

5. LAND USE

A. Existing Land Use

1. General Land Use

The City of Ramsey is surrounded on three sides by other municipalities including the Cities of Elk River, Anoka and Oak Grove and Nowthen. All of these communities are growing communities except for Anoka, which is near fully developed. Ramsey is rapidly growing and has developed for the most part as a bedroom community with most developed land as low-density single family residential. The City has roughly 29 square miles of land, including roadways and open water. The following table represents the existing land use inventory for the City as a whole.

Table 5-1 Existing Land Use—2008

Land Use Category	Gross Acreage	Net Acreage	% of City*
Agricultural	1,956.82	1,693.65	10.2%
Commercial	360.35	326.35	1.9%
Industrial	425.40	421.76	2.2%
Landfill	157.62	151.58	0.8%
Multi-Family Residential	258.08	239.89	1.3%
Park	1,820.51	1,120.39	9.5%
Public/Quasi-public	347.60	284.02	1.8%
Rural Residential	6,888.71	5,576.42	36.0%
Single Family Residential	1,998.05	1,746.75	10.4%
Vacant	2,303.03	1,517.61	12.0%
Right-of-Way	2,043.76	2,043.76	10.7%
Water	568.24	568.24	3.0%
Wetland	0.00	3,437.74	-
Total City	19,128.16	19,128.16	100.0%

a) Residential

The City of Ramsey is predominantly a residential community. Over 7,500 acres have been developed as residential housing, the majority of which is in single family housing units. Other housing types include townhomes, a mobile home park and an apartment building.

The typical lot size within the Metropolitan Urban Services Area (MUSA) is around 10,000 to 12,000 square feet, however larger lots up to 5 acres in some areas can be found along the Mississippi and Rum Rivers. *Densities within smaller lot subdivisions range anywhere from 2 to 3 units per gross acre or roughly 2.5 to 3.5 units per net acre.* Net acre refers to total land area less major road right-of-way and wetlands.

Outside of the MUSA, development patterns generally consist of residential subdivisions with lot sizes of 1 to 5 acres. A portion of the area lying generally north of Trott Brook in central Ramsey remains in large tracts of land (10 or more acres in size). Residential platting has

not occurred in this area due to the numerous wetlands and poor soil conditions, which largely prohibit development. In 1989 the City adopted an ordinance intended to preserve large tracts of land for future orderly expansion of urban services. This policy was consistent with regional growth management policy. The City also adopted an ordinance that established a maximum density of 1 unit per 10 acres and limited lot sizes to 10-acre minimums in the Urban Reserve and Central Rural Reserve areas and 2.5-acres in the Rural Developing area. Densities of existing rural subdivisions generally range between 0.2 units per gross acre to 1 unit per gross acre.

b) Commercial

The commercial development has been primarily focused along the Highway 10 corridor and the Highway 47 corridor south of 155th Avenue. These two corridors generate a high volume of traffic, which is attractive for retail businesses. The commercial activity that dominates Highway 10 is primarily retail and wholesale trade oriented with several used car and recreational vehicle sales businesses. Several sites along Highway 10 are unimproved and in some instances operating out of single-family homes. Commercial activity located around the Bunker Lave Boulevard and Highway 47 intersection is a more service-oriented shopping area consisting of fast food restaurants, a hair salon, a video store, a real estate office, a gas-convenience store, two day care centers and two banks.

A commercial node in the rural area at the intersection of Highway 47 and 167th Avenue consists of a grocery store, hardware store, video store, a bank, hair salon and other small businesses situated in a strip mall development. Because low-density development surrounds this strip mall, retail stores tend to struggle; however, the site does have good visibility and accessibility making it somewhat conducive to commercial activity. The site is not served by municipal utilities and has had problems with on site septic system operations.

Other commercial development exists on Highway 10 adjacent to Elk River. There are also some home occupations scattered throughout the community.

A unique development mixes business and residential land uses along the south side of 149th Avenue. These long narrow lots were developed outside the MUSA adjacent to industrially zoned property. They were intended to act as a buffer between industrial and residential land uses.

Within the Town Center Master Plan area, some commercial development has occurred near the corner of Armstrong Boulevard and Sunwood Drive. Additional commercial development is planned throughout the Town Center area.

c) Industrial

Recent industrial development has consumed a large portion of the undeveloped land within the MUSA. Development of the AEC Energy

Park and the City of Ramsey Business Park 95 has created over 500,000 square feet of new construction since 1996. This new development has occurred all within the MUSA and has intermingled with older, existing industrial developments. Redevelopment of underutilized industrial sites needs to be studied for future industrial development opportunities and in order to preserve the quality of the existing development that is in place. There has been continued demand for industrial land in Ramsey, and vacancy rates have been low in 2008.

d) Park and Recreation

The City of Ramsey has two regional parks within its boundaries, Mississippi West Regional Park and the Rum River Central Regional Park. These two regional parks encompass an area of over 500 acres. There is a State Wayside Rest along Highway 10 and the Mississippi River that has camping facilities, restroom facilities, and picnic tables. Several community and neighborhood parks ranging in size from less than one acre to over 50 acres are scattered throughout the City. On the private side, Ramsey has two 18-hole golf courses open to the public, the Links at Northfork located in west Ramsey just north of Highway 10 and Rum River Hills Golf Course located near 167th Avenue and Highway 47. The Boy Scouts of America own approximately 160 acres of land, which is used for recreational camping and outdoor activities along the Rum River. The total acreage devoted to park and recreation uses is roughly 1,814 acres or 10% (inclusive of wetlands within parks) of the Ramsey land area.

e) Agriculture

As shown on the Existing Conditions Land Use Map, agricultural uses are primarily located in the northeastern and southwestern portions of the City. A total of 1,956 acres appear to have some kind of agricultural use occurring on them as of 2008. The dominant soil type in Ramsey is the Hubbard-Nymore association, which is classified as “moderately well suited” to farming; however, fertility and available water capacity are low.¹

f) Public/Qausi-Public

Public/Semi-public land uses are comprised of churches, schools, city offices, public works facilities, fire stations and other government or non-profit entities. Several churches provide Ramsey with a variety of worship opportunities. Ramsey Elementary School is the only school located in Ramsey and is located within MUSA. Middle and high school students are bused to Anoka and Elk River. City Hall and the police station are located north of Highway 10 in Town Center. A public works garage is located in the Gateway Industrial Park. The City has a fire station located at the old City Hall.

