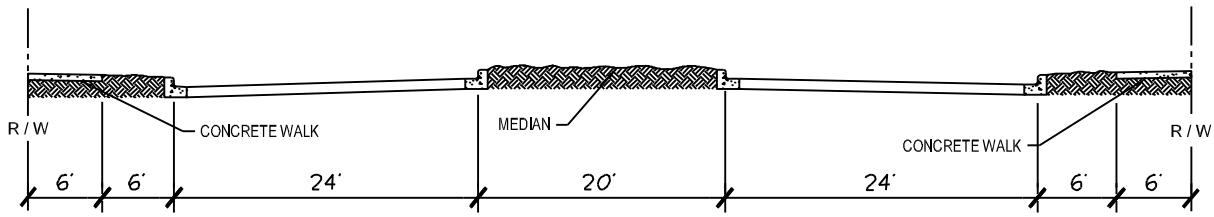


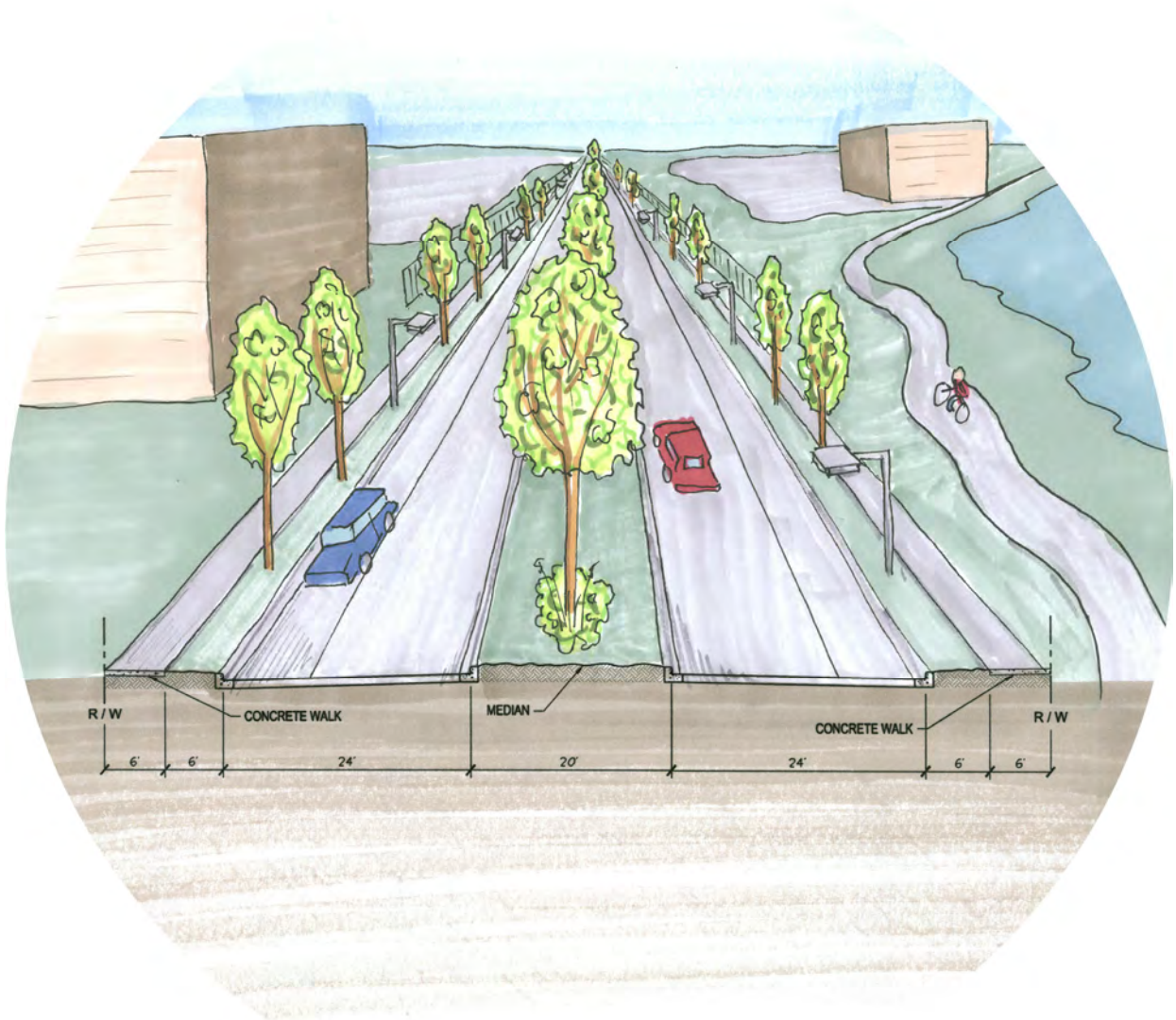
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #3
Ramsey Pkwy. West of Roundabout

THE COR
RAMSEY, MINNESOTA



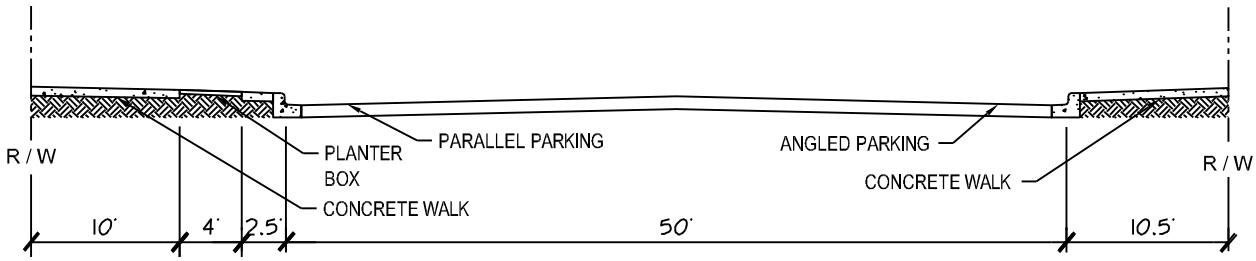


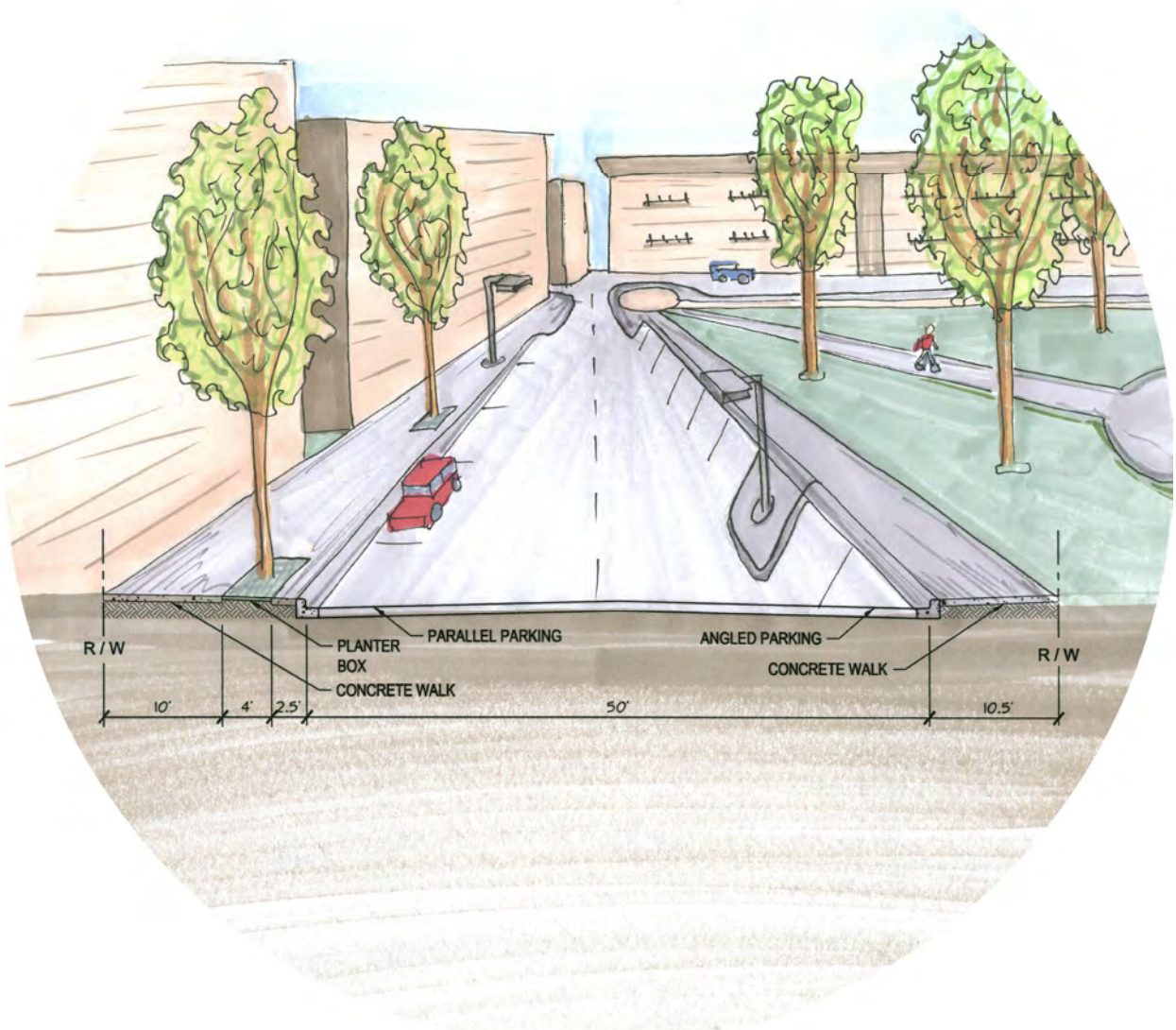
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #4
Ramsey Pkwy. East of Zeolite St.

THE COR
RAMSEY, MINNESOTA



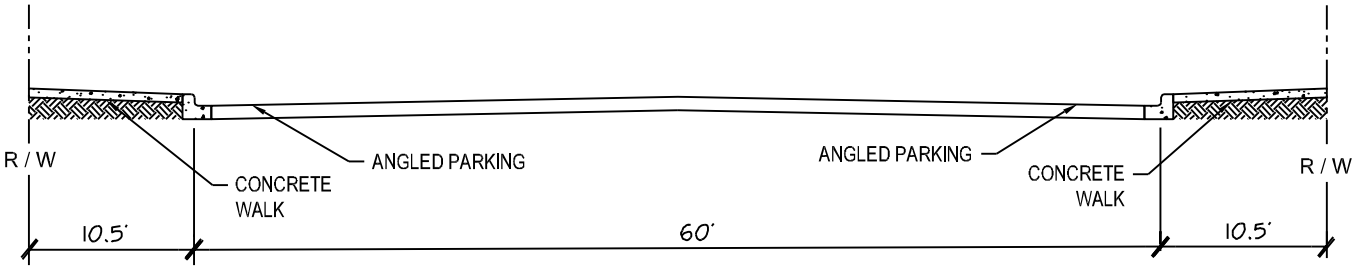


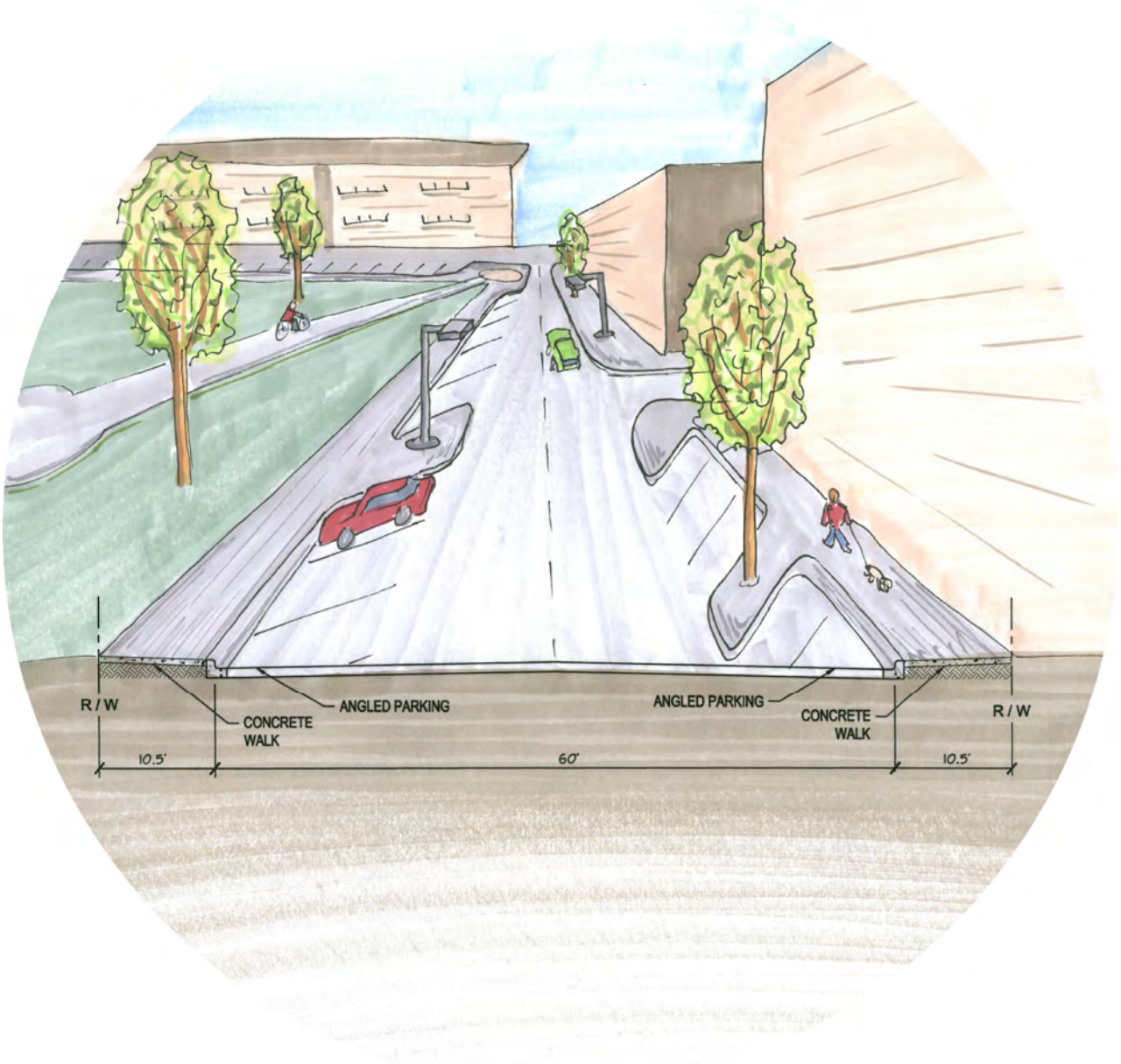
LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PERSPECTIVE SECTION #5
West of Municipal Plaza

