

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

<b>DATE</b>	6/1/18	<b>PROJECT ADDRESS</b>	SW QUADRANT BUNKER LAKE BOULEVARD/PUMA STREET
<b>PROJECT. TITLE</b>	RIVERSTONE ADDITION ( <b>REVISED</b> PRELIMINARY PLAT)		
<b>PROJECT #</b>	17-106		
<b>DEPARTMENT:</b>	Community Development – Planning Division		
<b>TECHNICAL REVIEWER:</b>	Name: Tim Gladhill, Community Development Director Phone: 763-433-9826 Email: <a href="mailto:tgladhill@cityoframsey.com">tgladhill@cityoframsey.com</a>		

This letter is the City’s Staff Review Letter pertaining to a proposal to revise the Preliminary Plat (Master Plan) for Riverstone Addition. Key highlights of the updated Preliminary Plat are as follows.

1. Pedestrian Crossing at Alpine Drive. The City had required that the Developer design an appropriate pedestrian crossing at Alpine Drive as a contingency of the previous Preliminary Plat approval.
2. Alpine Drive Trail. The previous Preliminary Plat was deficient of a trail along Alpine Drive.
3. Revised Layout. The Developer is requesting a modification to a few of the lots on Block 12 and 13. This would widen these lots, resulting in a net reduction of approximately two (2) lots.

### Comprehensive Plan

The project is consistent with the Comprehensive Plan guiding a majority of the area as Medium Density Residential, with a small pocked of High Density Residential in the north east quadrant of the project.

### Permitted Uses

The project is consistent with the approved Planned Unit Development which includes the following lot types.

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

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## Layout

The following design standards are required for the various housing types proposed within the development. Please note that due to the variety of housing types, it is difficult to apply a single-set of layout standards to the project. Any perceived deviation to City Code appears to be reasonable with the utilization of a Planned Unit Development. A significant portion of the project area is being preserved for open space, a key component of a PUD Approval, and a requirement of the R-2 Residential District.

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

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

The only deficiency in the above table would be the minimum separation between buildings. The approved Planned Unit Development allows the layout as presented.

Townhome/Quad Units

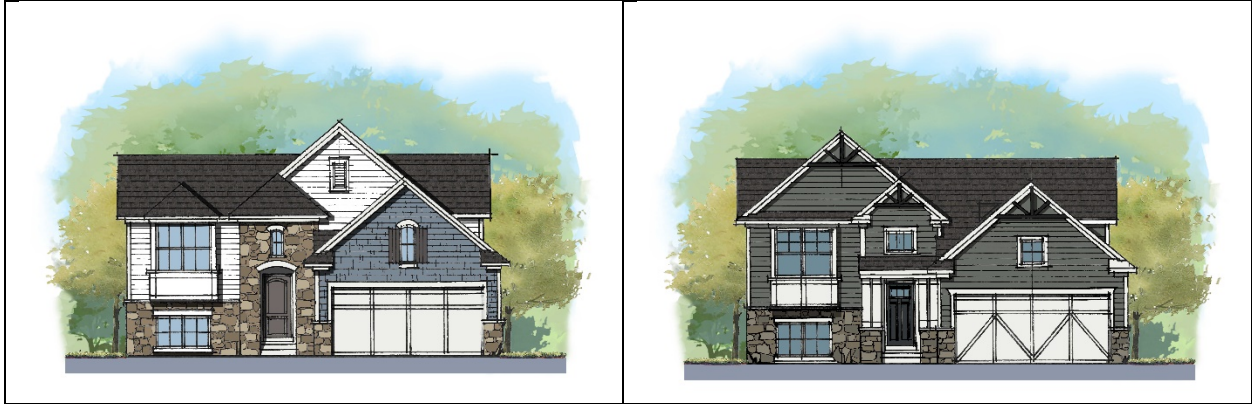
Miscellaneous Standards	Twinhome or Quad
<b>Lot size</b>	7,000 square feet per dwelling unit
<b>Minimum density (net)</b>	3.0
<b>Maximum density (net)</b>	7.0
<b>Lot width</b>	50 feet
<b>Front yard setback</b>	30 feet
<b>Side yard setback</b>	10 feet
<b>Side yard setback corner lot</b>	30 feet
<b>Side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

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## Architectural Standards

Attached to this letter is the list of approved models for construction. Permit submittals must be in substantial compliance with these models as determined by the City's Community Development Department.





## Street Widths and Design [section modified from Sketch Plan Review]

The proposed street widths are shown at twenty-nine (29) feet. Traditional City Streets in Ramsey are measured at thirty-two (32) foot widths. These street widths were already approved with the previous Preliminary Plat.

A Street Light Plan must be created and submitted to the City for review. The City will work with Connexus Energy to determine the final, appropriate Street Light Plan.

Please note that there appears to be objection to the current proposal to vacate road easement for former Puma Street south of Bunker Lake Boulevard. This is an item that will need to be resolved before Final Plat approval, otherwise the Preliminary Plat will need to be modified. The City requests a Letter from Connexus Energy outlining acceptable alternatives to the transmission line in question.

## Development Fees

Standard Development Fees are due on the plat. The Developer has entered into a Master Park Dedication and Trail Development Fee Agreement guiding satisfaction of these fees.

Standard Development Fees are due on the plat at time of recording of the Final Plat. The fees will be collected at the rate in effect at time of recording of the plat for buildable lots.

- Water Trunk/Connection
- Sanitary Sewer Trunk/Connection
- Stormwater Management

## Environmental Review

An Environmental Assessment Worksheet (EAW) is mandatory by the State of Minnesota for this project as was previously accepted as adequate with the original Preliminary Plat approval.

## Civil Engineering Comments

Comments from the City Engineer have been forwarded to the Developer through the City's online plan review system.

Cedar – Rambler



Foster – 2-story



Linwood – Multi-level



Cheyenne – Multi-level



Hemlock – Villa



Maple - Villa



Norway - Villa



Rockport - Multi-level



## Architectural Standards

Attached are proposed architectural renderings of the different models. Please note that with approval of the Preliminary Plat, the City is approving the following models as 'master plans'. So long as the models are in substantial compliance with the approved models. The Community Development Department will make a final determination on 'substantial compliance'. Models that are not in substantial compliance shall require the approval of the Planning Commission.