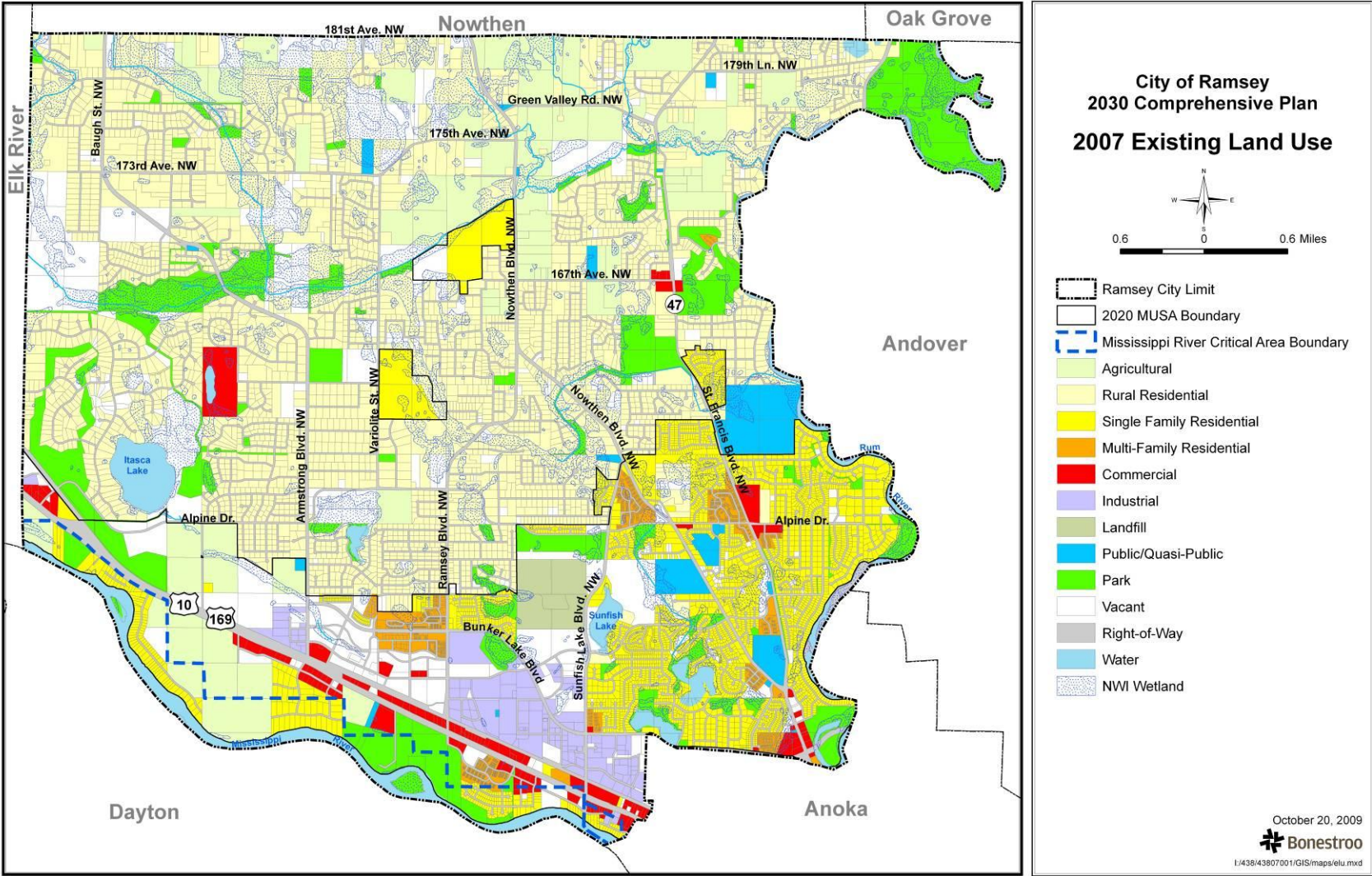
g) Transportation

Currently the City contains over 2,043 acres of City, County and State road right-of-way. Much of the right-of-way is comprised of U.S.

¹*Soil Survey of Anoka County*, 1977 United States Department of Agriculture, Soil Conservation Service

Highway 10, a 4 lane divided highway. The Burlington Northern Santa Fe Railroad line stretches the length of the community and is wide enough to contain utility easements as well. The Mississippi and Rum Rivers contain no barge traffic and serve only recreational boating.

Figure 5-1 Existing Land Use Map



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B. Future Land Use

1. Land Use Goals

The following are Land Use goals and policies developed as part of the Comprehensive Plan Update process:

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

STRATEGIES:

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

b) A variety of housing densities and types

STRATEGIES:

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

c) Fair and consistent land use regulations

STRATEGIES:

1. Develop a policy for processing comprehensive plan amendments
2. Establish a rational, logical staging plan for extension of MUSA consistent with the Comprehensive Sewer Plan and tied to Comprehensive Plan Amendment Policy
3. Re-assess the value of 4 in 40 (rural preserve and rural reserve)

d) Walkable neighborhoods

STRATEGIES:

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

e) Efficient growth

STRATEGIES:

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

f) Ramsey Town Center is constructed in accordance with its vision

STRATEGIES:

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

g) Adequate retail and commercial services

STRATEGIES:

1. Locate other neighborhood commercial nodes with basic services available close to existing and future residential neighborhood concentrations
2. Assess the supply of commercial and industrial land available for development

h) New development is well-integrated with existing development

STRATEGIES:

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

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

STRATEGIES:

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

j) Property rights are protected along with natural resources

STRATEGIES:

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

2. The General Plan

The land use plan is intended to guide the future development of the community. It is designed to protect, preserve, enhance and build upon the physical features of both the built and natural environment. Developed through a combined effort of Ramsey residents, landowners, city officials and business owners, the plan guides land uses through the year 2030. Many people will use the plan to learn about the community, its direction and vision. More importantly it will be used to

assist and guide local decision-makers and city staff in the everyday business demanded of a growing suburban community.

The future land use element contains goals and polices for the following land use categories:

a) Rural Developing

Areas of Ramsey guided Rural Developing will not have urban services and include single family, detached housing types. Minimum lot size is 2.5 acres per unit. Much of Ramsey has been developed in this pattern, and only some areas guided Rural Developing contain large lots that could be subdivided into 2.5 acre lots.

b) Low Density Residential

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

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

c) Medium Density Residential

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

d) High Density Residential

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

e) Business Park

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

f) Office Park

Areas guided Office Park are reserved primarily for office and office-showroom development. Corporate campuses are also appropriate in these areas. Light and heavy industrial uses are not appropriate for areas guided Office Park.

g) Commercial

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

h) Mixed Use

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

i) Parks, Trails and Open Space

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

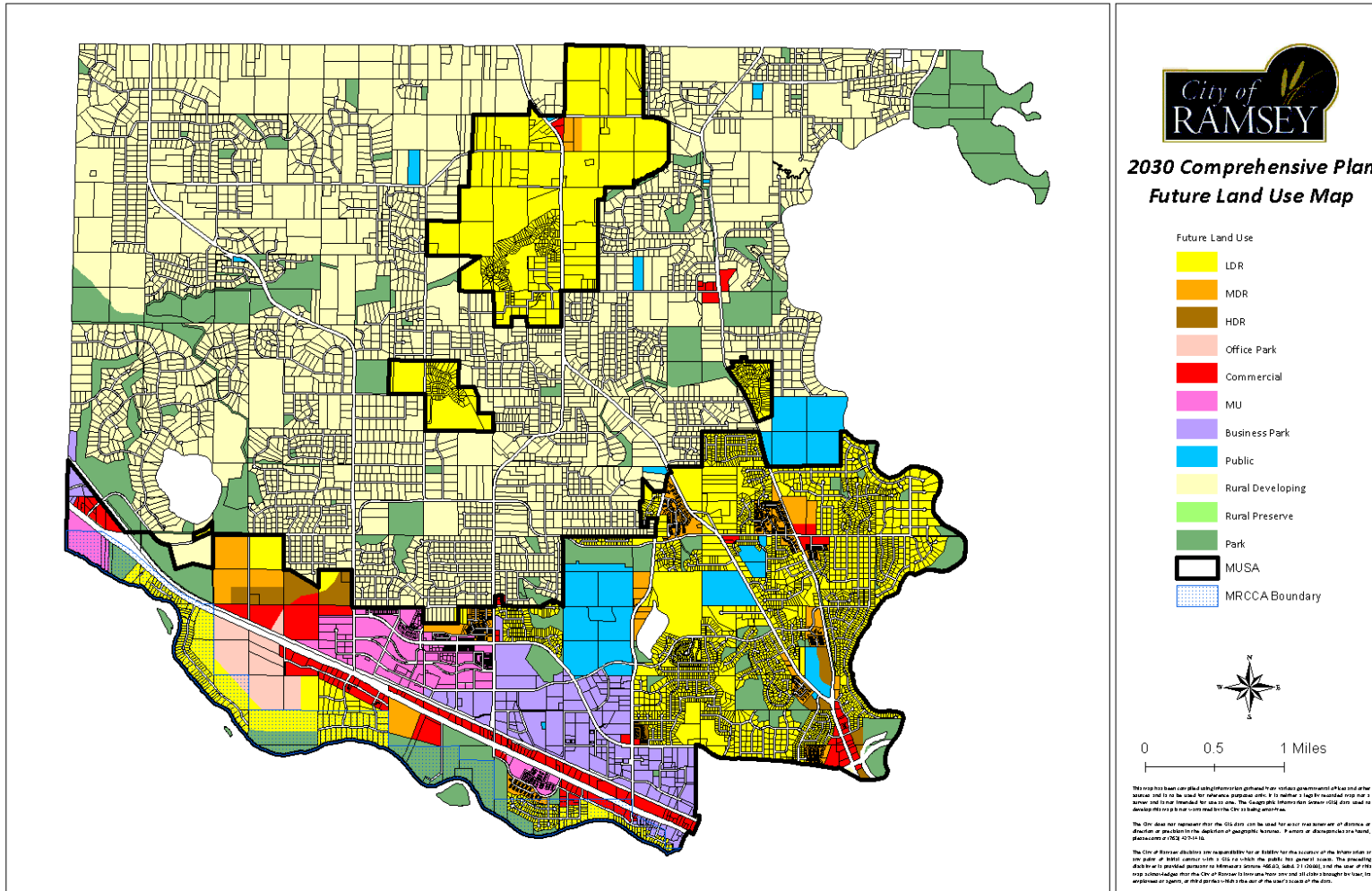
j) Public/Quasi-Public

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

Figure 5-3 shows the changes in land use designation on the new 2030 Land Use Plan compared to the previous 2020 Plan.