THE COR
RAMSEY, MINNESOTA



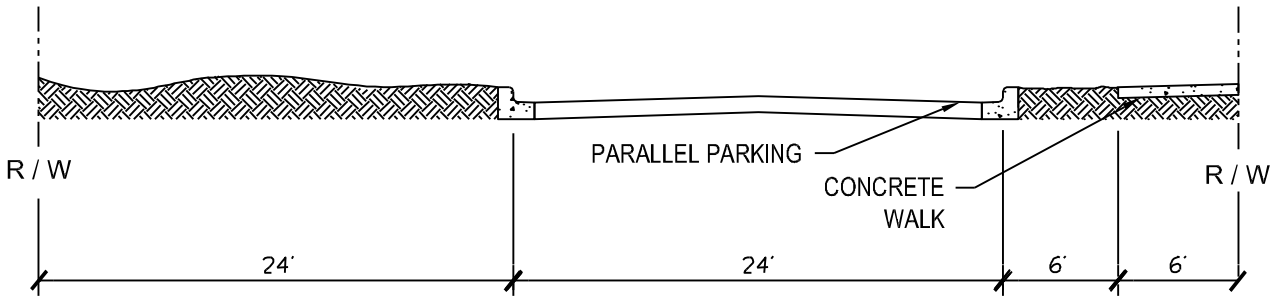


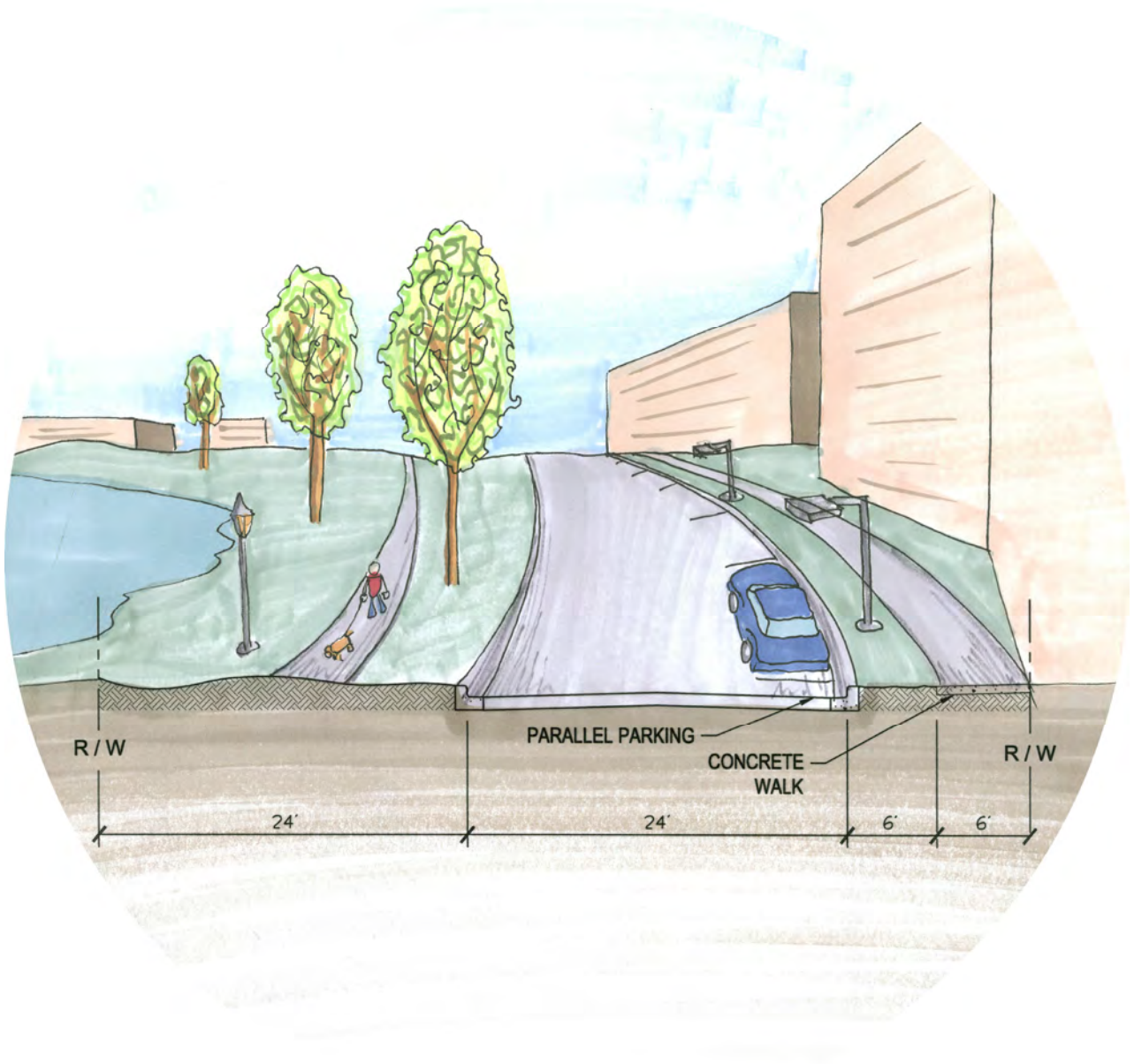
LANDFORM
From Site to Finish

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

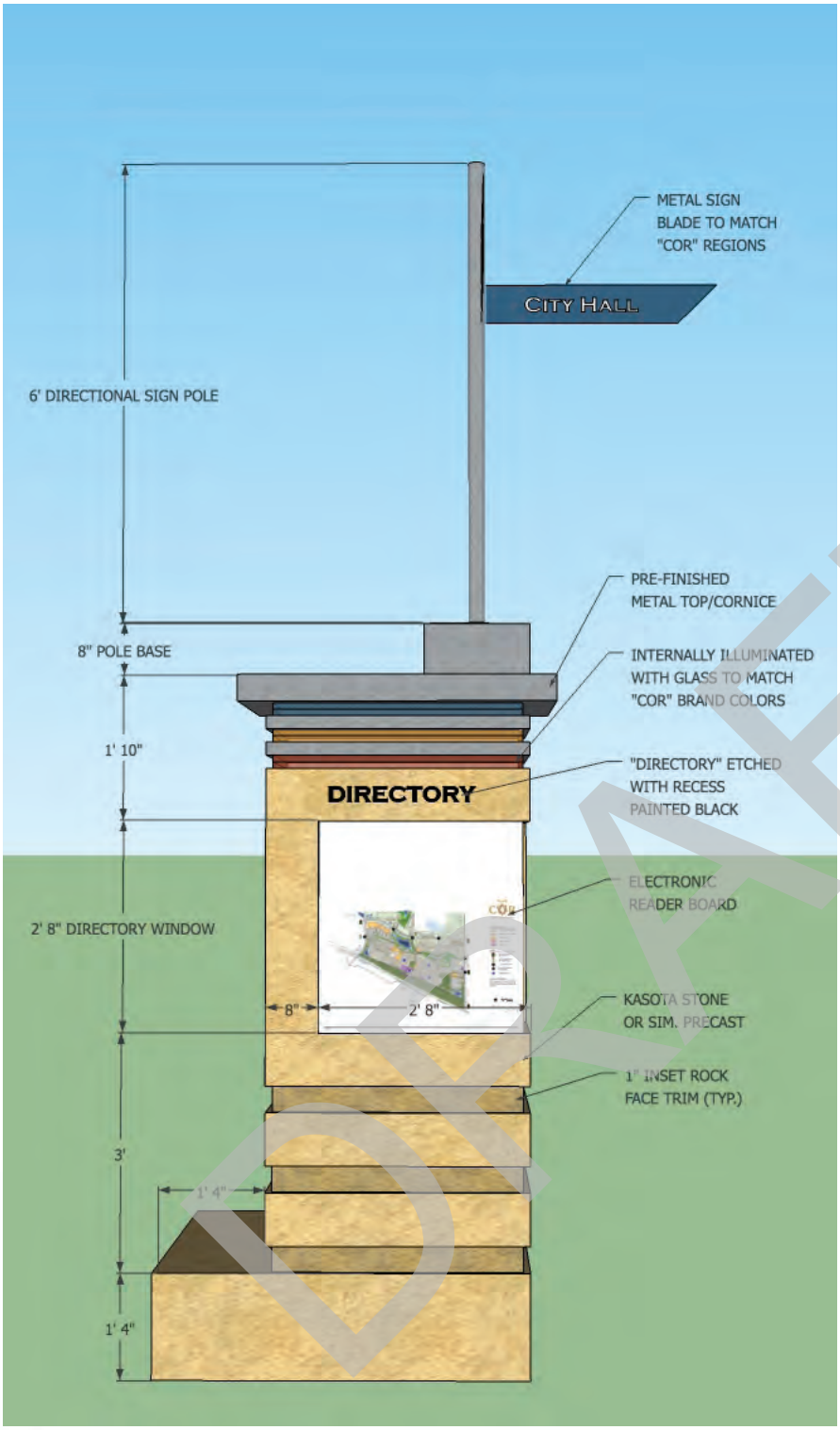
EXHIBIT B.3

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

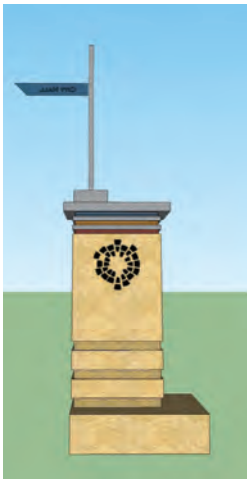
PYLON/COMMUNITY SIGN 'C'
Ramsey Blvd. & Highway 10

THE COR
RAMSEY, MINNESOTA

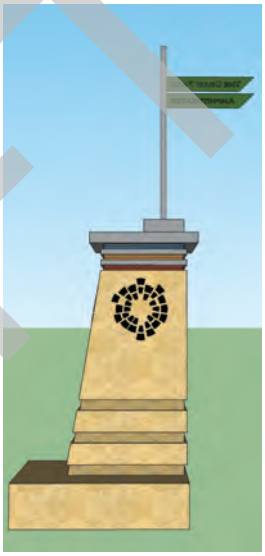


DIRECTORY PANEL VIEW

EVENTS PANEL VIEW

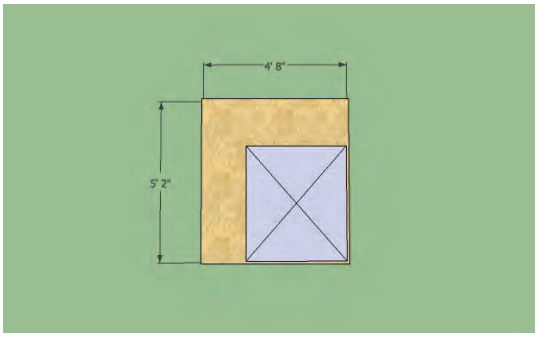


REAR VIEW



SIDE VIEW

PERSPECTIVE



PLAN VIEW

DRAFT

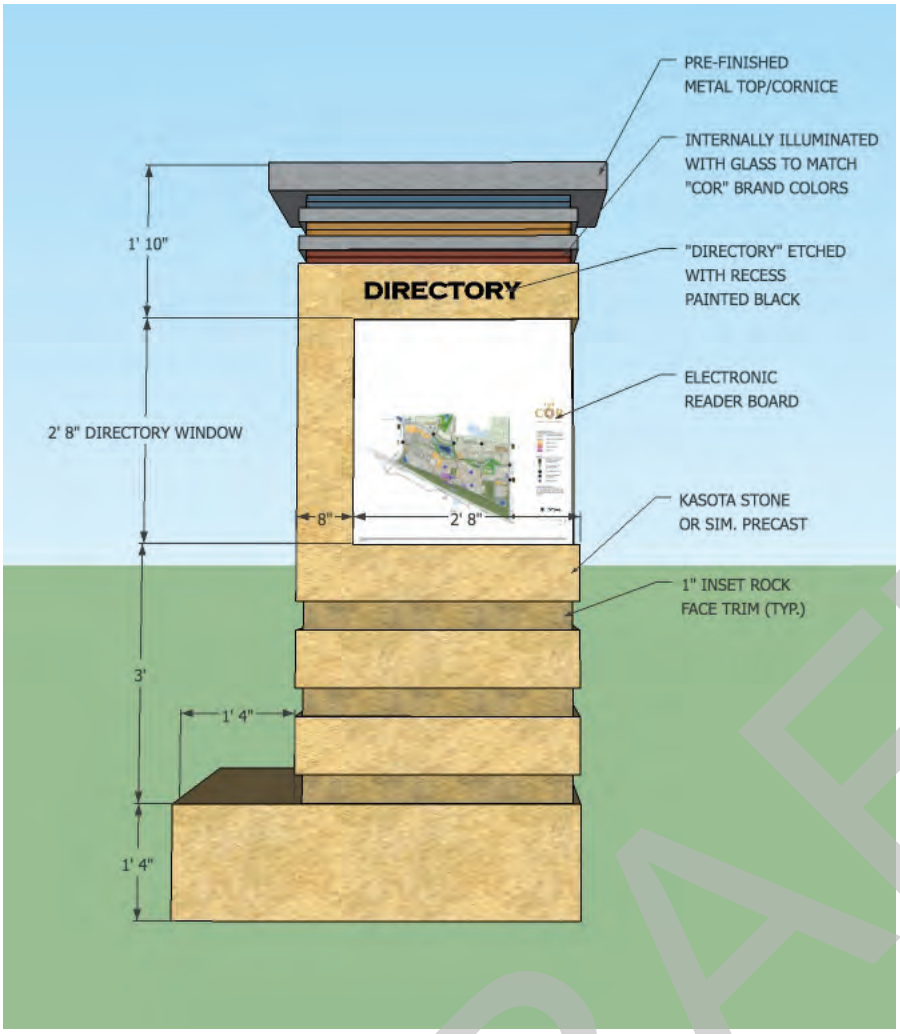
EXHIBIT B.4

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

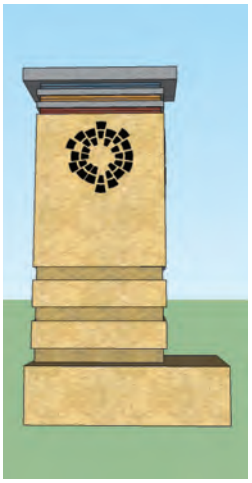
COMMUNITY KIOSK 'A'
Commuter Rail & Veterans Dr.

THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW

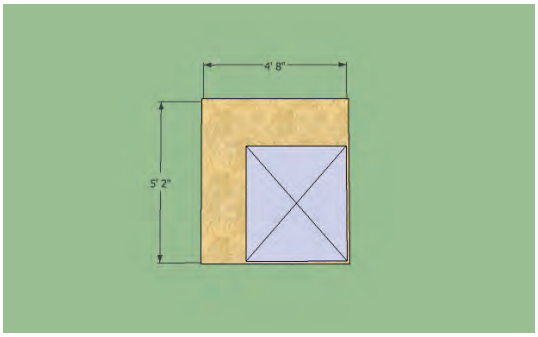
EVENTS PANEL VIEW



REAR VIEW

SIDE VIEW

PERSPECTIVE



PLAN VIEW

DRAFT

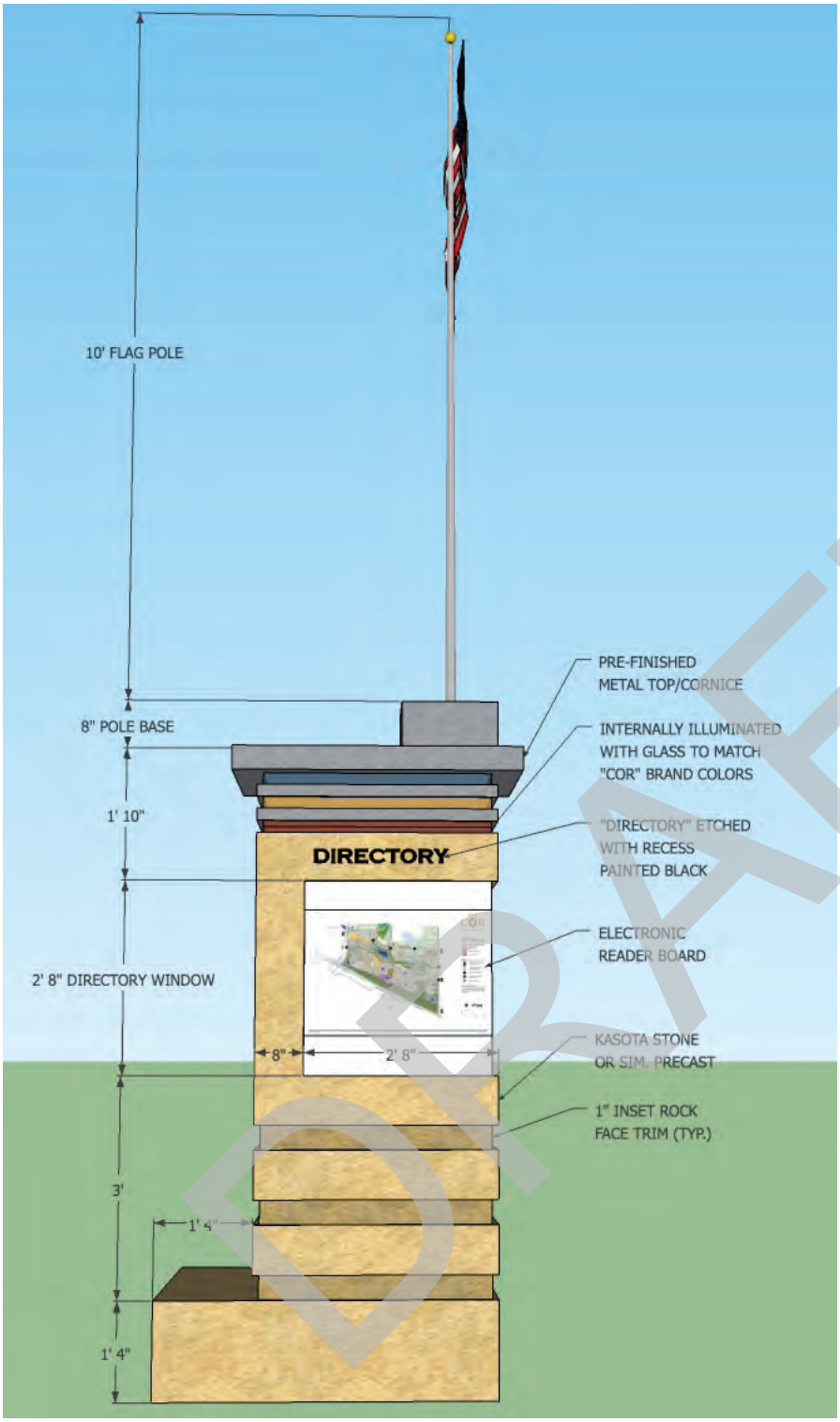
EXHIBIT B.5

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

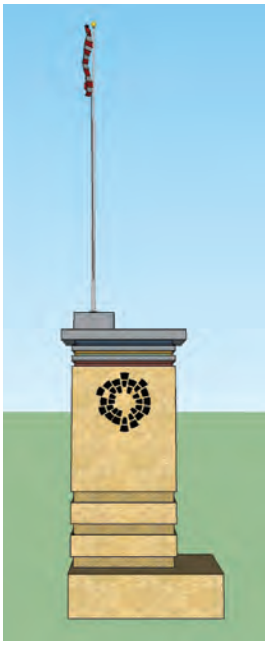
COMMUNITY KIOSK 'B'
Sunwood Dr. & Center St.

THE COR
RAMSEY, MINNESOTA



DIRECTORY PANEL VIEW

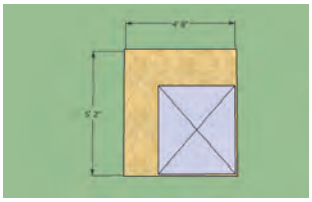
EVENTS PANEL VIEW



REAR VIEW

SIDE VIEW

PERSPECTIVE



PLAN VIEW

DRAFT

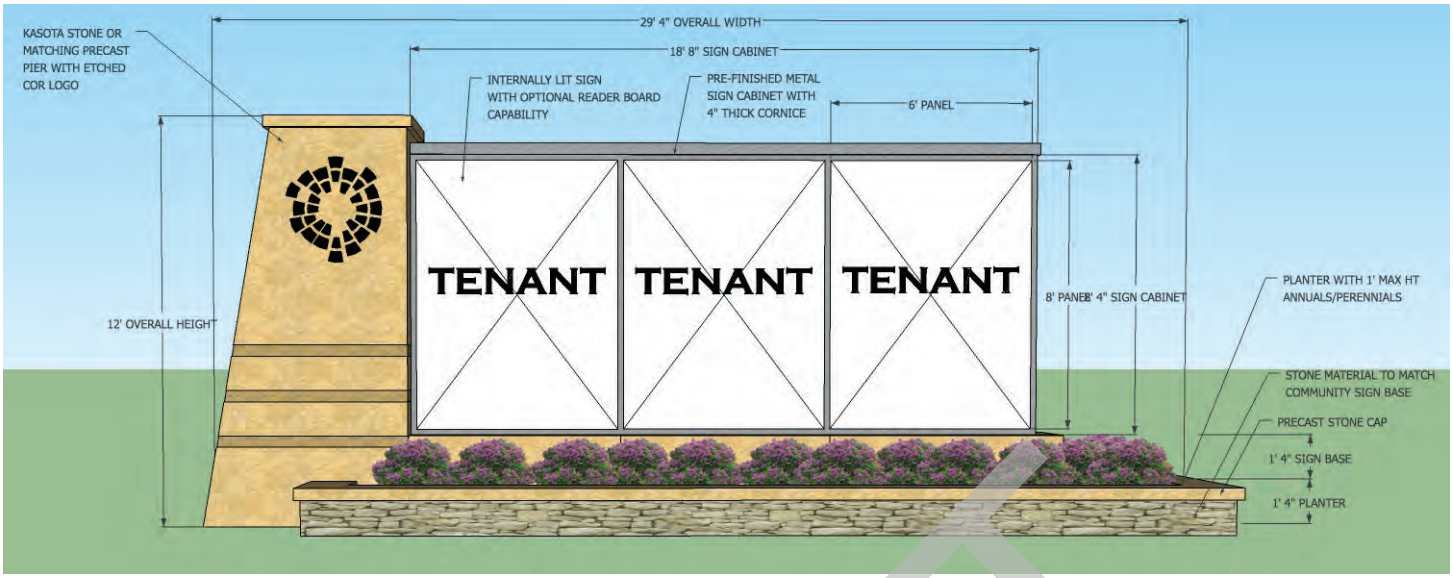
EXHIBIT B.6

LANDFORM
From Site to Finish

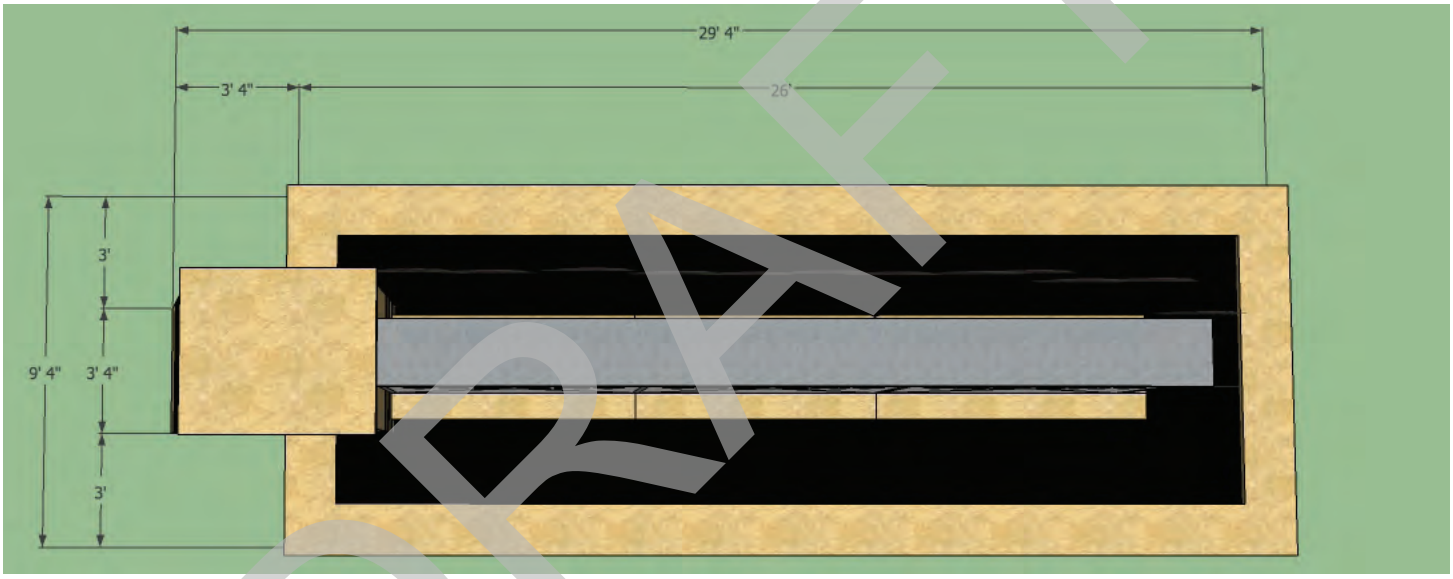
DESIGN FRAMEWORK
The COR at Ramsey

COMMUNITY KIOSK 'C'
Sunwood Dr. at Municipal Plaza

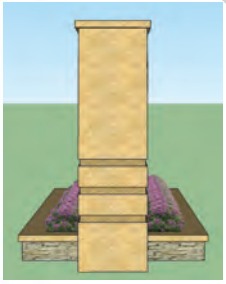
THE COR
RAMSEY, MINNESOTA



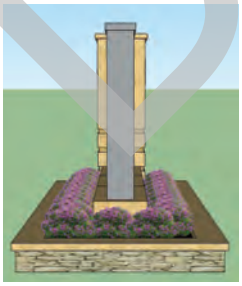
ELEVATION AT SUNWOOD



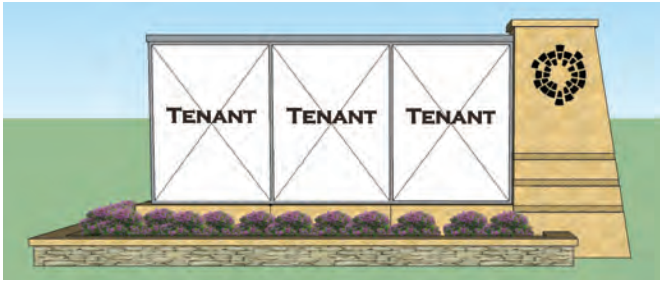
PLAN VIEW



PROFILE VIEW



PROFILE VIEW



ELEVATION

EXHIBIT B.7

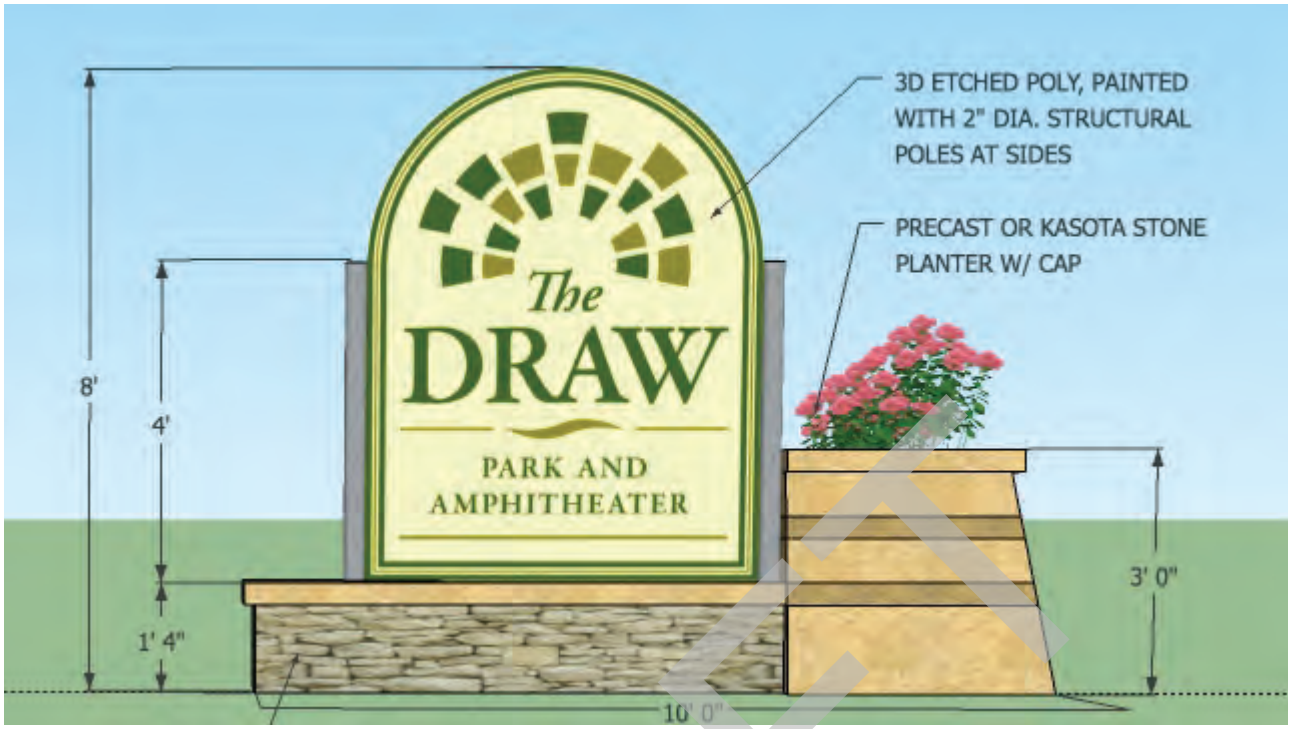
DRAFT

LANDFORM
From Site to Finish

DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'A'
Sunwood Dr. & Armstrong Blvd.