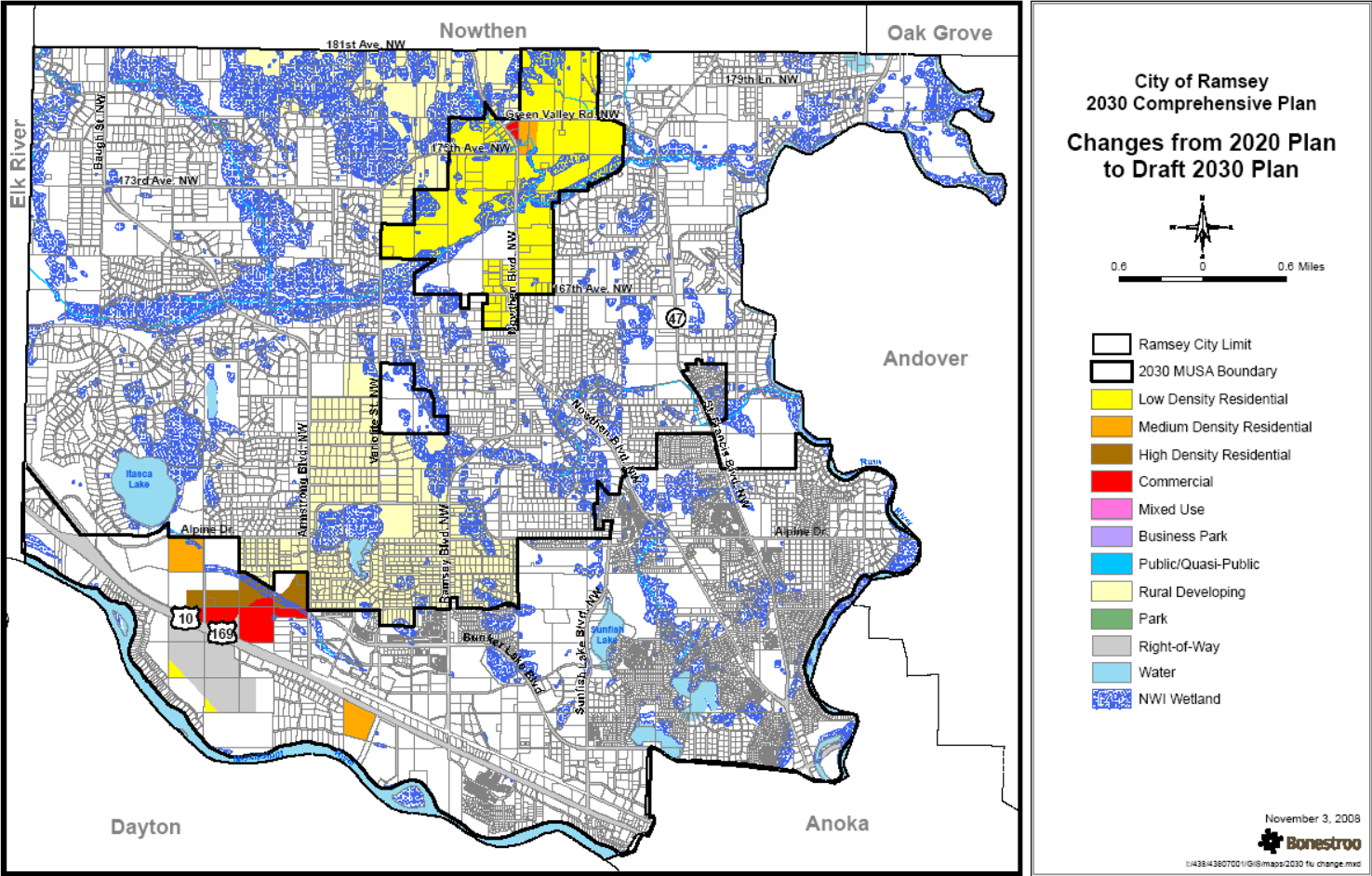
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Figure 5-2 Future Land Use Map



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Figure 5-3 Changes in Land Use from 2020 Plan to 2030 Plan



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3. Future Land Use Calculations

The following table represents a tabulation of land uses based on the future land use plan. The tabulations assume a complete build out of the community, which may or may not happen within the lifetime of this plan. Park and Open Space includes the landfill, privately owned golf courses and the Boy Scouts of America camp grounds in addition to public park lands. Although this plan shows the eventual depletion of agriculture lands in Ramsey in terms of a land use category, it is anticipated that agriculture activities that occur today may still occur in the Rural Developing areas. The agriculture land located in areas designated as urban residential, places to work or other urban uses will continue to be farmed until such time that the property owners decide to develop in accordance with the development staging plan or sell to development interests.

Table 5-2 Future Land Use Calculations

2030 Land Use	Gross Acreage	Net Acreage	% of City
Low Density Residential	3,389.52	2,854.72	14.9%
Medium Density Residential	373.49	339.05	1.8%
High Density Residential	122.09	103.07	0.5%
Commercial	401.76	389.92	2.0%
Mixed Use	358.76	333.74	1.7%
Business Park	566.18	552.54	2.9%
Office Park	166.80	166.80	0.9%
Public/Quasi-Public	388.58	342.62	1.8%
Rural Developing	8,660.06	6,644.40	34.7%
Park	2,088.92	1,351.56	7.1%
Right-of-Way	2,043.76	2,043.76	10.7%
Water	568.24	568.24	3.0%
Wetland	-	3,437.74	18.0%
Total City	19,128.16	19,128.16	100.0%

4. Future Land Use Categories

The following is a description of the various land use categories that will guide future development of the community.

a) Residential (Rural Developing, Low Density, Medium Density, High Density and Mixed Use)

Through the year 2030 Ramsey will continue to be primarily a commuter suburb dominated by single-family detached housing. As transportation access to the rest of the metro area and neighboring suburbs improves, more persons will be interested in obtaining part of the rural life-style present in Ramsey. As the population in Ramsey ages, new housing opportunities will be demanded to fulfill the life-cycle housing needs of Ramsey residents. It is critical that growth in Ramsey be guided and managed so that today's residents can continue to enjoy a high quality of life and that future generations will be awarded the same benefits as today's residents.

Residential areas are intended to reflect the continuous greenway corridor (see Environmental Protection Chapter XIII.). While lands restricted for development (wetlands, steep slopes, ponds and lakes) are not intended to be eligible for density credit, useable lands, which are voluntarily protected for greenways are intended to receive density credit. Landowners are encouraged to preserve and restore areas of significant natural resources such as open prairie or tree canopy as permanent open space by increasing density in areas more conducive to development.

Residential areas in Ramsey are very diverse in terms of lot sizes, but very similar when it comes to types of housing. Residential lots range from the farmstead of 10 to 20 acres to the rural estate lots averaging 2.5 acres, down to the urban lot of 10,800 square feet served by municipal utilities. In each of these lot size classifications, single-family homes are the dominant housing type.