THE COR
RAMSEY, MINNESOTA



DRAFT

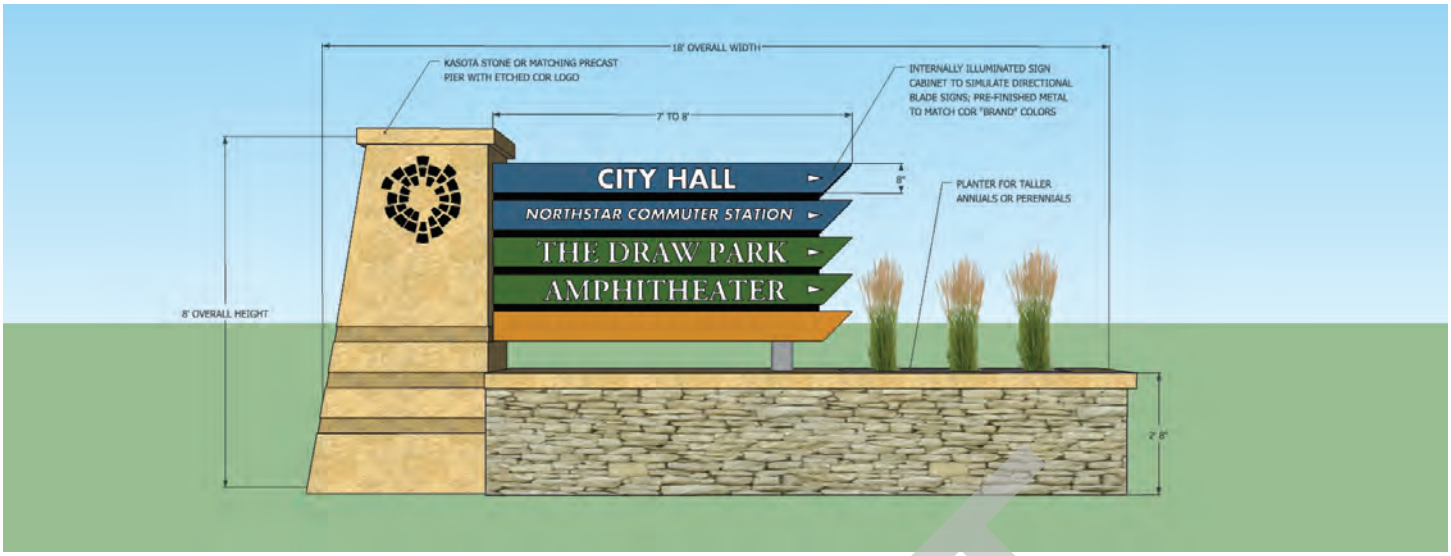
EXHIBIT B.8

LANDFORM
From Site to Finish

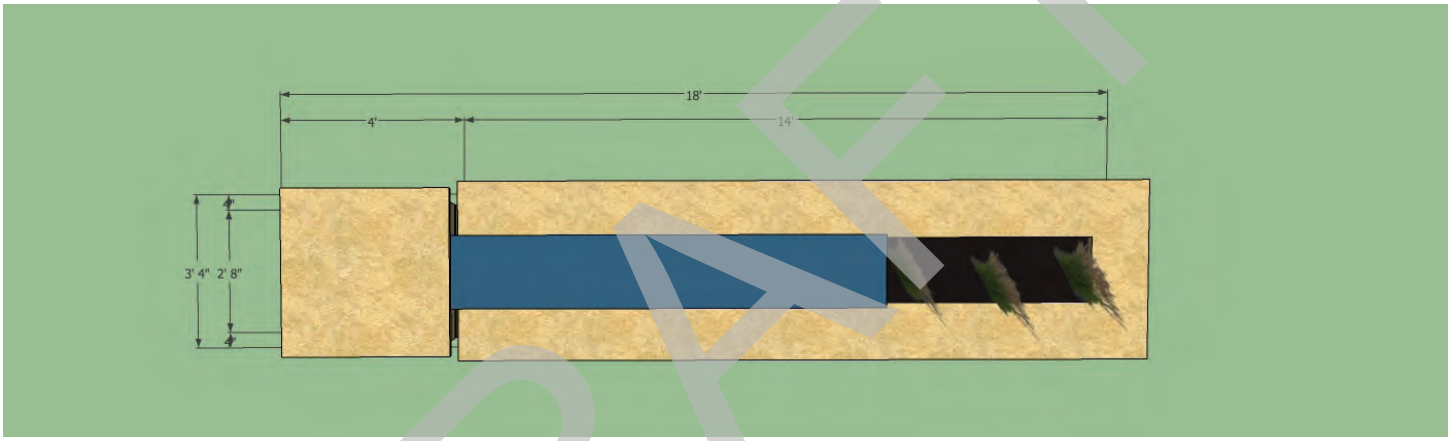
DESIGN FRAMEWORK
The COR at Ramsey

PUBLIC PARK SIGNS

THE COR
RAMSEY, MINNESOTA

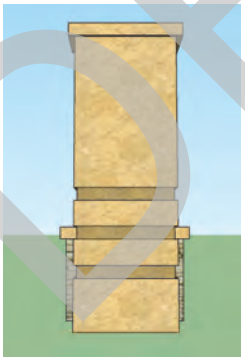


ELEVATION AT EASTBOUND BUNKER LAKE



PLAN VIEW

PROFILE VIEW



PROFILE VIEW

ELEVATION AT WESTBOUND BUNKER LAKE

DRAFT

EXHIBIT B.9

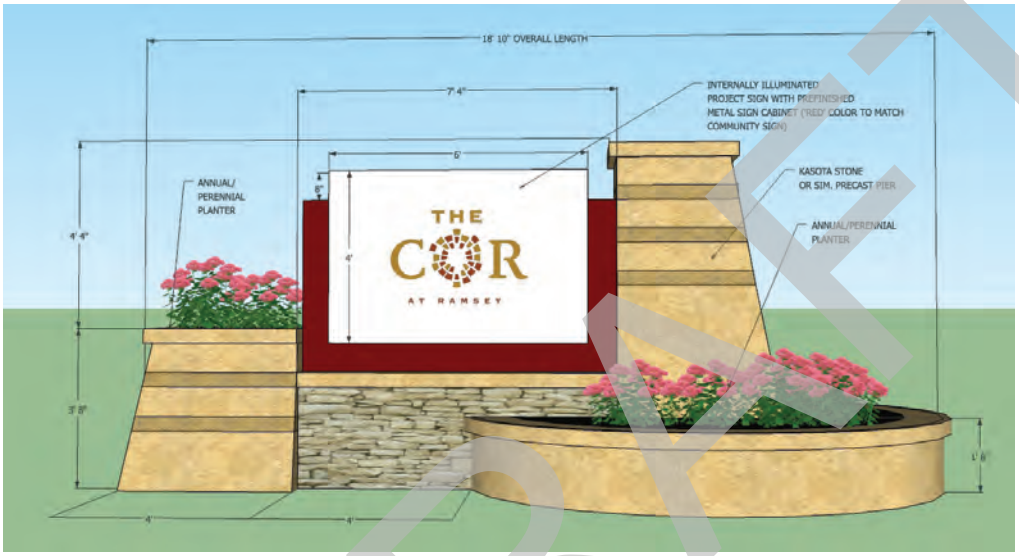
LANDFORM
From Site to Finish

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

DRAFT

PERSPECTIVE

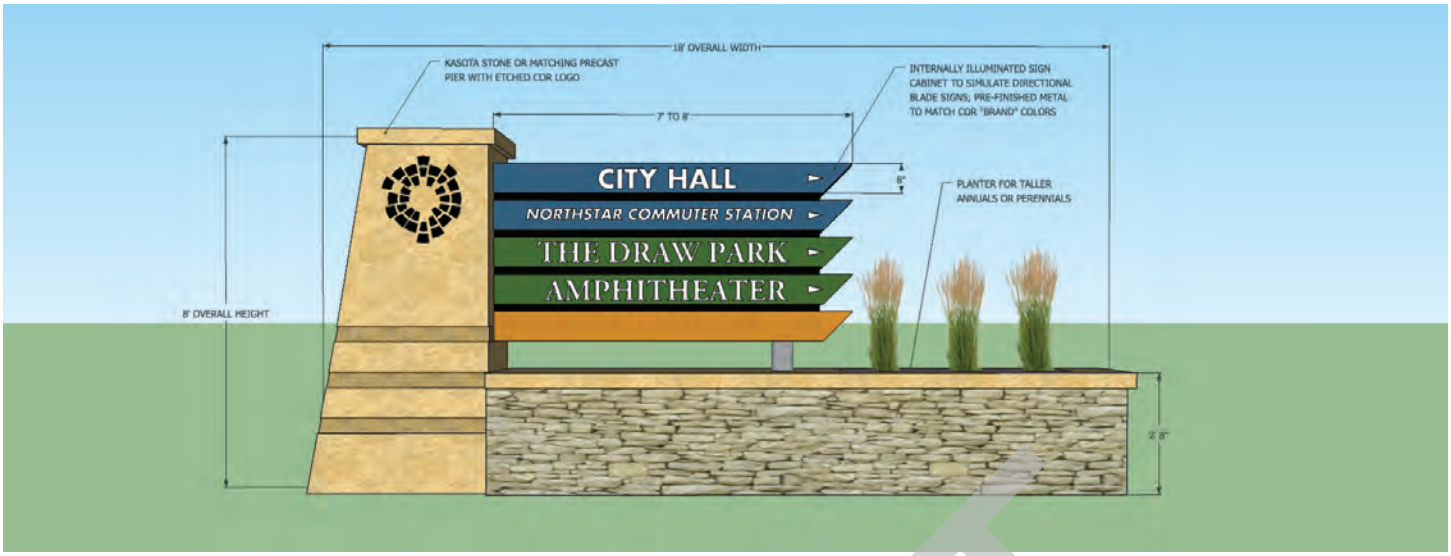
EXHIBIT B.10

LANDFORM
From Site to Finish

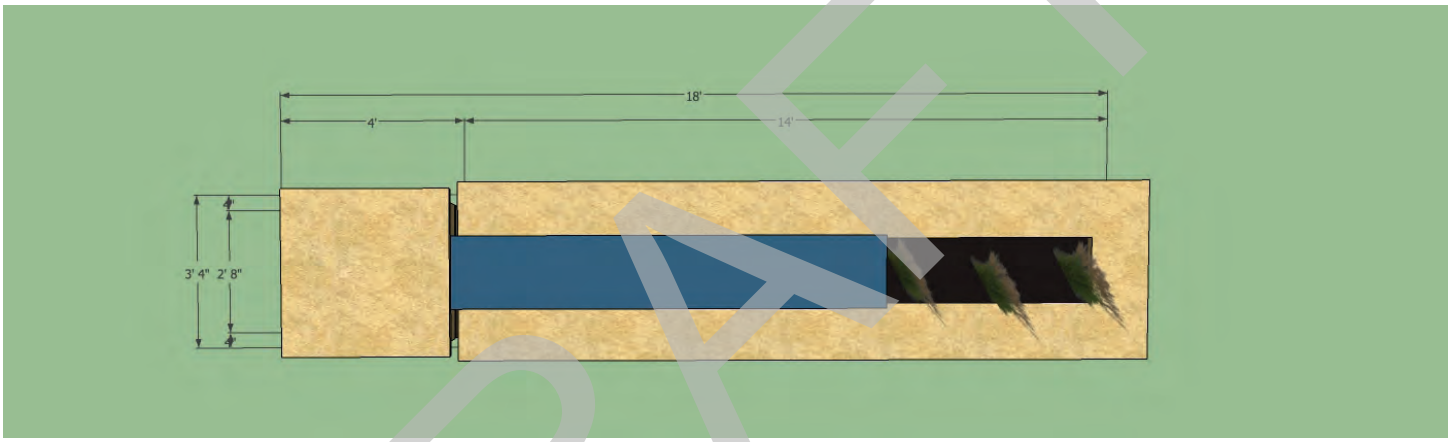
DESIGN FRAMEWORK
The COR at Ramsey

PROJECT GATEWAY SIGN 'D'
Bunker Lake Blvd. & Ramsey Blvd.

THE COR
RAMSEY, MINNESOTA

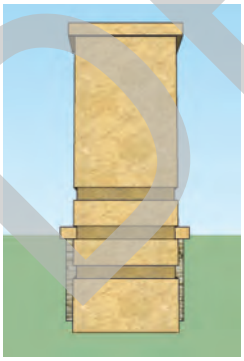


ELEVATION AT SOUTHBOUND RAMSEY



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: 08/03/2017

By: Tim Gladhill, Community Development

Information

Title:

UPDATED: Review Sketch Plan for Davis Addition; Case of Green Valley Greenhouse

Purpose/Background:

The purpose of this case is to consider a lot split that will ultimately allow for the future expansion of Green Valley Greenhouse. Ideally, the lot split would occur concurrently with a Comprehensive Plan Amendment from Low Density Residential to something that would allow the expansion of this existing commercial greenhouse. However, the time to consider and approve will take a longer period of time than Green Valley Greenhouse has with an existing purchase agreement. A closing is scheduled for the end of August.

Staff believes that any liability can be covered in a Development Agreement. By approving this lot split, there is no approval of any site plan for expansion of Green Valley Greenhouse. Green Valley will still need a Comprehensive Plan Amendment and Site Plan Approval prior to any construction activities that would expand the footprint of the existing facility.

Notification:

Staff attempted to notify all Property Owners within 700 feet via Standard US Mail.

Observations/Alternatives:

Funding Source:

All costs associated with processing this application are the responsibility of the Applicant.

Recommendation:

Staff recommends approval of this Plat, contingent upon the Applicant entering into a Development Agreement with the City and the completion of a Comprehensive Plan Amendment prior to any actual construction activities.

Action:

Motion to recommend approval of this Plat, contingent upon the Applicant entering into a Development Agreement with the City and the completion of a Comprehensive Plan Amendment prior to any actual construction activities.

Attachments

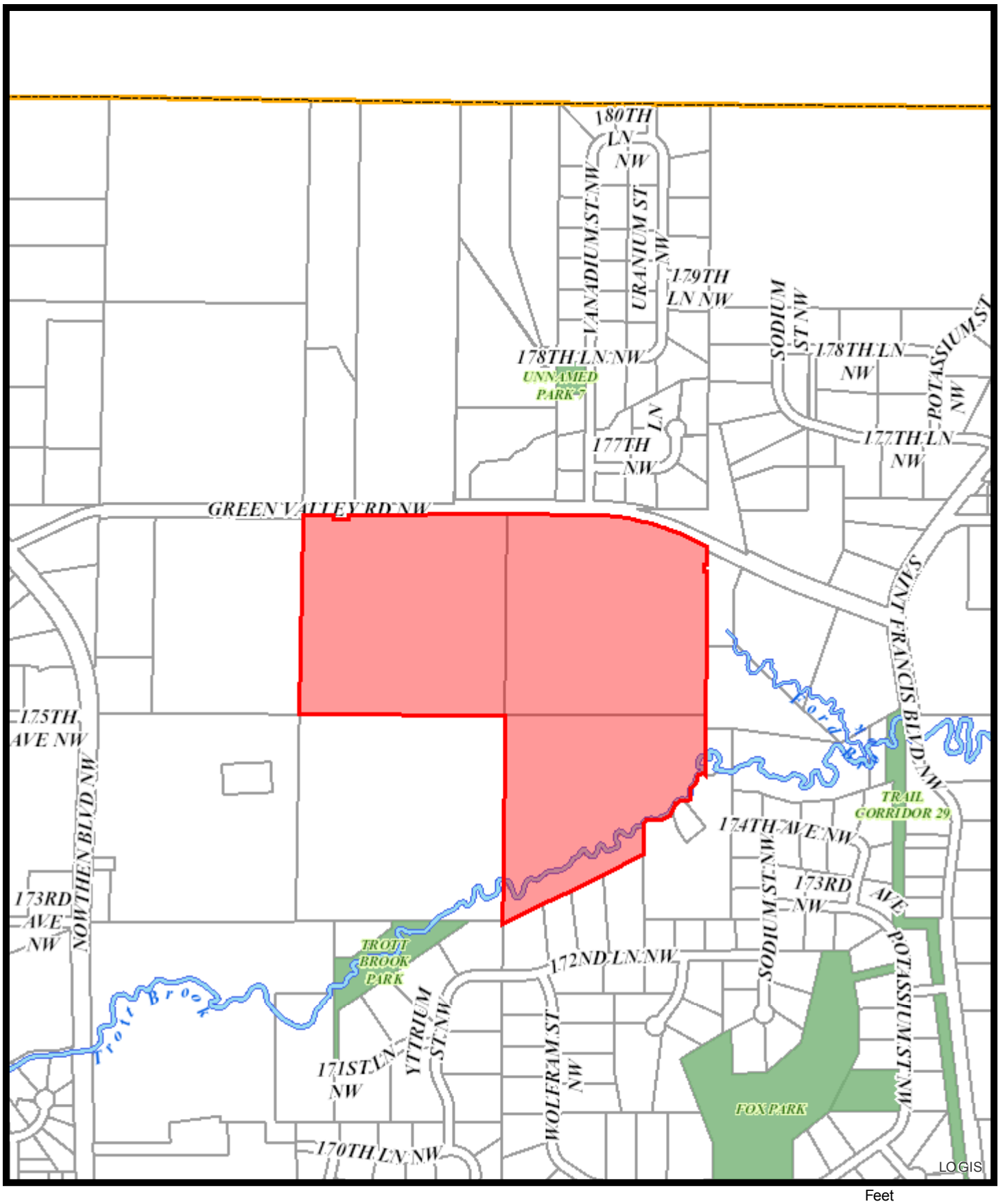
Site Location Map

Sketch Plan

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	07/28/2017 09:36 AM
Form Started By: Tim Gladhill		Started On: 07/28/2017 09:31 AM
Final Approval Date: 07/28/2017		

Site Location Map



Print Date: April 19, 2017

SKETCH PLAN

~of~ DAVIS FARMS ADDITION
~for~ Davis Farms, LLC

PROPERTY OWNERS

Eric and Karla Thomsen
6210 Green Valley Road NW,
Ramsey MN 55303
Parcel ID: 02-32-25-32-0003

Davis Farms, LLC
6560 Green Valley Road NW,
Ramsey, MN 55303
Parcel ID: 03-32-25-41-0004

PRESENT ZONING

PID: 02-32-25-32-0003 is R-1 MUSA
PID: 03-32-25-41-0004 is R-1 MUSA

BENCHMARK

ANOKA COUNTY BENCHMARK NO. 3078
ELEVATION 867.97 (NAVD88)

LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET MARKED RLS# 41578
- DENOTES ANOKA COUNTY CAST IRON MONUMENT
- x 952.36 DENOTES EXISTING SPOT ELEVATION
- DENOTES FIBER OPTIC BOX
- DENOTES GAS METER
- DENOTES GAS VAVLE
- DENOTES GUY WIRE
- DENOTES POWER POLE
- DENOTES STORM SEWER APRON
- DENOTES WELL
- DENOTES WET LAND
- DENOTES WIRE FENCE
- DENOTES LIDAR CONTOURS
- OHW DENOTES OVERHEAD WIRE
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- PID:17-119-22-14-0008 Owner: City of X Address:Unassigned — DENOTES ADJACENT PARCEL DATA (PER ANOKA COUNTY TAX RECORDS)

AREAS

TOTAL PARCEL: 80.14 ACRES
LOT 1: 64.37 ACRES
LOT 2: 12.00 ACRES
CSAH 63 ROAD DEDICATION: 3.77 ACRES

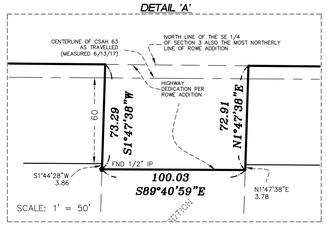
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN AS THUS:

STREET

BEING 5 FEET IN WIDTH ADJOINING SIDE AND REAR LOT LINES AND 10 FEET IN WIDTH ADJOINING ROADWAY LINES UNLESS OTHER WISE SHOWN ON THIS PLAT

NORTH

DETAIL 'A'



SCALE: 1" = 50'

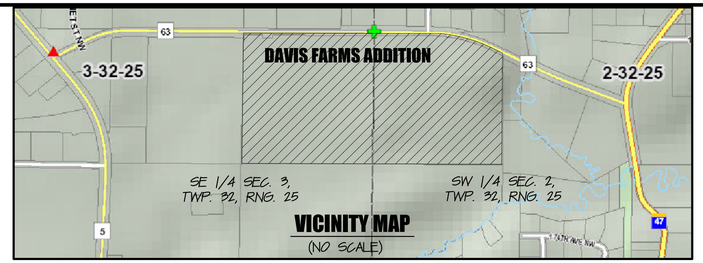
LEGAL DESCRIPTION

PID: 03-32-25-41-0004
Lot 1 Block 1 ROWE ADDITION, Anoka County, Minnesota.

and

The Northeast Quarter of the Southeast Quarter of Section 3, Township 32, Range 25, Anoka County Minnesota,
EXCEPT
That part platted as ROWE ADDITION, Anoka County, Minnesota.