The future land use plan creates opportunities for the development of a diversity of housing types and styles while preserving the strong single-family character of existing residential neighborhoods.

b) Rural Developing

The Rural Developing area is the largest land use within the City of Ramsey. The existing primary use of this area is very low-density residential development with average densities of *roughly 1 unit per 2.5 acres*, a development pattern that was established in the early 1970s. Because of this very low-density pattern of development and the numerous wetlands, the extension of urban services to the rural developing area is not practical or financially feasible. Regional growth policy would suggest imposing a gross density consistent with the Rural

Preserve area of 1 unit per 10 acres. However, because of the historical development pattern that has already been well established, an overall density of one unit per 10 acres will never be established.

The maximum density for the Rural Developing area shall be *1 unit per 2.5 acres* gross. This density was determined by examining the natural features and the predominant existing density within the Rural Developing area.

Rural Policy

It is the policy of the City of Ramsey to:

1. Enforce a maximum overall density of 1 unit per 2.5 acres in the *Rural Developing* area.
2. Encourage preservation of open space and natural resources beyond what is required by ordinance or other legal means through the PUD process.
3. Develop, implement and enforce a septic system inspection program and wellhead protection program for existing and future private septic systems and wells consistent with Minnesota Rules Chapter 7080.
4. Encourage environmentally sensitive and open space design and construction techniques that preserve natural resources within private control (i.e. other than public land dedication).²
5. Provide for the extension of urban services only when groundwater contamination (due to failing septic systems or other reasons) has the potential to pose a threat to human health and the provisions and process outlined in the City Charter have been followed.
6. Encourage private well users to periodically test the drinking water supply from private wells in order to prevent serious health hazards from occurring due to groundwater contamination.

Rural Performance Criteria

Residential development projects in the Rural Developing area shall be evaluated based on the following criteria:

1. Rural design principles are evident in the plan.

² Good examples of rural design principles can be found in the book Rural by Design by Randall Arendt, an APA publication.

2. The site or sites can support two septic drain fields in accordance with Minnesota Rules Chapter 7080.
3. Owner/developer agree to on-site septic system inspections in accordance with City requirements.
4. The plan reflects a strong sensitivity to protecting and enhancing natural resources (wetlands, tree canopy, ponds, drainage ditches, rivers, etc.) particularly in relation to the greenway corridor system.
5. The site uses landscaping and natural vegetation (such as planting of windrows or shade trees) to improve the energy efficiency of housing.

c) Urban Residential

All future (new) urban residential development will be served by public sewer and water according to the development staging plan as further described later in the future land use plan. Exceptions to this rule may occur in areas where pre-existing large lot development surrounds vacant urban lands and soils are well suited for on-site septic systems. Densities within the urban residential area may vary by district; however, an average *gross* density of all future urban residential development is targeted at 3 or more units per gross acre (a goal consistent with regional growth policy). Overall, the plan encourages a higher density of development in the urban area to provide a wider variety of housing opportunities including single family and multi-family housing affordable to a range of household incomes. Furthermore, higher density development increases land use efficiency.

A concern expressed by many residents living in the rural areas of Ramsey and on large lot developments within the existing Metropolitan Urban Services Area involved the transition between future urban development and existing rural development. It is the intention of this plan to assure compatibility between future urban housing and existing residential developments by establishing some form of transition between existing single family homes and future (new) urban development. Areas where transitions are necessary are primarily (but not exclusively) located along the edges of the urban services boundary and are to be served by municipal sewer and water.

Land uses within the urban residential area include:

- Low and high density housing including predominantly single-family housing but also multi-family housing and accessory apartments
- Limited, small-scale home occupations
- Education and institutional services limited to schools and churches
- Park & open space

The principles of affordable housing and preservation of open space are addressed in the urban residential areas through the provision of density bonuses and density credits. These are voluntary provisions that provide incentives to developers who provide affordable housing or preserve significant natural resources and open space.

Density bonuses for affordable housing should be based on a definition of affordable housing that reflects average wages and incomes of the region. In 2007, the Metropolitan Council defined affordable housing as housing which costs up to \$201,800. It is intended that a density bonus formula may be established as part of the City of Ramsey zoning ordinance update.

Subject to City Council approval as part of the PUD process, density credit may be given to areas of the greenway (see Chapter 13. Environmental Protection and Natural Resource Management for a further description of the Greenway) that are significant environmental areas, which are not protected by ordinance or other legal means. For example, if a 40-acre parcel contained no major road right-of-way and no wetlands but contained 10 acres of land within the greenway³, the developer may receive density credit for the entire 40 acres as net developable acreage. A maximum density of 5 units per net acre (for example) would then yield 200 units. The developer may be allowed to reduce lot sizes or mix housing styles in order to preserve some or all of the remaining 10 acres in the Greenway as permanent open space. This open space would not be left as unmanaged open space (or an outlot) but would be required to be preserved as permanent open space through park dedication or some land preservation tool such as a land trust or permanent conservation easement acceptable to the City Council.

The following further defines urban residential uses: low density residential, medium density residential and high density residential.

Low Density Residential

³ Lands within the Greenway may include significant natural resources, vegetative cover or habitat worth preserving or simply may be vacant land which should be preserved as open space to connect other pockets of open space, parkland, wetlands etc.

Low density residential places an emphasis on single-family detached housing but is designed to allow a variety of housing types and styles (life-cycle housing) including attached single-family housing (townhouses) and two-family homes (twin-homes, duplexes). This area represents over 3,000 acres of total land use in the community.

In order to ensure that low-density mixed-housing projects can be made viable and acceptable to the community, all low-density mixed-housing projects are intended to be the subject of a Planned Unit Development (PUD)⁴. Any residential development proposal containing unit types other than exclusively single-family detached housing will be required to be processed as a PUD. Individual elements (or housing types) within a PUD may range in density as long as the overall density of the PUD does not exceed a maximum of 3 units per net acre.

Low Density Residential Performance Criteria: Projects within the Low Density Residential areas as shown on the Future Land Use Plan shall adhere to the following performance criteria:

1. The project shall be planned as an integral element of the larger neighborhood with interconnecting streets, pedestrian trails and greenways.
2. Higher intensity housing shall be planned as an integrated part of the project and may be used for buffering or transition to major roads or more intense uses.
3. Higher intensity housing shall have direct access to major roadways (local collectors) so excessive traffic is not routed through local streets and lower density neighborhoods.
4. Higher intensity housing shall be located within close proximity to existing or planned park and recreation facilities and connected by an off or on-road trail.
5. Where possible, natural features shall be protected and incorporated into the PUD or site plan as permanent open space for the benefit of the project and the community.
6. Where possible and practical, traffic generated by new development shall be routed to collector streets rather than through adjacent local neighborhood streets.

⁴ The Planned Unit Development is a process by which land use can be more closely tied to design decisions during a subdivision approval process. It allows for more opportunities to preserve open space and natural features and provide a variety of housing types through greater flexibility with zoning regulations.

7. Where possible and practical, parkland and open space shall be situated to act as a buffer between future and existing development.
8. New development that is adjacent to existing single- family detached development shall be compatible in density and type with existing and planned development.

Medium Density Residential

Medium density residential shall not *exceed 6 units per net acre*. Medium density areas include housing units such as attached and detached townhouses, condominiums, duplexes and triplexes or small apartment buildings. These areas are smaller, typically “infill” sites, that would not be conducive to high density housing, yet would be underutilized as single family housing. These areas take advantage of close proximity to park and open spaces, commercial and public services and accessibility to the road network.

If low-density residential land is rezoned to accommodate higher density residential uses, the new high density residential development shall include a transition area between existing single-family detached housing and the new high-density housing. This transition area may consist of single-family detached home, open space or some other transition acceptable to the City Council.

High Density Residential

This category sets aside parcels strictly for high-density housing development with a maximum density of *12 units per net acre* and includes housing units such as townhouses, condominiums and apartments. These areas will provide housing for a variety of residents including seniors. Areas of high-density residential land use should have direct access to the major roadway network in order to promote transit usage and convenient access to city services such as park and recreation uses and the greenway. Locating high density housing with these factors in mind, minimizes traffic through local streets and neighborhoods, creates a larger labor pool for businesses, and allows residents convenient access to shopping, parks and recreation facilities encouraging a more walkable pedestrian oriented community life-style.