PID: 02-32-25-32-0003
That part of the Northwest Quarter of the Southwest Quarter of Section 2, Township 32, Range 25, Anoka County, Minnesota,
lying southwesterly of the centerline of County State Aid Highway Number 63,
EXCEPT
That part platted as FALCONERS RIDGE, Anoka County Minnesota and except roadway.



VICINITY MAP
(NO SCALE)

GRAPHIC SCALE

100 0 50 100 200 400

1 INCH = 100 FEET

NOTES

- Field survey was completed by E.G. Rud and Sons, Inc. on 06/13/17.
- Bearings shown are on Anoka County coordinates.
- This survey was prepared without the benefit of title work. Additional easements, restrictions and/or encumbrances may exist other than those shown hereon. Survey subject to revision upon receipt of a current title commitment or an attorney's title opinion.
- Contours are LIDAR and field spot verified for accuracy.
- Site Plan information is provided by others.

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

JASON E. RUD

Date: 6/23/17 License No. 41578

E.G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

JOB NO: 17475PP	DATE: 06/23/17	SCANNED ☐
REVISIONS	DRAWN BY: JSE	CHECK BY: JER

NO.	DATE	DESCRIPTION	BY
1			
2			
3			

17475PP

SKETCH PLAN

~of~ DAVIS FARMS ADDITION
~for~ Davis Farms, LLC

PROPERTY OWNERS

Eric and Karla Thomsen
6210 Green Valley Road NW,
Ramsey MN 55303
Parcel ID: 02-32-25-32-0003

Davis Farms, LLC
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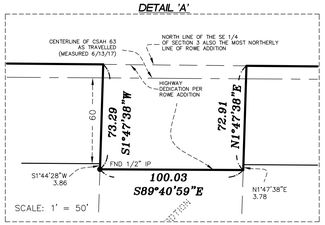
NORTH



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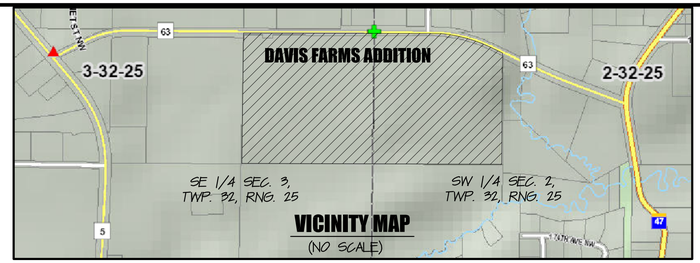

GRAPHIC SCALE

100 0 50 100 200 400

1 INCH = 100 FEET

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- Contours are LIDAR and field spot verified for accuracy.
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JASON E. RUD

Date: 6/23/17 License No. 41578

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JOB NO: 17475PP	DATE: 06/23/17	SCANNED ☐
REVISIONS	DRAWN BY: JSE	CHECK BY: JER

NO.	DATE	DESCRIPTION	BY
1			
2			
3			

17475PP

Regular Planning Commission **6. 5.**

Meeting Date: 08/03/2017

By: Tim Gladhill, Community Development

Information

Title:

Review Concept Plan for 175 Unit Market Rate Apartment in The COR; Case of Inland Group

Purpose/Background:

The City has been approached by Inland Development Group about a potential market-rate apartment building in Ramsey.

In order to set up a smooth review process learning from lessons of the past, the City has prepared Concept/Context Maps and Architectural Renderings on the front end of the Purchase Agreement phase. The Inland Group is looking at purchasing property from the City of Ramsey. Traditionally, these real estate contracts are reviewed by the City's Economic Development Authority (EDA) in the context of real estate management and financial analysis. In the past, the City has identified a need to involve the Planning Commission to a greater degree earlier in the purchase agreement phase to avoid perceptions of full project approval at the time of Purchase Agreement approval.

The purpose of tonight is simply to introduce the topic and see what questions exist as Inland Group continues to discuss with City Staff. It is not the purpose of tonight to complete a full-scale site plan review. The concepts attached to the case are just concepts to frame a policy discussion. The ultimate site plan is likely to look different by the time of construction.

There are certainly items that will need to be tweaked and plans to be formally adopted as part of this discussion. Staff believes that this generally meets the spirit and intent of The COR Interim Development Plan. Staff will identify any deficiencies in these concepts in future review with the Planning Commission. This evening is simply a high level review and introduction. Staff will come with a more formal recommendation on preferred alternatives at future steps.

Staff acknowledges that additional discussion needs to occur surround parking strategies and architectural design. The Developer appears to at least be proposing a strategy to attempt to reduce the amount of surface parking required (underground parking). It may be premature to get into great detail on this topic at this stage. Staff is simply attempting to get to a purchase agreement to be able to have more detailed conversations in the near future.

Notification:

Notification is not required at this time.

Observations/Alternatives:

Staff is posing the following high-level policy questions for the Planning Commission. This is not a specific site plan review, but an opportunity to better guide site selection and architectural design. Staff is attempting to incorporate recent Planning Commission comments about process and quality of projects into a better review process, especially for City-owned land sales, while not creating an over burdensome process.

1. Are there any of the concepts that are simply non-starters and should be taken off the table now?
2. Are there specific questions the Planning Commission wants the Developer to answer at future meetings? As the project is simply seeking potential sites in Ramsey, there will be several opportunities for the Planning Commission and Developer to interact in the future.

Notes on Residential/Retail Balance

A number of Ramsey Residents have expressed a concern about the amount of housing being built in Ramsey recently, without seeing a corresponding amount of retail development as of yet. Staff proposes the following talking points to aide in that discussion. This is not an exhaustive list of talking points on this topic, but a concise mention of the broader goal in the context of land use review.

1. The City does have a plan for approximately 100 acres of retail development and aggressively attempts to recruit retailers that will add value to the community for many years to come.
2. The City is also planning for nearly 100 acres of new industrial growth. 120,000 square feet of new industrial space is being reviewed. Although the City cannot guarantee this development will ultimately develop, there are positive signs for commercial/industrial growth.
3. While additional residential growth is planned for within The COR, the planned housing is nearly 60% complete.
4. When recruiting retailers to the community, many share the need for additional housing units in Ramsey to provide the necessary demographics/population to shop in their stores. The City attempts to find that balance of land use planning through its Comprehensive Plan.
5. As the City grows its employment base, it aims to provide adequate housing to support the workers that work in our existing and future industrial parks.
6. Housing concentrated in strategic locations is part of a broader growth management strategy that allows the community to balance and retain its defined rural character.

Funding Source:

This case is being handles as part of normal Staff duties. The project is being proposed on City-owned property.

Recommendation:

Staff does not have a recommendation at this time other than a request to provide high-level policy direction.

Action:

No specific action is being requested. Staff is seeking general consensus on high-level policy direction. If there are questions that the Planning Commission desires the Developer to answer at a future date, now is the time to get these questions on the record.

Attachments

Site Concepts

Architectural Example

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	07/28/2017 09:15 AM
Form Started By: Tim Gladhill		Started On: 07/28/2017 08:46 AM
Final Approval Date: 07/28/2017		

COR AREA DEVELOPMENT OPTIONS

RAMSEY, MN

LOUCKS

JULY 17, 2017

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CONCEPT

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COR AREA DEVELOPMENT OPTIONS

RAMSEY, MN

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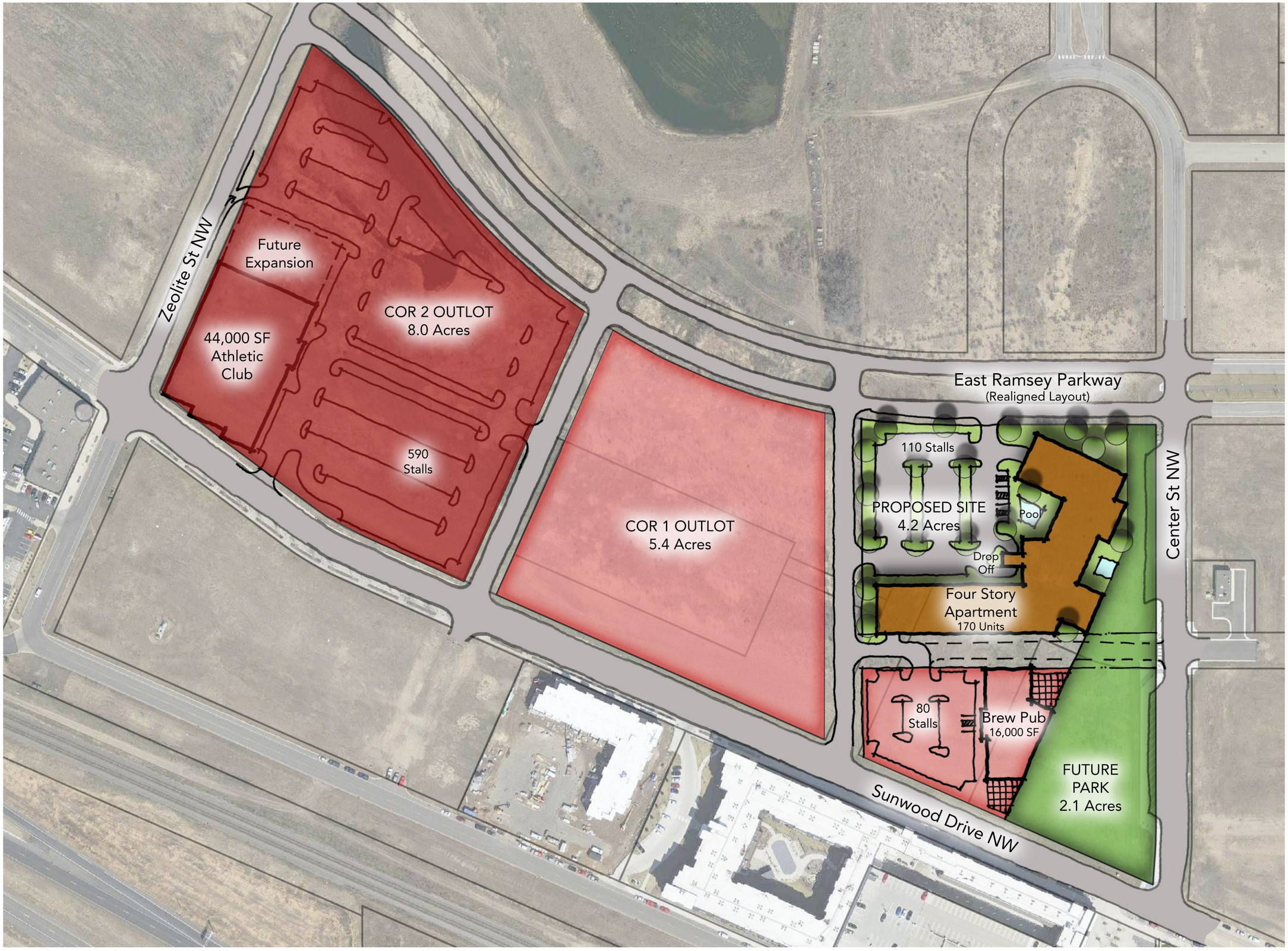

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CONCEPT

01 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

02 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

25%	GLASS
35%	BRICK
30%	STUCCO
10%	STUCCO / TRIM

NYSTROM + OLSON ARCHITECTURE::
502 W RIVERSIDE AVE, #200::
SPOKANE, WA 99201:::

:: AFFINITY AT EAGAN
CEDAR GROVE PARKWAY & NICOLS ROAD
EAGAN, MINNESOTA

A5.01

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01 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

02 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

25%	GLASS
35%	BRICK
30%	STUCCO
10%	STUCCO / TRIM

A5.02

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EAGAN, MINNESOTA

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SCALE: 1/16" = 1'-0"

02 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

25%	GLASS
35%	BRICK
30%	STUCCO
10%	STUCCO / TRIM

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A5.03

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EAGAN, MINNESOTA

01 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

02 BUILDING ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

25%	GLASS
35%	BRICK
30%	STUCCO
10%	STUCCO / TRIM

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A5.04 :: AFFINITY AT EAGAN

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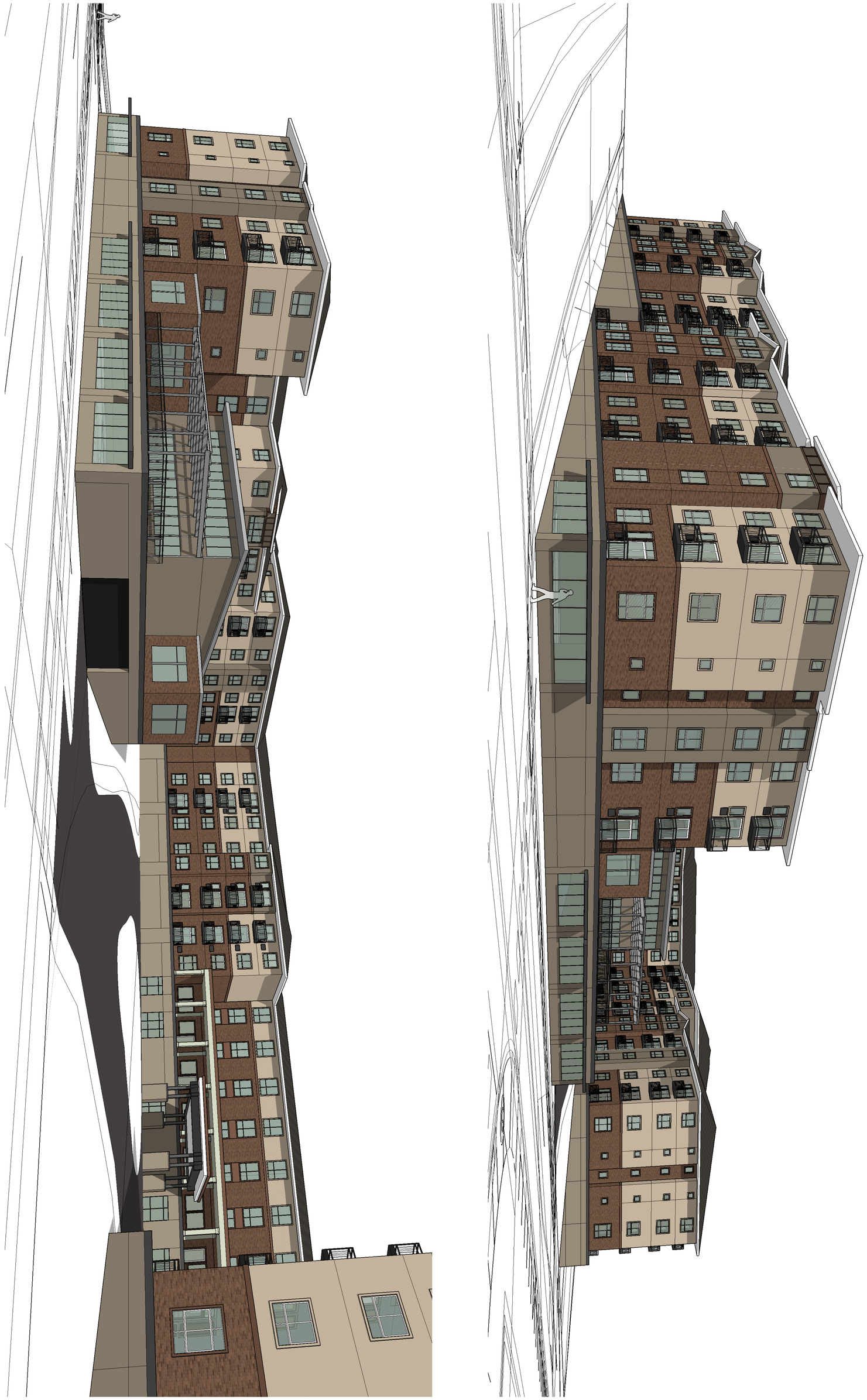