If low-density residential land is rezoned to accommodate higher density residential uses, the new high density residential development shall include a transition area between existing single-family detached housing and the new high density housing. This transition area may consist of single-family

detached home, open space or some other transition acceptable to the City Council.

Urban Residential Policy

It is the policy of the City to:

1. Require Low Density Residential developments except those that are exclusively single-family detached units to be completed through a planned unit development.
2. Require a transitioning of new higher density housing to existing single-family detached housing. The transitioning should consist of a more compatible density, open space, or other means acceptable to the City Council.
3. Periodically review the planned unit development section of the zoning ordinance to ensure appropriate guidelines and rules for development of land within the residential areas.
4. Encourage scattered site affordable housing developments as part of each residential housing project rather than segregating affordable housing in one project.
5. Consider allowing density bonuses for providing affordable housing, preservation of natural areas, creating open space connections, or buffering consistent with the plan.
6. Require compatible land use transitions at the edges of neighborhoods through land use, site design and landscaping.
7. Encourage environmentally conscious site design and construction methods to assure that development respects the natural environment.
8. Provide dispersed locations for a diversity of housing styles, types, and price ranges and encourage development of housing and services that meet the needs of nontraditional households.
9. Plan and provide for the housing and service needs of the elderly and disabled.
10. Regularly review and revise, as necessary, zoning and subdivision regulations, building codes, design standards and approval processes to assure that regulations and standards are flexible enough to allow quality and variety of housing options.

11. Require and enforce high design and maintenance standards for all residential development.
12. Require the maintenance of existing and future housing through enforcement of the housing maintenance code.
13. Facilitate and promote housing rehab and renovation programs through partnerships with HUD, Fannie Mae, local banks, MHFA, Metro Council, ACCAP, Anoka County HRA and other non-profit or private organizations.
14. Promote and market first time homebuyer programs such as the Minnesota Cities Participation Program through MHFA.
15. Ensure projects are consistent with the goals and policies of the Mississippi River Critical Area Plan (MNRRA) and are sensitive to the Rivers natural environment.
16. Ensure open space that is part of a residential development is preserved as permanent open space through such means as permanent conservation easements, land trusts, deed restrictions or other legal means to permanently preserve open space.

The following table summarizes maximum density allowances for the various residential districts.

Table 5-3 Density Table

Land Use Category	Average Density
Rural Developing	1 unit per 2.5 acres gross
Low Density Residential	4 units per net acre
Medium Density Residential	7 units per net acre
High Density	15 units per net acre

d) Commercial

Commercially guided land uses are generally located along Highways 10 and 47. Highway 10 is of critical importance in developing a strong community image. Future commercial development and redevelopment should focus on key nodes along the corridor (rather than span an entire corridor) and serve the travelers along the corridor as well as adjacent neighborhood residents. (See chapter VI for a further discussion on a Highway 10 corridor study). The commercial development along Highway 47 is more of a commercial node pattern. This land use plan supports existing commercial nodes that serve neighborhoods and commuters particularly at the intersections of County Road 116 and Alpine Drive.

The locations of existing commercial within the community (at major intersections such as County Road 116 and Highway 47 or along major roadways such as Highway 10) play an important role in what types of uses go there. The predominant use is gas/convenient stores that serve commuters. Other uses include fast food or sit down restaurant, grocery, small-scale retail trade and services such as drive through banking, real estate, legal services, dry-cleaning, or day care. The Mixed-Use land use (defined later) is also intended to provide shopping and services.

While commercial development along the Highway 10 corridor should be guided by the results of a corridor study and river crossings study, other commercial nodes can be better defined as follows.

167th Avenue and Highway 47: The commercial node at 167th Avenue and Highway 47 functions as a neighborhood service center; however, the viability of this commercial node is somewhat unstable due to the low density development within its primary market area and the lack of adequate public facilities. The surrounding area is guided for future development of a rural character.

Alpine Drive and Highway 47: This area is intended to function as a neighborhood commercial service center with uses that serve the basic convenience needs of Ramsey residents such as grocery, hair salon, gas/convenience, coffee shop, bakery, dry-cleaners, and other convenience uses. The basic intent of this commercial area is to service the immediate residential neighborhood and the travelers on Highway 47. Uses that draw regional traffic such as the typical big box retailers, large department stores, automotive sales, or large screen theaters are not intended for this area. These uses are more destination oriented uses and would likely create traffic volumes that are not supported by the local roadways serving this node.

Bunker Lake Boulevard and Highway 47: This commercial node is largely developed and operates in a similar fashion as Alpine Drive and Highway 47. However, because this node has more accessibility due to Bunker Lake Boulevard (County Road 116) more destination-oriented uses such as banks, postal services, real estate or insurance offices and other services are appropriate uses.

General Goals for Commercial

The following are the goals of the City relative to places to shop:

1. To provide commercial/retail services to satisfy basic needs of Ramsey residents and commuters.
2. To reduce traffic congestion and create an environment that conveniently and efficiently serves the automobile while maintaining a pedestrian friendly atmosphere.

3. To create an image that is attractive, inviting to both pedestrians and automobiles and displays an identity consistent with the overall community identity.
4. To redevelop, improve and clean up underutilized commercial sites along Highway 10.

Commercial Policy

It is the policy of the City to:

1. Allow for the development of community convenience uses at the intersection of Alpine Drive and Highway 47 and County Road 116 and Highway 47.
2. Control access to Highway 47 and Highway 10 in order to reduce traffic congestion and improve accessibility to businesses.
3. Facilitate private sector redevelopment and rehabilitation of underutilized sites along the Highway 10 corridor.
4. Provide safe and convenient access to places to shop from adjacent neighborhoods through pedestrian trails and paths.
5. Discourage strip commercial development along the Highway 10 Corridor and seek solutions to traffic problems associated with multiple access points.
6. Encourage clustering of commercial development at major intersections that can take advantage of good access to and visibility from the major roadway system.
7. Require development within the Mississippi River Corridor to be compatible with the goals and policies of the Mississippi National River and Recreation Area (MNRRA) and the Critical Area Plan.

e) Business Park and Office Park

The City of Ramsey has an existing industrial park area that consists of a variety of heavy and light industrial uses. This area generally lies east of Ramsey Boulevard and south of Bunker Lake Boulevard and the sanitary landfill. During the early 1990's the AEC Energy Park and Ramsey Business Park 95 opened up new land for industrial development with urban services. These parks have rapidly been filling up and have brought over 1,000 new jobs to the community, many of which were new jobs created in the metropolitan area.

Ramsey has a significant supply of available land that is strategically located just north of U.S. Highway 10 and along the BNSF railroad line. The current zoning ordinance designates the majority of this land as Business Warehouse and Industrial property. Since the last plan update,

much of this land has been developed, and vacancy rates for industrial property in Ramsey are generally low.

To increase the supply of land for business and office park development, the plan for 2030 guides land south of Highway 10 near the proposed Mississippi River Bridge crossing for Office Park use.

General Goals for Business Park and Office Park

The following are the goals of the City:

1. To ensure a diversity of good paying jobs to residents of the City of Ramsey.
2. To provide a sound economic base for the City, local school districts and Anoka County.
3. To improve the ratio of jobs to housing in order to lessen Ramsey's dependency on job centers elsewhere in the region.
4. To provide opportunities for growth of existing businesses (business retention).
5. To create opportunities for high quality development that contributes to a good image for the City of Ramsey.
6. To ensure adequate means of transportation and transit for employees to be able to get to and from places to work.

It is the intent of the plan to create industrial/office park settings where buildings and uses relate to each other to become places rather than function as freestanding elements. Future business park and office park uses will be served by urban utilities in order to insure the highest quality of public infrastructure and public and private investment. Development of these areas is intended to maximize the efficiency of land use by optimizing street widths and utility lengths and creating centralized storm ponds that function not only to filter sediments from surface runoff but also provide amenities for the employees and businesses there.

The Business Park designation accommodates uses such as business and professional offices, showrooms, warehousing, light industrial/manufacturing, heavy industrial/manufacturing, and public works facilities.

This Office Park designation is intended to accommodate corporate campus, office, office-showroom and other low-impact, job-producing uses that are less intense than those found in the Business Park areas.

Business Park and Office Park Policy

It is the policy of the City to:

1. Require developments to adhere to environmentally sensitive design and construction standards. (See “Protecting Water Quality in Urban Areas” a publication on Best Management Practices by the MPCA).
2. Encourage high quality and unique design and site planning.
3. Allow for techniques to minimize infrastructure costs such as centralized storm ponds, shared driveways and loading docks and optimum street widths.
4. Facilitate the clean up and redevelopment of brownfields and underutilized sites within the places to work area.
5. Promote economic development in the City of Ramsey.
6. Continue to market, develop and expand the Ramsey Business Park.
7. Develop and implement a business retention and expansion program.
8. Work with the educational entities such as the Anoka High School and Anoka Hennepin Technical College to enhance employee-training programs and connect welfare recipients to work opportunities as part of the welfare to work program.
9. Require individual sites to be connected to a trail system that links employees with the Town Center, parks and neighborhoods.
10. Work with the Anoka County Traveler and the Metropolitan Council Transit Organization to address transit and employee transportation issues.

Business Park, Office Park and Commercial Performance Criteria

In order to ensure proper siting and development of commercial, office and industrial uses within the designated areas all projects should be evaluated based on the following criteria:

1. The project is planned as an integral element of the larger community with interconnecting streets, paths and greenways.
2. The project is planned to minimize conflicts between non-business/industrial uses (for example parking lots and loading docks should be located away from or adequately buffered from residential neighborhoods).
3. Opportunities to minimize infrastructure and other elements of the built environment are incorporated into the design (for example shared parking and driveways or decked parking).
4. The project displays elements that enhance or build upon the identity and image of the Ramsey Community and the project.

f) Mixed-Use

Mixed Use includes retail, commercial, entertainment, office, institutional, high density residential, transit hubs and park and recreation uses. The Comprehensive Plan anticipates two areas of Ramsey to be designated as Mixed Use; the first area stretching from the west side of Armstrong Blvd. to the west side of Ramsey Blvd. and a second area south of State Highway 10 west of Feldspar St.

Town Center Mixed Use Area: The Town Center Mixed Use area is proposed to be located in portions of Section 28 and 29 stretching from the west side of Armstrong Blvd. to the west side of Ramsey Blvd., north of the railroad. Mixed Use was chosen for this site because of the proximity to major employment areas, major transportation corridors and a future commuter rail station serving the Northstar Commuter Rail Corridor⁵. The area east of Armstrong Boulevard is governed by the Town Center Master Plan, which provides specific land use and design guidance for this area. The purpose of the Town Center Mixed Use Area is to establish a community hub that integrates places to work, play and live and embraces transit oriented design in anticipation of the potential future commuter rail station.

Mixed-Use enhances the functionality of a transit hub at this location because it creates efficiencies by being able to send and receive people who might work or live in the area. Because a large portion of the area is undeveloped, it has the opportunity to be organized in a pedestrian friendly environment that supports mass transit. A commuter rail station in this location would be spaced approximately 3-5 miles from stations to the north near downtown Elk River and south in Anoka near 7th Avenue. It will take advantage of good accessibility from the north via Armstrong Boulevard and from the east and west via Industry Avenue and Highway 10, all arterial roadways. Mixed use development would be transit oriented to support the station. Development should be intense with multi-story buildings rather than one level building. Commercial and residential buildings should be linked by a pedestrian-way so people can park at the station and stroll through commercial shops. It should be directly connected to areas of major employment (Ramsey Business Park, AEC Energy Park, Anoka Enterprise Park and future places to work) and Anoka Hennepin Technical College. This could be done through a shuttle bus service, which would serve not only places to work but also residential neighborhoods. It also should make connections to the new hotel project south of Highway 10 near Sunfish Lake Boulevard and the Mississippi West Regional Park.

Ramsey does not have much choice for local shopping, eating out or doing business within its own community. Ramsey has no identifiable

⁵ The Northstar Corridor is a 70-mile long transportation corridor that runs along TH 10/47 from downtown Minneapolis to the St. Cloud and Rice areas. The Northstar Corridor Development Authority has been organized to study the feasibility of improved transit services along this corridor including the option of Commuter Rail.

downtown for its citizens. The downtowns of neighboring communities such as Elk River and Anoka and the many features of the Twin Cities Metropolitan Area are the primary sources of entertainment for Ramsey residents. There are two grocery stores in Ramsey, one is located in northern Ramsey along Highway 47 and the other is Coborn's at the western edge of the Town Center area near Armstrong Boulevard. The other commercial areas focus on special services like used car lots or recreational vehicle sales.

The Town Center is meant to identify a place in the community where a variety of social activities may occur more convenient to Ramsey residents. Its location should take advantage of being central to the Ramsey population base, connected through a strong pedestrian trail or sidewalk system, easily accessible by the automobile and visible to the shopper's eye. The Town Center is intended to receive a mix of land uses including:

- Civic places where people can gather or events can be held (a park, community center, library or history museum).
- Commercial/retail where people can take care of casual everyday shopping or sit down at a local restaurant (grocery, hardware, restaurant, or hair salon).
- Professional Offices/places to work or take care of everyday business (real estate, banking, accounting, legal services and local post office).
- High-density residential/places to live including senior housing (owner and renter occupied).

By mixing high density residential with civic, commercial and office uses, a vibrant Town Center can be created where life goes on all day and into the evening. Housing is located within walking distance to jobs and shopping. Sidewalks and trails link neighborhoods to the Town Center and link civic facilities with commercial and housing facilities creating a pedestrian oriented environment within the Town Center. Civic places are well lit and aesthetically pleasing, inviting the public into a defined public space. Buildings are well designed and areas of landscaping reflect the identity of strong natural features in the Ramsey Community. These characteristics create the Town Center of Ramsey's future.

An important decision will need to be made in the future about whether to construct a new bridge over the Mississippi River and what alignment it should follow. This potential connection will have a significant impact on the future of the Mixed-Use site because a future bridge corridor will likely alter traffic patterns in this general area. If a bridge is constructed near the Mixed-Use site, Ramsey must be able to influence the design of the roadways so that the Mixed-Use area can survive and benefit. However, should a bridge crossing not be constructed, the Mixed Use area must be designed to function on existing surrounding land use patterns. Furthermore, if development of this area should come to

fruition prior to the establishment of a definitive alignment for a future bridge that crosses the Mississippi River, the City of Ramsey should work with Anoka County and MnDOT to ensure a future alignment to satisfy local and regional needs.

Careful design and planning for the Mixed-Use site can offer a wonderful image to Ramsey that will serve residents, workers and travelers using Highway 10. The location along the BNSF Railroad Tracks is highly visible from Highway 10 and demands high quality design. Specific standards and design elements for the Town Center area have been developed through amendments to the Zoning Code, the creation of a zoning overlay district and adoption of Town Center design guidelines.

Mixed Use Area – South of Highway 10: Another area of mixed use is located south of Highway 10 just east of Mississippi West Regional Park. The intended mixed-use pattern on this location is to provide opportunity for higher density housing integrated with commercial uses which are supported by both the higher density housing and the traffic from Highway 10.

General Goals for Mixed Use

The following are the goals of the City relative to Mixed Use:

1. To provide an area where people can live, work and play, which supports alternative modes of transit while still accommodating the automobile.
2. To ensure adequate service and retail opportunities to meet the needs of major employment areas and businesses.
3. To enhance the local labor supply through provision of high density housing in close proximity to major places to work.
4. To create an attractive high quality, community oriented development that positively reflects on the image and identity of the Ramsey Community.

Mixed-Use Policy

Within the areas designated for Mixed-Use, it is the policy of the City to:

1. Work with the landowners to develop a master plan consistent with the intent of the Mixed-Use designation.
2. Encourage consistent design standards based on transit orientated development practices that serve as a framework for both public and private improvements addressing streets, lighting, landscaping, and building materials and placements.
3. Allow higher density residential development within the Mixed-Use area.