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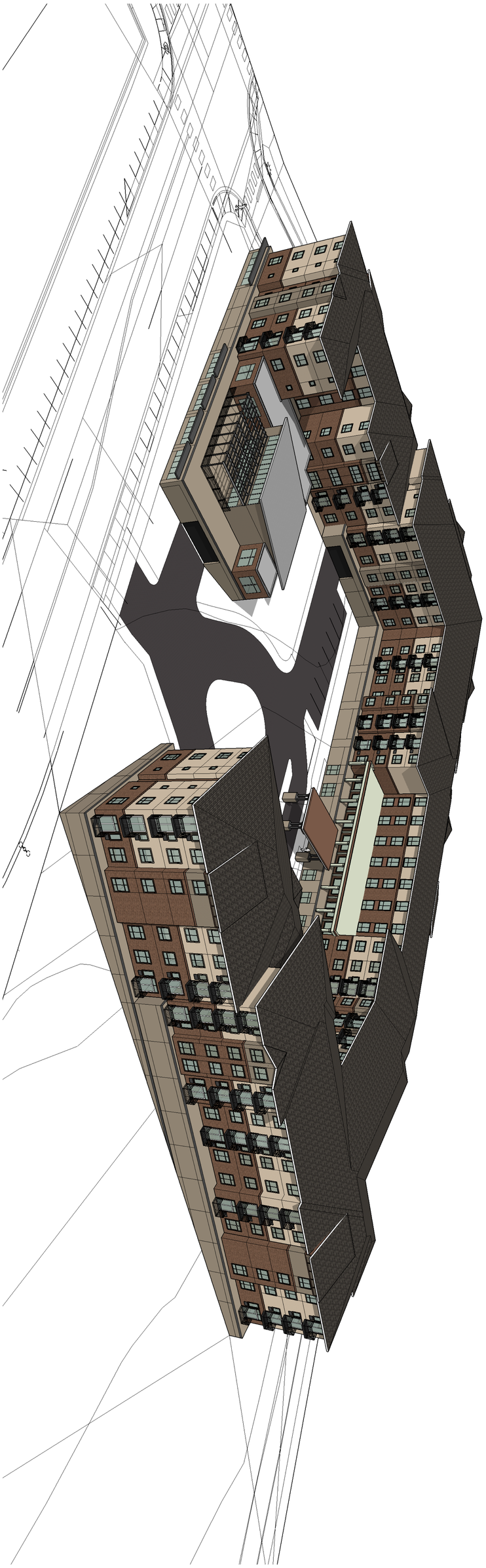

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Regular Planning Commission **8. 1.**

Meeting Date: 08/03/2017

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	JoAnn Shaw	07/17/2017 02:55 PM
Form Started By: JoAnn Shaw		Started On: 07/13/2017 10:35 AM
Final Approval Date: 07/17/2017		

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Zoning Bulletin

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Mat #41945599

Fair Housing Act—City rejects application to rezone land to permit higher-density development

Developer contends decision to deny rezoning creates a disparate impact on Hispanics in violation of the Fair Housing Act

Contributors

Corey E. Burnham-Howard

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Citation: *Avenue 6E Investments, LLC v. City of Yuma, Arizona, 217 F. Supp. 3d 1040 (D. Ariz. 2017)*

ARIZONA (05/1/17)—This case addressed the issue of whether a city's refusal to rezone land to permit higher-density development created disparate impact on Hispanics in violation of the federal Fair Housing Act.

The Background/Facts: In 2008, Avenue 6E Investments, LLC, and Saguaro Desert Land, Inc. (the "Developers") applied to the City of Yuma (the "City") to rezone a 42-acre parcel of undeveloped land (the "Property") from R-1-8 (minimum 8,000-square-foot-lots) to R-1-6 (minimum 6,000-square-foot-lots). Such a rezone would give the Developers 198 lots on which they intended to construct "affordable and moderately priced homes." Both the R-1-8 and R-1-6 zones were considered low-density zoning in the City, and were only one density grading apart. The City's planning staff found that the rezoning request was "consistent with the City's General Plan for the area, which designated the area for low-density residential development". The City's planning staff recommended that the City Council approve the rezoning request.

Meanwhile, the City Council also heard much neighborhood opposition to the rezoning request. The opposition was "primarily based" on the "belief that higher-density development and lower-priced homes would increase crime and reduce property values." The Developers were known for developing low and moderately priced homes, with at least half of the purchasers of their homes being Hispanic. The substance of comments from the opposition indicated that an expectation of increased crime and lower property values was based on the "demographics" associated with the Developers' other developments.

Due at least in part to the neighborhood opposition, on September 2008, the City Council denied the Developers' rezoning application.

The Developers filed a legal action against the City. Among other things, the Developers claimed that the City's refusal to rezone the land created disparate impact on Hispanics under the federal Fair Housing Act, 42 U.S.C.A. § 33601 et seq. ("FHA").

Under the FHA it is unlawful to "make unavailable or deny" a "dwelling" to a person because of that person's race, color, religion, sex, familial status, or national origin. (42 U.S.C.A. § 3604(a).) A dwelling includes "any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure, or portion thereof." (42 U.S.C.A. § 3604(b).) A FHA violation can be established under a theory of disparate treatment or disparate impact. "Disparate treatment is intentional discrimination; a governmental body cannot 'zone land or refuse to zone land out of concern that minorities would enter a neighborhood.' Disparate impact discrimination, on the

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other hand, includes actions taken by 'governmental bodies that create a discriminatory effect upon a protected class or perpetuate housing segregation without any concomitant legitimate reason.' "

An FHA claim based on a disparate impact theory is evaluated under "the familiar burden-shifting framework," and therefore a plaintiff (i.e., the party bringing the legal action) must first make a prima facie (i.e., first impression) showing of disparate impact. If such a showing is made, the burden then shifts to the defendant (i.e., the party which the legal action was brought against) to prove that the challenged practice "is necessary to achieve one or more substantial, legitimate, nondiscriminatory interests." "If the defendant satisfies that burden, the plaintiff may still prevail by showing that the defendant's interests could be served by a less discriminatory alternative."

To making a prima facie showing of disparate impact, plaintiffs are required to establish: "(1) the occurrence of certain outwardly neutral . . . practices, and (2) a significantly adverse or disproportionate impact on persons of a particular [type] produced by the [defendant's] facially neutral acts or practices." Thus, here, to establish a prima facie showing of disparate impact, the Developers' had to show that the City's actions had a discriminatory effect on Hispanics through statistical analysis. If the Developers could make such a showing, the burden would then shift to the City (as described above).

In this case, arguing that there were no material issues of fact in dispute, the City asked the court to decide the matter in its favor on the law alone. The City argued that the Developers "could not meet their prima facie burden of establishing [a] disparate impact claim under the FHA because of the glut of housing opportunities in the southeast portion of [the City] that were similar to [the Developers'] proposed development on the Property." Alternatively, the City also argued that the Developers "failed to present the appropriate statistics to meet the prima facie test for disparate impact and also that it had a legitimate and nondiscriminatory basis for denying the rezoning request."

The court granted the City's motion for summary judgment on the City's first argument, finding that the Developers could not meet their prima facie burden because of other housing opportunities in the area. The court denied the City's alternative motion as moot and therefore did not address the City's challenge to the Developers' statistical showing of disparate impact.

The Developer appealed. On appeal, among other things, the United States Court of Appeals for the Ninth Circuit reversed the lower court's finding of summary judgment in favor of the City as to the Developers' disparate impact claim under the FHA.

On remand, the City renewed its motion for summary judgment based on its argument that the Developers "failed to present the appropriate

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statistics to meet the prima facie test for disparate impact and also that it had a legitimate and nondiscriminatory basis for denying the rezoning request."

DECISION: City's Motion for Summary Judgment denied.

In denying the City's Motion for Summary Judgment, the United States District Court for the District of Arizona held that the Developers' made a prima facie showing that the City's refusal to rezone the Property had a discriminatory effect on Hispanics, in support of the Developers' FHA disparate impact claim.

Again, to making a prima facie showing of disparate impact, the Developers were required to establish: "(1) the occurrence of certain outwardly neutral . . . practices, and (2) a significantly adverse or disproportionate impact on persons of a particular [type] produced by the [defendant's] facially neutral acts or practices." The court found that the City's denial of the Developers' rezoning application was the "outwardly neutral" practice at issue. The court also found that the Developers had shown, through expert analysis, that the rezone denial had a disproportionate effect on Hispanics. More specifically, the court found that the Developers' expert had established that higher-density housing (as the rezoning request sought) would result in reduced housing prices, at which a greater percentage of Hispanics were qualified as home buyers. The court concluded that the Developers "did not just show that the denial of a request to lower the density increases housing costs and that Hispanics are generally less wealthy than whites in [the City]." Rather, the court found that the Developers "provided statistical evidence—based on a pool of qualified home purchasers within the relevant market area and during the relevant time frame—regarding the racial makeup of those priced out of the market as a result of the price increase associated with the City's denial of [the Developers'] rezoning application."

The City objected to the conclusions of the Developers' expert. The City had argued that the Developers' expert did not know where within the City any particular home purchaser actually wanted to buy a house, and therefore could not quantify where there were lost housing opportunities. But the court rejected this argument, finding that:

> Here, [the Developers] did not simply rely on statistics that show increased home prices adversely affect Hispanics generally. They did not simply look at 'all persons who purchased any kind of housing in [the City] at any price range during the relevant time period.' Rather, they 'narrowly defined the particular type of housing and price ranges at issue, based on the facts of the case, and showed how decisions affecting the availability of housing in those price ranges, using actual [City] homebuyer data, had a significantly disproportionate impact on qualified Hispanic buyers.' That is, they showed the racial makeup of those priced out of a housing opportunity due to the denial of [the Developers'] rezoning request and consequently [the Developers'] proposed housing development.

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Moreover, the court found that the Developers' expert analysis constituted a necessary "sufficient statistical demonstration." The court found that the analysis showed that the City Council's decision to deny the Developers' rezoning request would "increase the cost of housing by a certain amount" and then showed that the "increase disparately impacts the ability of members of the protected group to buy a dwelling" on the Property. In other words, the analysis showed that "to the extent that the higher price reduces the size of the purchaser market for the dwelling, the reduction is disproportionately high for the protected group."

Further, the court here found evidence of discriminatory intent that bolstered the Developers' disparate impact case. In its order remanding the case back to this court, the Ninth Circuit had concluded the language alleged to have been used by the neighbors opposing the Developers' rezoning request was "sufficiently racially charged to raise the inference of racial animus and to put the decision-making body on notice." The Developers also put forth evidence to support its allegations that such comments were in fact made in letters and during council meetings. Therefore, the court here concluded that there was "evidence that the neighbors opposing the rezoning request did so because of discriminatory animus against Hispanics and that they communicated such animus to the City Council." Evidence also showed that the City Council, at least in part, based its denial on the opposing neighbors' concerns. Such evidence, concluded the court, "bolsters [the Developers'] disparate impact claim."

Finally, the court emphasized that a showing of disparate impact here was not the end of the court's analysis. "[A] developer's ability to show disparate impact does not impose a duty on a municipality to approve all zoning applications in a particular price range," said the court. Rather, with such a showing, the burden then shifts back to the City to "demonstrate that the action that creates an adverse effect on minorities is supported by adequate justification."

Here, the City had asserted two "legally sufficient reasons" for denying the rezoning: First, the City contended that neighbors relied on the Property's preexisting zoning and plat and that its denial was out of concern for property values. Second, the City contended that its denial was based on the Developers' failure to accept the City's proposed compromise of a buffer of 8,000 square foot lots along two of the Property's borders. The court found that the record did not support the City's arguments. Rather, the court found that that the Developers' rezoning request was "consistent with and conformed to the City's General Plan," and that buffer issue was not a legitimate basis for denying the rezoning request but rather created an issue of fact regarding whether there was an alternative to the City's outright denial of the rezoning request that would have had a less discriminatory effect. Thus, the court concluded

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that there was evidence sufficient to raise an issue of fact for the jury as to whether the zoning denial was indeed necessary to achieve the City's zoning goals and plans. Accordingly, with issues of fact in dispute, the court concluded that summary judgment was in appropriate here.

See also: *Avenue 6E Investments, LLC v. City of Yuma, Ariz., 818 F.3d 493 (9th Cir. 2016), cert. denied, 137 S. Ct. 295, 196 L. Ed. 2d 214 (2016).*

See also: *Texas Dept. of Housing and Community Affairs v. Inclusive Communities Project, Inc., 135 S. Ct. 2507, 192 L. Ed. 2d 514 (2015).*

See also: *Darensburg v. Metropolitan Transp. Com'n, 636 F.3d 511 (9th Cir. 2011).*

See also: *Reinhart v. Lincoln County, 482 F.3d 1225 (10th Cir. 2007).*

Case Note:

In its decision, the court rejected several other arguments of the City. Those arguments challenged that Developers' expert analysis, and included arguments that the analysis was flawed and unreliable.

Use/Short-term rentals—Property owners rent their single-family homes on a short-term basis to transient guests

County maintains such short-term rentals are not a permitted use under the zoning regulations

Citation: *Bostick v. Desoto County by and through its Board of Supervisors, 2017 WL 1910098 (Miss. Ct. App. 2017)*

MISSISSIPPI (05/09/17)—This case addressed the issue of whether a "single family dwelling" may be continuously rented to a succession of transient guests on a short-term basis and yet retain its character as a single family dwelling.

The Background/Facts: Tom Bostick and Larry Poe (the "Homeowners") each owned houses in a residential subdivision in DeSoto County. The Homeowners did not live in those houses but rather offered the houses for short-term rent on HomeAway.com and other websites. In December 2014, Desoto County (the "County") filed legal actions in court, asking the court to "halt the short-term rental" of the Homeown-

ers' properties. The County alleged that the use of the properties violated the County zoning regulations because the use of the houses for short-term rentals did not meet the definition of "single family dwelling," which was the applicable permitted use in the zoning district.

The chancery court consolidated the actions. The court concluded that it was not the intention of the County zoning regulations to allow "so-called vacation rentals in a residential subdivision." The court permanently enjoined the Homeowners from renting their homes as "so-called vacation rentals."

The Homeowners appealed. They argued that the County zoning regulations did not prohibit the rental of a "single family dwelling" to "transient guests" on a "short-term basis."

The Court's Decision: Judgment of chancery court affirmed.

The Court of Appeal of Mississippi held that, under the County zoning regulations, short-term rentals to transient guests were not a permitted use.

In so holding, the court looked at the language of the County zoning regulations. Permitted uses in the district in which the Homeowners' properties were located included "[s]ingle family dwellings." The County zoning regulations defined a "dwelling" as "[a]ny building . . . designed or used as a residence . . . but not including . . . a room in a hotel, motel or boarding house." The County zoning regulations defined "hotel" as a "building in which overnight lodging is provided and offered to the public for compensation, and which is open to transient guests."

The court acknowledged that a house may be a "dwelling" "as long as it is 'designed' as a 'residence,' even if it is not 'used' as such." Still, the court found that the County's interpretation of the definition of "dwelling" was not "manifestly unreasonable." The County had determined that the Homeowners' properties were being used as "hotels," which excluded them from the definition of "dwelling"—the permitted use. The court concluded that although the Homeowners' properties "lack[ed] some common, recognizable features of most hotels, the County reasonably concluded that they [were] being used as hotels," as that term was defined in the County zoning regulations. Furthermore, since the zoning regulations defined a "dwelling" as specifically excluding "a room in a hotel," the court concluded that it was "not manifestly unreasonable for the County to apply the exclusion to a property being used as a hotel."

The court found additional support for the injunction against the Homeowners' use of their properties for short-term rentals in the specific definition of "single family dwelling." The County zoning regulations defined "single family dwelling" specifically as "[a] dwelling designed for and occupied by not more than one family . . . ."

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(Emphasis added). Regardless of whether any particular group that rented from the Homeowners met the definition of a "family," the court concluded that "the transient nature of the rentals resulted in the houses being 'occupied by . . . more than one family,' " which was a non-permitted use under the applicable zoning regulations.

Accordingly, the court concluded that the Homeowners' rental of their houses for occupancies by a succession of short-term, transient renters was inconsistent with the permitted use of a "single family dwelling."

Applicability of Zoning Regulations—Billboard company seeks changes to billboards it claims qualify as a legal nonconforming use protected by a grandfathering statute

Government contends applicable billboard regulations are safety regulations and not zoning regulations and are therefore not subject to grandfathering

Citation: *Metropolitan Government of Nashville and Davidson County v. Board of Zoning Appeals of Nashville and Davidson County, 2017 WL 1655597 (Tenn. Ct. App. 2017)*

TENNESEE (05/02/17)—This case addressed the issue of whether an ordinance governing static display billboards and digital display billboards was a zoning ordinance to which a state statutory grandfather clause may apply, or a safety ordinance to which the grandfather clause would not come into play.