4. Provide safe walkway and trail linkages from the Town Center Mixed-Use area to other public facilities, major employment centers (such as Ramsey Business Park 95) and residential neighborhoods.
5. Encourage the Northstar Corridor Development Authority to consider the Town Center Mixed-Use area site for a commuter rail station site and work with the corridor to plan for such a facility.
6. Communicate with Anoka County and MnDot regarding development impacts associated with a potential bridge crossing.
8. Encourage all high-density residential developments to include a commercial/retail component within the same building at street level.

5. Staging of Development--MUSA Expansion

Future expansion of Urban Services must be done in a manner consistent with the provisions and process outlined in the City Charter.

Between 2008 and 2030, sewered development will continue in a contiguous fashion from the existing sewered areas. However, since large portions of the city have already been developed at in a very low density pattern, it is unlikely that many of these areas will be served by municipal services before 2030.

Based on extensive public input, it was determined that it was logical to extend services north of Trott Brook with the understanding that private development would likely bear the cost of any future extension. This area is the last area of the city that has significant undeveloped larger lots, which provide the opportunity for development concepts which incorporate key elements such as density transition and natural resources protection and still allow for economic feasibility.

Table 5-4 demonstrates the staging of sewered development in 5-year increments to 2030 consistent with the 2030 Land Use Plan map.

Table 5-4 Land Use Staging in 5-Year Increments (By Sewer District)

North Trott Brook Sewer District (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008) acres	2010 acres	2015 acres	2020 acres	2025 acres	2030 acres	Change 2008-2030 acres
	Minimum	Maximum							
Residential Land Uses			0	124	248	372	496	621	621
Low Density Residential	3	4	0	120	241	361	482	602	602
Medium Density Residential	3	7	0	4	7	11	15	18	18
High Density Residential	7	15	0	0	0	0	0	0	0
Mixed Use Primarily Residential*	10		0	0	0	0	0	0	0
C/I Land Uses	Est. Employees/Acre		0	1	2	3	4	5	5
Commercial	15		0	1	2	3	4	5	5
Industrial	8								0
Office	10								0
Mixed Use Primarily C/I*									0
Extractive									0
Public/Semi Public Land Uses			0	185	186	186	186	186	186
Public/Semi Public Land Uses			0	0	1	1	1	1	1
Parks and Recreation									0
Open Space									0
Roadway Rights of Way									0
Vacant/Agricultural									0
Vacant/Agricultural									0
Wetlands and Open Space			0	185	185	185	185	185	185
Subtotal Sewered			0	310	436	561	687	812	812
Outside Urban Service Area	Minimum lot size	Maximum lot size	Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less	2.5		1973	2104	2234	2365	2496	2626	654
Public/Semi Public Land Uses									0
Public/Semi Public Land Uses			12	12	11	11	10	10	(2)
Parks and Recreation			56	65	75	84	93	102	46
Subtotal Unsewered			2041	2181	2320	2460	2599	2739	698
Vacant/Agricultural									
Vacant/Agricultural	40		1325	1060	795	530	265	0	(1325)
Wetlands and Open Space			1557	1372	1372	1372	1372	1372	(185)
Total			4923	4923	4923	4923	4923	4923	

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

Table 5-4 Land Use Staging in 5-Year Increments (By Sewer District)-Cont.

Mississippi River Sewer District (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008) acres	2010 acres	2015 acres	2020 acres	2025 acres	2030 acres	Change 2008-2030 acres
	Minimum	Maximum							
Residential Land Uses			468	586	704	822	940	1058	590
Low Density Residential	3	4	357	386	415	443	472	501	143
Medium Density Residential	3	7	111	120	130	139	148	157	46
High Density Residential	7	15	0	13	27	40	53	66	66
Mixed Use Primarily Residential*	10		0	67	133	200	267	334	334
C/I Land Uses	Est. Employees/Acre		738	798	858	918	978	1038	301
Commercial	15		205	228	250	273	296	319	114
Industrial	8		422	448	474	500	526	553	131
Office	10		0	33	67	100	133	167	167
Mixed Use Primarily C/I*									0
Landfill			111	89	67	44	22	0	(111)
Public/Semi Public Land Uses			1546	1368	1184	1001	817	633	(912)
Public/Semi Public Land Uses			10	43	75	108	141	173	163
Parks and Recreation			293	301	309	317	324	332	39
Open Space									0
Roadway Rights of Way									0
Vacant/Agricultural									0
Vacant/Agricultural			1120	896	672	448	224	0	(1120)
Wetlands and Open Space			123	128	128	128	128	128	5
Subtotal			2752	2752	2746	2741	2735	2729	
Outside Urban Service Area	Minimum lot size	Maximum lot size	Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less	3		1517	1560	1603	1646	1689	1732	215
C/I Land Uses									
Commercial			56	45	34	22	11	0	
Industrial/Business Park									
Public/Semi Public Land Uses									0
Public/Semi Public Land Uses									0
Parks and Recreation			210	219	228	237	246	255	45
Subtotal			1782	1823	1864	1905	1946	1987	261
Vacant/Agricultural									
Vacant/Agricultural	40		176	141	106	70	35	0	(176)
Wetlands and Open Space			364	358	358	358	358	358	(6)
Total			5074	5074	5074	5074	5075	5074	

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

Table 5-4 Land Use Staging in 5-Year Increments (By Sewer District)-Cont.

Rum River Sewer District (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008) acres	2010 acres	2015 acres	2020 acres	2025 acres	2030 acres	Change 2008-2030 acres
	Minimum	Maximum							
Residential Land Uses									
Low Density Residential	3	4	1568	1645	1722	1799	1875	1952	384
Medium Density Residential	3	7	1389	1462	1534	1607	1679	1752	362
High Density Residential	7	15	129	136	143	150	157	164	35
Rural Residential	0		0	7	15	22	29	37	37
			50	40	30	20	10	0	(50)
C/I Land Uses									
	Est. Employees/Acre		91	83	75	67	59	51	(39)
Commercial	15		51	51	51	51	51	51	0
Industrial	8								0
Office	10								0
Mixed Use Primarily C/I*									0
Landfill			40	32	24	16	8	0	(40)
Public/Semi Public Land Uses									
Public/Semi Public Land Uses			881	876	847	817	788	758	(123)
Parks and Recreation			108	115	122	129	136	143	35
Open Space			127	127	126	126	126	126	(1)
Roadway Rights of Way									0
Vacant/Agricultural									
Vacant/Agricultural			181	145	109	73	36	0	(181)
Wetlands and Open Space			465	489	489	489	489	489	24
Subtotal			2540	2604	2643	2683	2722	2762	
Outside Urban Service Area									
	Minimum lot size	Maximum lot size	Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
Rural Residential 2.5 acres or less	3		2032	2083	2134	2184	2235	2286	254
C/I Land Uses									
Commercial			14	14	14	14	14	14	
Industrial/Business Park									
Public/Semi Public Land Uses									
Public/Semi Public Land Uses			154	126	98	70	42	14	(139)
Parks and Recreation			270	289	308	327	347	366	96
Subtotal			2470	2512	2554	2596	2638	2681	211
Vacant/Agricultural									
Vacant/Agricultural	40		409	327	245	163	82	0	(409)
Wetlands and Open Space			791	767	767	767	767	767	(24)
Total			6210	6210	6210	6210	6210	6210	

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

Consolidated/All Districts

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Existing (2008)	2010	2015	2020	2025	2030	Change 2008-2030
	Minimum	Maximum							
Residential Land Uses			2037	2355	2674	2993	3312	3631	1594
Low Density Residential	3	4	1747	1988	2190	2412	2633	2855	1108
Medium Density Residential	3	7	240	280	280	299	319	339	99
High Density Residential	7	15	0	21	41	62	82	103	103
Rural Residential	0.4		50	40	30	20	10	0	-50
Mixed Use Primarily Residential*	10		0	67	133	200	267	334	334
C/I Land Uses	Est. Employees/Acre**		828	882	935	988	1042	1095	266
Commercial	15		256	280	304	328	352	376	120
Industrial	8		422	448	474	500	526	553	131
Office	10		0	33	67	100	133	167	167
Landfill			151	121	90	60	30	0	-151
Public/Semi Public Land Uses			2427	2429	2218	2004	1791	1578	-849
Public/Semi Public Land Uses			118	158	198	238	279	318	200
Parks and Recreation			420	428	435	443	450	458	38
Open Space									0
Roadway Rights of Way									0
Vacant/Agricultural									0
Vacant/Agricultural			1301	1041	781	520	260	0	-1301
Wetlands and Open Space			587	802	802	802	802	801	214
Subtotal			5292	5666	5826	5985	6144	6303	
Outside Urban Service Area	Minimum lot size	Maximum lot size	Existing (2008)	2010	2015	2020	2025	2030	Change 2008-2030
Rural Residential 2.5 acres or less	2.5		5521	5746	5971	6195	6420	6644	1123
C/I Land Uses									
Commercial			70	59	48	37	26	14	-58
Public/Semi Public Land Uses									
Public/Semi Public Land Uses			166	137	109	81	53	24	-141
Parks and Recreation			536	573	611	648	686	723	188
Subtotal			6293	6516	6738	6981	7184	7406	1113
Vacant/Agricultural									
Vacant/Agricultural	40		1910	1528	1146	764	382	0	-1910
Wetlands and Open Space			2712	2497	2497	2497	2497	2497	-215
Total			16207	16207	16207	16207	16207	16207	

* For Mixed Use categories include information regarding the estimated minimum and maximum housing density ranges and acres/percentage of residential use.

** Values shown for estimated employees per acre are the anticipated 2030 densities and represent an increase in employment density over the 2008 actual. Over the 2008-2030 time period, steadily increasing employment density estimates are used for each decade to forecast anticipated increase in employment density.

Table 5-4 also contains information on the planned density levels of households and employment per acre. The Metropolitan Council uses this calculation to determine how much of the planned regional growth can be accommodated by a particular community. Development typically occurs at range of densities in a community and therefore, in order to maintain consistent application across the region, the Metropolitan Council directs communities to calculate a community's growth capacity using the lowest density in the planned range. A summary of the Ramsey planned household and employment capacity are in Tables 5-5 and 5-6.

Table 5-5 Planned Household Capacity (2030) (By Sewer District)

North Trott Brook SD

	Min. Density	Net Acres	Household Capacity
Within 2030 MUSA			
Low Density Residential	3	602	1,807
Medium Density Residential	3	18	54
Outside 2030 MUSA			
Rural Residential	0.4	2,626	1,051
Total Household Capacity			2,912

Mississippi River SD

	Min. Density	Net Acres	Household Capacity
Within 2030 MUSA			
Low Density Residential	3	501	1,502
Medium Density Residential	3	157	472
High Density Residential	7	66	465
Mixed Use	10	334	3,337
Outside 2030 MUSA			
Rural Residential	0.4	1,732	693
Total Household Capacity			6,469

Rum River

	Min. Density	Net Acres	Household Capacity
Within 2030 MUSA			
Low Density Residential	3	1,752	5,255
Medium Density Residential	3	164	491
High Density Residential	7	37	256
Outside 2030 MUSA			
Rural Residential	0.4	2,286	914
Total Household Capacity			6,916

Not in a Sewer District

	Min. Density	Net Acres	Household Capacity
Outside 2030 MUSA			
Rural Residential	0.4	0	0
Total Household Capacity			0
TOTAL HOUSEHOLD CAPACITY			16,297

Table 5-6 Planned Employment Capacity (2030) (By Sewer District)

North Trott Brook SD

	Employment Density	Net Acres	Employment Capacity
Within 2030 MUSA			
Commercial	15	5	80
Total Employment Capacity			
			80

Mississippi River SD

	Employment Density	Net Acres	Employment Capacity
Within 2030 MUSA			
Commercial	15	319	4,783
Industrial/Business Park	8	553	4,421
Office	10	167	1,668
Total Employment Capacity			
			10,872

Rum River SD

	Employment Density	Net Acres	Employment Capacity
Within 2030 MUSA			
Commercial	15	50	771
Outside 2030 MUSA			
Commercial	15	16	215
Total Employment Capacity			
			986

Not in a Sewer District

	Employment Density	Net Acres	Employment Capacity
Outside 2030 MUSA			
None	0	0	0
Total Employment Capacity			
			0

TOTAL EMPLOYMENT CAPACITY			11,938
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These planned capacities appear to be in general compliance with the Metropolitan Council’s published forecasts of 16,500 households and 11,300 employment by 2030. It should be noted that the density of employment can be highly variable due to the wide range of business and structure types in each commercial and industrial category.

6. Net Density of New Planned Residential Land

The Metropolitan Council requires a calculation of the net density of areas of new *planned* residential development that have changed since the last Comprehensive Plan. They require a minimum density of three units per net developable acre. Net density is calculated by dividing the total number of planned units by the acres of land guided for residential use (minus wetlands and road right-of-way). Table 5-7 shows the net density of the areas guided for a residential land use within the MUSA between 2008 – existing development – and the new 2030 Land Use Plan.

Table 5-7 Net Density of New Planned Residential Land

Land Use Change - 2008 (Existing) to 2030 Plan	Additional Net Acres	Min Density	Total Units	Avg Density
Low Density Residential	1,108	3.0	3,324	3.0
Medium Density Residential	99	3.0	297	3.0
High Density Residential	105	7.0	735	7.0
Mixed Use (Residential portion)	334	10.0	3,340	10.0
Total	1,646		7,696	4.7

C. Historic Preservation

Historic preservation is an important element of Ramsey’s identity even though there are not many historically significant buildings or sites in Ramsey. In fact the Town Hall is the only building on the National Registrar of Historic Places. However, any time a community is located on a major transportation route such as the Mississippi River, it is bound to be rich with stories and adventures of early settlement. Many of these stories are important because they begin to tell us how Ramsey became the community that it is today.

Although Ramsey does not have a historic preservation district or an official body that responds to issues of historic significance, Anoka County has an active Historical

Society that responds to countywide issues. Located in the City of Anoka, the Anoka County Historical Museum maintains historical materials such as letters, photos, books and legal documents. The Museum is currently short on space and is looking to expand. The Oliver J. Kelly Farm, a Minnesota State Historical site, provides a regional resource for historic information. It also provides a recreational and educational source at its real life living history farm. The site is located approximately 3 miles north of Ramsey along the Mississippi River and is an excellent source of historical information for the City of Ramsey.

Historic Preservation Policy

It is the policy of the City of Ramsey to:

1. Review local building permit applications, site plan proposals and PUDs for historic significance through consultation and communications with the State Historical Preservation Office (SHPO) and the Anoka County Historical Society and other historic preservation resources and agencies.
2. Encourage restoration efforts of historic structures to use compatible building materials and styles to the era of the structure.
3. Promote the use and conservation of historic properties for the education, inspiration, pleasure, and enrichment of the citizens of this community and state.
4. Require future trail development along the Mississippi River, within the MNRRA corridor, to plan for or consider historical markers that explain the significance of the river corridor.
5. Work with federal, state, and local organizations including the Anoka County Historical Society, the State Historic Preservation Office, the Secretary of the Interior and local citizen groups in planning and designing for historic preservation projects.

D. Solar Access Protection

Solar energy provides an alternative means to energy that has less impact on the natural resource base of the world. Use of solar energy reduces the need for fossil fuels and nuclear power to heat or cool our homes and businesses or fuel our automobiles. State legislation enacted in 1978 requires local Comprehensive Plans to address solar access protection to ensure that direct sunlight access to solar panels is not subjected to shading from nearby trees, buildings or other structures.

Policies for Solar Access Protection

It is the policy of the City of Ramsey to:

1. Ensure existing levels of solar access are maintained in developed neighborhoods.
2. Encourage the use of solar energy in future housing developments through such programs as the “Energy House”.

3. Ensure future site and building plans maximize efforts to design for efficient use of solar energy including such elements as the location of windows, shade trees (and types), windrows, and driveways.
4. Use where possible solar energy design elements for future public facilities and infrastructure development.
5. Encourage and support educational programs and research that focuses on alternative or renewable energy systems.
6. Work with the League of Minnesota Cities, University of Minnesota Extension Services, Minnesota Office of Environmental Assistance, Anoka County and other agencies to develop programs that increase usage of solar energy systems.