The Background/Facts: CBS Outdoor, Inc. ("CBS") owned billboards in the City of Nashville (the "City"). CBS sought to replace two existing static display billboards with two digital display billboards. In furtherance of that goal, CBS applied to the Department of Codes and Building Safety (the "Department") of the Metropolitan Government of Nashville and Davidson County ("Metro"). The Department denied the

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permits. CBS appealed to the Board of Zoning Appeal ("ZBA"). The ZBA voted to issue both permits. Metro then appealed.

On appeal, on the merits, Metro argued that the BZA permits violated a Metro ordinance requiring 2,000 feet between digital billboards and a set distance between digital billboards and residential property. CBS did not dispute that the proposed digital billboards failed to comply with the Metro ordinance. Rather, CBS asserted that the proposed billboards qualified as a legal, preexisting, nonconforming use protected by the grandfather clause in Tenn. Code Ann. § 13-7-208.

To invoke the protections of Tenn. Code Ann. § 13-7-208, CBS had to make two threshold showings. The first of those showings was that: "there has been a change in zoning (either adoption of zoning where none existed previously, or an alteration in zoning restrictions)." Thus, in order for Tenn. Code Ann. § 13-7-208 to apply, the applicable ordinance had to be a zoning ordinance.

Here, Metro and CBS disagreed as to whether the sign ordinance applicable here constituted a "zoning ordinance," with the grandfather clause Tenn. Code. Ann. § 13-7-208 therefore either applicable or inapplicable.

The trial court concluded that the ordinance at issue—governing digital display billboards—was a "lighting regulation, not a zoning regulation, and that Tenn. Code. Ann. § 13-7-208 therefore [did] not apply." The trial court thus determined that the BZA "erred in issuing permits to CBS to allow conversion of its static billboards in violation of the distance requirements in the Metro Code."

CBS and the Property Owners appealed.

DECISION: Judgment of trial court affirmed.

The Court of Appeals of Tennessee held that the sign ordinance applicable here was not a zoning ordinance, but rather was a safety ordinance, and therefore was not subject to the applicability of the grandfather clause of Tenn. Code. Ann. § 13-7-208.

In so holding, the court looked to prior caselaw that had adopted a "substantial effect" test for determining whether an ordinance is a zoning ordinance. Under that test, if an ordinance is found to "substantially affect" the property owners' use of land, it is concluded to be a zoning ordinance. More specifically, the "substantial effect test" is "a two-part test that examines both the terms and the effects of the challenged ordinance." Under the first step, courts review the terms of the challenged ordinance and the municipality's comprehensive zoning plan "to determine whether the ordinance is so closely related to the zoning plan that it can be fairly characterized as tantamount to zoning." Under the second step, courts determine whether the challenged ordinance "substantially affects the use of the property that is the subject of the litigation." If both parts of the test are satisfied, a challenged ordinance may be held to be tantamount to zoning.

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Here, CBS argued that the applicable ordinance was a zoning ordinance, while Metro argued that it contained non-zoning lighting restrictions. Here, the appellate court agreed with Metro, finding that the regulations operated "as a means to accomplish specific objectives in the zoning code," but were not "tantamount to zoning." Specifically, the court found that the regulations prohibiting digital signs in certain districts based on the height of the signs and their distance from other signs and from residential property were "of a character and purpose different than that reflected in the statement of purpose of the zoning code; they [did] not reflect the land use policy considerations and objectives inherent in the development of the comprehensive zoning code." Thus, the court found that while a component of the overall zoning ordinance was the allowance or prohibition or regulation of particular signs, the actual sign ordinance here functioned primarily to complement the uses of property as reflected in the zoning districts. The signing regulations reflected the City's powers and responsibility to provide for the public safety, but did "not impair the use of the property upon which the sign is located."

See also: *Cherokee Country Club, Inc. v. City of Knoxville, 152 S.W.3d 466 (Tenn. 2004).*

See also: *SNPCO, Inc. v. City of Jefferson City, 363 S.W.3d 467 (Tenn. 2012).*

See also: *Metropolitan Government of Nashville and Davidson County v. Board of Zoning Appeals of Nashville & Davidson County, 2014 WL 5147757 (Tenn. Ct. App. 2014), appeal denied, (Nov. 24, 2015).*

Case Note:

In its decision, the court noted that a 2004 amendment to Tenn. Code Ann. § 13-7-208—which clarified that rebuilt structures must still conform to existing zoning regulations governing setbacks, height, bulk, and location—"ma[de] clear that the legislature did not intend that Tenn. Code Ann. § 13-7-208(d) give landowners with non-conforming uses immunity from all local regulation of reconstructed structures."

Zoning News from Around the Nation

LOUISIANA

The state Senate has approved Senate Bill 162, which "bans local

government from implementing affordable housing mandates under a policy known as inclusionary zoning." The bill aims to remove mandates and "instead encourages voluntary negotiations between developers and cities to create affordable housing in exchange for incentives such as tax breaks or zoning variances." Advocates of inclusionary zoning—and opponents of the bill—insist the policy is an essential tool to getting more workforce housing into the core neighborhoods of New Orleans with access to public transportation and neighborhood services." Critics of inclusionary zoning—and proponents of the bill—argue that the inclusionary zoning policy "has failed to create widespread change in other cities and could . . . reduc[e] housing supply and driv[e]up rents."

Source: *The Times-Picayune*; www.nola.com

MASSACHUSETTS

The Massachusetts' Legislature is considering House Bill 3214, "An act relative to methadone clinic zoning." Under Massachusetts' "Dover Amendment" (MGL c. 40A, § 3), zoning exemptions are made for "certain service-producing facilities" on an "agricultural, religion, or non-profit educational basis." The bill would address the Dover Amendment exceptions and allow communities to control the zoning of methadone clinics. It would require methadone clinics to adhere to the same 500-foot buffer zone from "any facility in which children commonly congregate" and allows for local communities to set their own zoning by-laws as well.

Source: *The Millbury-Sutton Chronicle*; www.millburysutton.com

NEW HAMPSHIRE

Effective June 1, a new state law requires communities allow in-law apartments and other accessory dwelling units in all single-family zoned areas and "cannot restrict size to anything less than 750 square feet." Proponents of the new law argue it will "help increase the availability of affordable housing while also helping the state's rapidly aging population remain at home with live-in help." Opponents of the law say municipalities should be allowed to decide their own zoning regulations. Local communities have or may adopt their own amendments to meet the requirements of the new law, and may add some restrictions such as: requiring either the main home or new unit to be owner-occupied; ensuring new units have adequate septic, sewer, and water available; and mandating sufficient parking be available to accommodate the new unit.

Source: *New Hampshire Union Leader*; www.unionleader.com

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PRACTICE DEVELOPMENT IMPACT FEES

Managing Strategic Growth Using Lawful Impact Fees

By Paige H. Gosney and Martin P. Stratte

When assessing a development plan for a proposed residential, commercial, or industrial project, planners are faced with a multitude of questions related to how the proposed project may impact existing infrastructure and facilities, including roads, utilities, and sewer and water treatment systems.

If the proposed development is residential, there are additional questions, such as whether there are adequate schools, parks, and police and fire resources available to service the proposed project and the residents who would reside there.

When existing facilities and municipal service capabilities are inadequate, and new or additional infrastructure is necessary to support a proposed project, agencies can use development impact fees to secure the funding to construct the facilities and provide the services.

A development impact fee is a monetary exaction *other than a tax or special assessment* that a local governmental agency charges a project applicant in connection with approval of a project. The purpose of a development impact fee is to defray all or a portion of the cost of public facilities related to the proposed project or to accumulate the funds necessary for new capital improvements that will serve the proposed project.

A development impact fee is voluntary and must be reasonably related to the cost of the service that will be provided by the local agency. If a development impact fee does not relate to the impact created by the project, or exceeds the reasonable cost of providing the public service, then the fee may be declared a special tax and be subject to voter approval requirements.

The power to exact development impact fees arises from a local agency's police power to protect public health, safety, and welfare. This police power allows a city or other local agency to act in the interest of its citizenry and to enact and enforce ordinances and regulations that are not in conflict with state or federal law.

When calculated in accordance with clear, well-reasoned methodologies and developed in conjunction with local land-use regulations and comprehensive zoning plans, impact fees can provide the financing necessary to construct and expand public facilities and infrastructure.

However, as the use of impact fees has increased—often becoming a necessary tool used by local agencies to fund the infrastructure to support and sustain new development—so has the level of scrutiny on the part of developers suspicious of planning agency overreach. This has inevitably led to an increase in lawsuits that seek to challenge the amount of impact fees assessed.

This article discusses the legal standards applicable to impact fee programs, including constitutional requirements; identifies distinctions between development impact fees and other land-use-related exactions; examines commonalities between impact fee programs used in jurisdictions across the country; and provides recommendations for local agencies seeking to establish a valid impact fee program.

CONSTITUTIONAL REQUIREMENTS

The U.S. Supreme Court has issued three significant decisions that are fundamental to understanding the lawful imposition of development impact fees: *Nollan v. California Coastal Comm'n*, 483 U.S. 825, 107 S. Ct. 3141, 97 L. Ed. 2d 677 (1987); *Dolan v. City of Tigard*, 512 U.S. 374, 114 S. Ct. 2309, 129 L. Ed. 2d 304 (1994); and *Koontz v. St. Johns River Water Mgmt. Dist.*, 133 S. Ct. 2586, 570 U.S. 2588, 186 L. Ed. 2d 697 (2013).

Nollan

In *Nollan*, landowners proposed the construction of a two-story home within the same footprint as their existing one-story beachfront house. As a condition of issuing a coastal development permit, the California Coastal Commission required that the property owners grant a public access easement across the beach in front of their house.

The property owners successfully argued, and the U.S. Supreme Court affirmed, that the exaction (i.e., the grant of a public easement) was not related to the impact created by the development (i.e., the increased building height).

In so doing, the U.S. Supreme Court held that proof of such an "essential nexus" was required if an exaction was to be lawful. However, the court, did not specify or discuss exactly how close or precise the nexus must be.

Dolan

In *Dolan*, the owner of a hardware store applied for an expansion of her downtown store, which was located in a floodplain. The city wanted her to dedicate a bike path and a greenway along a stream that bordered her property to the city as a condition of approval.

The U.S. Supreme Court crafted a more refined test for the exaction of real property, ruling that in order for the government to require project-specific exactions, the government must demonstrate that (1) an essential nexus exists between the legitimate state

interest and the exaction imposed by the city (i.e., reconfirming the decision in *Nollan*) and (2) the nature of the exaction must be "roughly proportional" to the impact created by the project.

Thus, in order to meet the "rough proportionality" component of *Dolan* for ad hoc project-specific fees, a city or local agency does not need to make a precise mathematical calculation. However, it must make some sort of individualized determination that the required exaction is related, both in nature and scope, to the actual impact of the proposed development.

Koontz

In *Koontz*, the U.S. Supreme Court held that land-use agencies imposing conditions on the issuance of development permits must comply with the "nexus" and "rough proportionality" standards set forth in *Nollan* and *Dolan*, even if the condition consists of a requirement to pay money and the permit is denied for failure to agree to the condition. The *Koontz* decision was the first case in which a monetary exaction was found to be an unconstitutional condition.

STATE STATUTORY REGULATIONS

In addition to the U.S. Supreme Court decisions in *Nollan*, *Dolan*, and *Koontz*, which establish the essential nexus and rough proportionality standards that are applicable to all government-imposed conditions on the development of real property, most individual states have established their own statutory regimes that are specific to development impact fees (as opposed to other types of exactions) and impose requirements and obligations above and beyond the constitutional standards outlined above.

Below are some examples of state statutory regulations that govern development impact fees. While these statutory regimes contain many similarities, they represent just a handful of examples, and brief summaries do not account for the differences and unique features of each statute. Accordingly, it is crucial that planners familiarize themselves with the regulations and landmark case holdings that govern development impact fees in their own state.

California

The Mitigation Fee Act (Government Code §§66000 *et seq.*) codifies the *Nollan/Dolan* tests and further requires that a city or other local agency identify (1) the fee's purpose and use; (2) the reasonableness of the relationship between the fee and a given project; and (3) the reasonableness of the relationship between the amount of the fee and the cost of the public facility attributable to the project (Government Code §66001).

In addition, California's Mitigation Fee Act includes certain noticing and protest procedures for development impact fees, dedications, reservations, or other exactions that a developer can use to waive its right to challenge an exaction if not paid under protest within the specified time frame; however, the waiver provision does not apply if the city or local agency fails to give the requisite formal written notice at the time it imposes the fee (Government Code §66020).

Georgia

The regulations governing development impact fees in Georgia include, among other things, provisions outlining minimum standards for local ordinances that impose impact fees, the refund of development impact fees, and administrative appeal and arbitration provisions for developers wishing to challenge the imposition of such fees (§§36-71-1 *et seq.*).

Idaho

Idaho's development impact fee regulations are similar to Georgia's and, like California's, also give a developer the right to pay the fees under protest without waiving its right to appeal the fees at a future date (§§67-8201 *et seq.*).

Rhode Island

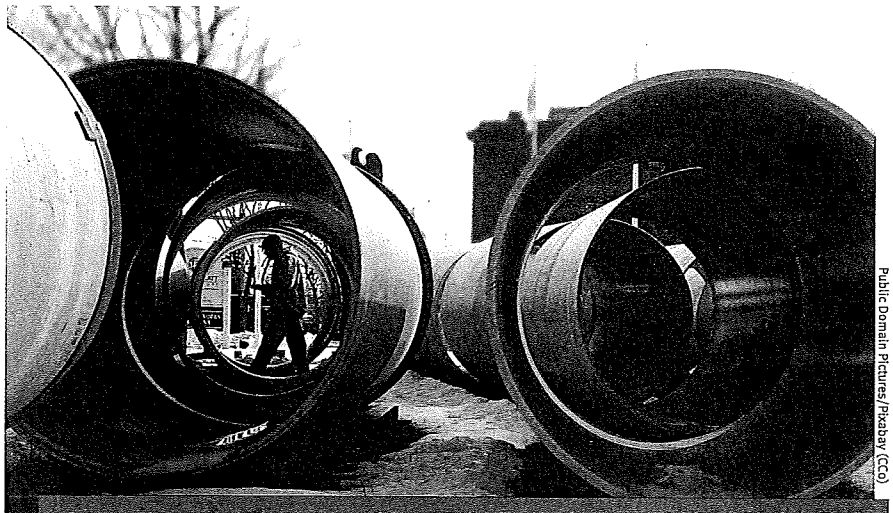
The Rhode Island Development Impact Fee Act (§§45-22.4-1 *et seq.*) is also similar to the California and Georgia development impact fee regulations as it codifies the *Nollan/Dolan* tests and provides minimum standards for local fee ordinances, protest procedures, and standards for calculating development impact fees.

South Carolina

The South Carolina Development Impact Fee Act (§§6-1-910 *et seq.*) is also similar to those states discussed above. It identifies certain projects that are exempt from the Act's provisions and sets forth detailed requirements for calculating the amount of fees.

COMMON TYPES OF IMPACT FEES AND OTHER TYPES OF DEVELOPMENT-RELATED EXACTIONS

Generally speaking, development impact fees usually encompass the following categories or types: infrastructure fees; sewer fees; water fees; police and fire protection fees; school fees; park fees; traffic impact fees; and so-called "fair share" programs. However, not every jurisdiction chooses to assess development impact fees in these categories, nor



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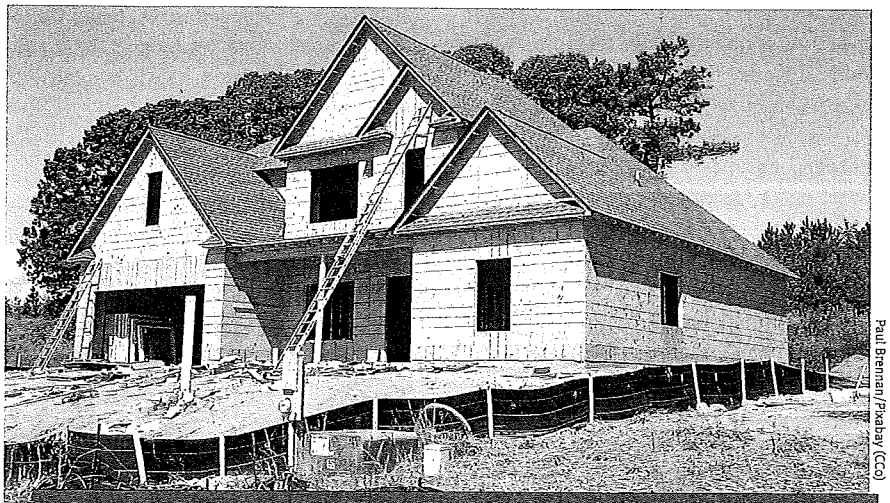
Development impact fees are a common tool to help finance the development of new infrastructure. It is vital your local impact fee policy is on sound legal footing.



Paul Brennan/Pixabay (CCo)

In-lieu fees are commonly used to avoid compliance with local inclusionary housing ordinances, with fees dedicated to a common fund for the development of affordable housing.

do they use development impact fees as the mechanism for funding necessary local infrastructure and services.

Although this article examines development impact fees, there are several other types of exactions that local governments can impose on landowners and developers that agencies and planners should be aware of and understand.

In-Lieu Fees

Local governments use "in-lieu" fees to allow for the payment of a fee in exchange for an exemption from compliance with a particular zoning ordinance or land-use regulation. Thus, such fees are said to be paid in lieu of compliance with a particular ordinance or regulation. The use of impact fees by local governments arose from the use of in-lieu fees.

For example, suppose the developer of a residential use in an urban area desires to construct a high-density project but cannot (or doesn't want to) provide the minimum number of parking spaces that would be required by the zoning code. In exchange for the payment of an in-lieu fee, the local government could approve the project with a reduced number of parking spaces.

The developer would then pay into a fund comprised of in-lieu fees from other projects, which the government could use to construct a parking garage for multiple nearby residential developments.

Another common example is when the developer of a proposed residential project wants to avoid having to comply with the provision of low- or moderate-income units in accordance with an inclusionary housing ordinance. In exchange for the payment of an in-lieu fee, the local government could approve the project without the minimum number of required low- or moderate-income units. The local government could then use pooled in-lieu fees to develop a project that provides affordable housing.

Compensatory Mitigation Fees

Federal, state, and local regulatory agencies use mitigation fees to compensate for impacts to the habitats of animal and plant species that will be affected by development. Federal or state regulatory agencies often use these fees in conjunction with environmental programs, such as multispecies habitat conservation plans.

Consider a development project that will be constructed on previously undisturbed land that is the home to a certain species of lizard. Federal or state regulatory agencies may require a developer to pay a mitigation fee to compensate for the damage to the lizard's habitat. The agency could then use this fee to improve or protect areas of the lizard's habitat located elsewhere.

Some states have extensive programs that oversee the payment of compensatory mitigation fees into "banks." This approach is known as mitigation or conservation banking.

Affordable Housing or 'Linkage' Fees

New development often results new low-wage jobs. However, in many cities, the workers who perform these jobs are not able to afford housing due to high rental costs. In recognition of this link between new development and affordable housing demand, some local governments require developers to pay "linkage" fees into an affordable housing fund.

Although affordable housing fees are a type of impact fee, these fees are distinguishable because the fees do not result in the improvement or expansion of public facilities and infrastructure.

Special Taxes

A special tax generally refers to a tax levied for a specific purpose, rather than a tax levied and then placed into the general fund. Special taxes must be approved by a two-thirds majority of the qualified voters in the service area, which is usually the jurisdictional area of the local government agency that initiates the special tax.

The amount of the special tax is not typically limited to the relative benefit it provides to property owners or taxpayers.

Often, local governments levy special taxes on a per-parcel basis, either according to the square footage of the parcel or as a flat charge, although the laws in many jurisdictions commonly provide flexibility to levy the special tax on any "reasonable basis." Moreover, local governments commonly levy special taxes to obtain funds for services such as libraries, hospitals, schools, fire protection, and public safety.

Special Assessments

A special assessment is a charge levied against real property that is particularly and directly benefited by a local improvement, in order to pay for the cost of that improvement. The rationale of a special assessment is that the assessed property has received a special benefit over and above that received by the general public; the local improvement, such as the paving or lighting of a street, directly benefits and increases the value of adjacent real property. The public should not be required to pay for special benefits for the few, and the few specially benefited should not be subsidized by the general public.

Generally speaking, a special assessment may be a fixed sum. Alternatively, a special assessment may be an amount that

fluctuates with the assessed valuation of the property, with the expenses of the improvement, or in accordance with the manner in which the assessed property is used.

Thus, strictly speaking, a special assessment is not really a tax, but rather a benefit to specific real property financed through use of public credit.

Property-Related Fees

A property-related "fee" or "charge" is any levy other than an ad valorem tax, a special tax, or a special assessment that is imposed by a local government on a parcel or a person as an incident of property ownership. These usually include user fees or charges for property-related services, but do *not* apply to fees or charges imposed as a condition of property development, such as development impact fees.

The rationale for distinguishing between property-related fees and development impact fees is that the development impact fees are imposed as an incident of the voluntary act of development, whereas property-related fees arise from property ownership.

OVERVIEW OF DEVELOPMENT IMPACT FEE ELIGIBILITY IN THE UNITED STATES

As previously discussed, most individual states have established their own statutory regimes that are specific to development impact fees. Set forth below is a listing of the different types of development impact fees eligible for use by local governments in various jurisdictions throughout the United States as of 2015.

As Figure 1 shows, all surveyed jurisdictions allow for the imposition of fees for development-related impacts to roads. On the other side of the spectrum are school fees, which are only allowed in 10 of the states analyzed in the survey.

As for the average amounts of impact fees charged per type of land use, residential uses are typically charged higher amounts of impact fees per unit in comparison to every 1,000 square feet of nonresidential uses, including retail, office, and industrial. Overall, single-family residential uses are charged the highest amount of total impact fees and industrial uses are charged the lowest. (See Figure 4.)

Furthermore, the types of fees resulting in the highest amounts of charges incurred by residential uses are typically for impacts

Figure 1: Facilities Eligible for Impact Fees by State

State	Roads	Water	Sewer	Storm Water	Parks	Fire	Police	Library	Solid Waste	School
Arizona (cities)	X	X	X	X	X	X	X	X		
Arizona (counties)	X	X	X		X	X	X			
Arkansas (cities)	X	X	X	X	X	X	X	X		
California	X	X	X	X	X	X	X	X	X	X
Colorado	X	X	X	X	X	X	X	X	X	
Florida	X	X	X	X	X	X	X	X	X	X
Georgia	X	X	X	X	X	X	X	X		
Hawaii	X	X	X	X	X	X	X	X	X	X
Idaho	X	X	X	X	X	X	X			
Illinois	X									
Indiana	X	X	X	X	X					
Maine	X	X	X		X	X			X	
Maryland	X	X	X	X	X	X	X	X	X	X
Montana	X	X	X	X	*	X	X	*	*	*
Nevada	X	X	X	X	X	X	X			**
New Hampshire	X	X	X	X	X	X	X	X	X	X
New Jersey	X	X	X	X						
New Mexico	X	X	X	X	X	X	X			
Oklahoma	X	X	X	X	X	X	X		X	
Oregon	X	X	X	X	X					***
Pennsylvania	X									
Rhode Island	X	X	X	X	X	X	X	X	X	X
South Carolina	X	X	X	X	X	X	X			
Texas (cities)	X	X	X	X						
Utah	X	X	X	X	X	X	X			
Vermont	X	X	X	X	X	X	X	X	X	X
Virginia****	X									
Washington	X				X	X				X
West Virginia	X	X	X	X	X	X	X			X
Wisconsin (cities)	X	X	X	X	X	X	X	X	X	

Duncan Associates

* can be imposed by super-majority vote of city council or unanimous vote of county commission
** school construction tax up to $1,600 per unit authorized in districts with populations up to 50,000 (NRS 387.331)
*** development tax of up to $1.00/sq. ft. for residential and $0.50/sq. ft. for nonresidential may be imposed by school districts
**** impact fees may be imposed on by-right residential subdivision of agriculturally-zoned parcels for a broad array of facilities under certain circumstances
Source: Clancy Mullen, *Summary of State Impact Fee Acts*, August 2015 (www.impactfees.com - state information)

Figure 4. Average Fees by Land Use, 2015

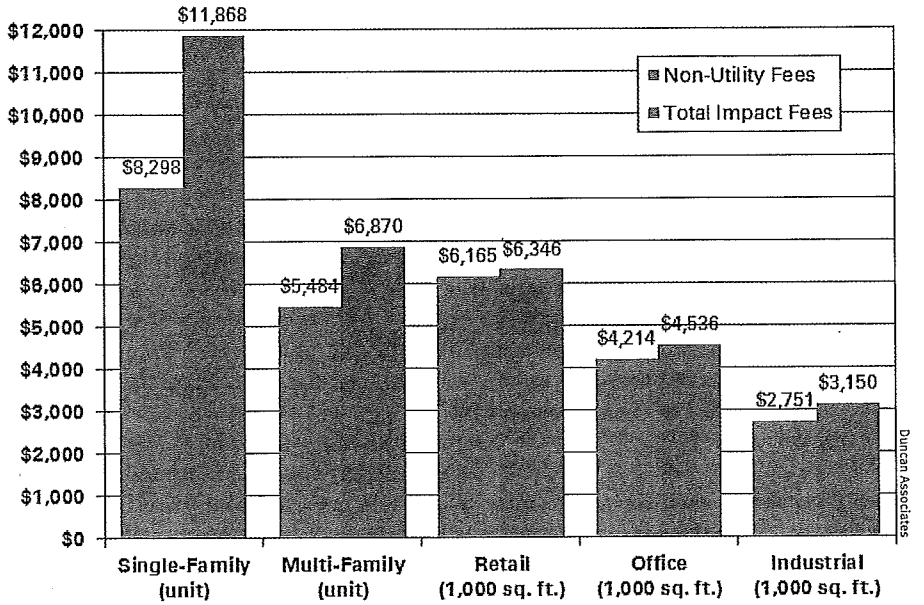


Table 1. Average Fees by Land Use and Facility Type, 2015

Facility Type	Single-Family (Unit)	Multi-Family (Unit)	Retail (1,000 sf)	Office (1,000 sf)	Industrial (1,000 sf)
Roads	$3,256	$2,201	$5,605	$3,403	$2,063
Water	$4,038	$1,387	$647	$606	$627
Wastewater	$3,694	$1,777	$663	$640	$642
Drainage	$1,397	$784	$1,056	$891	$1,097
Parks	$2,812	$2,099	**	**	**
Library	$403	$314	**	**	**
Fire	$472	$347	$388	$339	$211
Police	$365	$283	$403	$259	$171
General Government	$1,689	$1,200	$745	$751	$436
Schools	$4,769	$2,562	**	**	**
Total Non-Utility*	$8,298	$5,484	$6,165	$4,214	$2,751
Total*	$11,868	$6,870	$6,346	$4,536	$3,150

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* Average of total fees charged by jurisdictions, not sum of average fees by facility type (non-utility excludes water and wastewater

** rarely charged to nonresidential land uses, with the exception of school fees in California

related roads, parks, and utilities (i.e., water, wastewater, and drainage), whereas the highest amounts of charges incurred by nonresidential uses are typically for impacts related to roads. (See Table 1.)

According to *National Impact Fee Survey: 2015* prepared by Duncan Associates, with the exception of California, the average amounts of impact fees have been declining since the beginning of the Great Recession in 2008 (impactfees.com/publications%20pdf/2015_survey.pdf). However, the survey indicates that the increase of the amounts of impact fees charged in California slowed from 2012 to 2015.

ESTABLISHING AND IMPLEMENTING A VALID DEVELOPMENT IMPACT FEE PROGRAM

A well-planned fee program can generate sufficient funds to allow the city to mitigate impacts created by new development.

Conversely, a poorly planned fee program can result in the city either collecting too little money and being forced to pay for new development through its general fund, or collecting too much money based on an unsupported fee program, thus exposing the city to a fee challenge and significant litigation costs. Accordingly, the following principles should guide the creation and implementation of a fee program.

Identify and Plan for Areas of Future Growth

Planners should be aware of where and how growth will occur in their jurisdiction and use this information to plan for specific public facilities and infrastructure that may be needed for future development. The local agency's comprehensive plan is a valuable tool for sharing this information.

For example, if the agency's comprehensive plan projects new development to occur in a concentrated area geographically separated from existing development, new schools, fire stations, libraries, and other facilities may be required to service the new development. This will necessarily have an impact on the cost of new infrastructure and, of course, on the uses to which the resulting fee revenues may be devoted.

> It is essential that local agencies and planners understand and adhere to the *Nollan/Dolan* nexus and rough proportionality standards when calculating the amount of development impact fees to be imposed on a particular project.

Tailor Impact Fees to Address Specific Impacts

It is important for local agencies and planners to tailor each fee to address a particular impact, as broad-brush fees are subject to legal challenge and will likely result in appeals or payment of the fee under protest by the developer. Keep in mind that each fee must bear a reasonable relationship to the impact it is intended to mitigate and the agency must also be able to clearly account for each fee collected.

Conversely, creating too many fee categories may generate administrative difficulties in implementing and accounting for fees once they are collected from developers and project applicants.

Don't Make New Development Pay More Than Its Fair Share

It is essential that local agencies and planners understand and adhere to the *Nollan/Dolan* nexus and rough proportionality standards when calculating the amount of development impact fees to be imposed on a particular project.

New development cannot be required to pay for existing deficiencies, and the amount of any impact fee must bear a reasonable relationship to the actual cost of providing the public services demanded by the new development on which the fee is imposed.

If a development impact fee is excessive or fails to meet these constitutional standards, a legal challenge by the developer is almost certain to result.

Imposing Too Many Exactions May be Detrimental to the Local Economy

It is axiomatic that a proposed development can only pay so many fees before the project will no longer "pencil out" for the developer.

Thus, at the outset, a local agency should consider what types of developments are most affected by high impact fees and whether the kinds of development the agency wants to encourage within its jurisdiction will be helped or hindered by new fees.

For example, housing advocates often argue that impact fees on residential projects can price many low- and moderate-income wage earners out of the local housing market and encourage developers to construct larger, more expensive homes, because high-end occupants can more easily absorb higher impact fees.

Similarly, business groups often argue

that imposing fees on commercial developments may prevent a city or local agency from attracting businesses that will help generate valuable tax dollars. Accordingly, local agencies and planners should consider providing fee waivers for certain types of projects or outright exempting such projects from impact fees.

Consider Using Development Agreements Instead of Impact Fees

In certain jurisdictions, such as California, fees imposed pursuant to a development agreement are not subject to the constitutional nexus requirements or otherwise applicable notice and protest provisions.

The rationale for exempting these fees is that, unlike development impact fees imposed via local ordinance in accordance with state law, development agreement impact fees are considered voluntary, negotiated terms of an arms-length agreement between the developer and the city or local agency.

Planners should review their state and local regulations to determine whether such fees are also exempted in their jurisdiction.

CONCLUSION

The use of development impact fees is a powerful tool for local agencies to strategically manage future growth within their jurisdictions.

Among other things, development impact fees help ensure that future development does not outpace the infrastructure necessary to sustain it by providing a source of funding that local agencies can use to construct the necessary facilities and provide the municipal services required to support new development, such as water, sewer, and police and fire protection.

Importantly, however, these fees are subject to constitutional limitations, as well other state and local regulatory requirements, which planners should become familiar with in order to ensure that local impact fee programs are consistently and fairly applied and comply with the *Nollan/Dolan* essential nexus and rough proportionality requirements.

Finally, the American Planning Association's *Policy Guide on Impact Fees* is a helpful resource for planners seeking further information on development impact fees and ways to improve local impact fee programs (planning.org/policy/guides).

Jason Goh/Pixabay (CCo)

Tailoring your impact fees to address the specific impacts of a new development (for instance, needed transportation improvements) can help your community avoid legal challenges.

About the Authors

Paige H. Gosney is a land-use attorney with the California law firm Gresham Savage Nolan & Tilden, PC, and part of its Land Use, Mining & Water practice group. He is an experienced land-use and environmental litigator, and also regularly represents project applicants, developers, land owners, and public agencies in connection with the land-use entitlement and permitting process. Gosney is a longtime editor of the *California Land Use Law & Policy Reporter,* and is also an advisory board member for the *Climate Change Law & Policy Reporter.*

Martin P. Stratte is a land-use attorney with the California law firm Gresham Savage Nolan & Tilden, PC, and part of its Land Use, Mining & Water practice group. He specializes in the entitlement of residential, industrial, and big-box projects, and is a member of the firm's environmental and land-use litigation team. Stratte holds a B.A. in Urban and Regional Planning from the University of Illinois at Urbana–Champaign and is an editor of *Climate Change Law & Policy Reporter.*

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