City of Ramsey
Agenda
Regular City Council
Tuesday, August 28, 2018
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

3. Citizen Input

4. Consent Agenda

1. Receive July 2018 Financial Reports - General Fund and Enterprise Funds

2. Receive Cash and Investments for Period Ending July 31, 2018

3. Note the Following Boards and Commission Meeting Minutes:

- Economic Development Authority Meeting Minutes Dated July 12, 2018
- Park and Recreation Commision Meeting Minutes Dated July 12, 2018
- Planning Commission Meeting Minutes Dated July 12, 2018
- Environmental Policy Board Meeting Minutes Dated July 16, 2018

4. Approve the Following Meeting Minutes:

1. City Council Work Session dated 8/6/2018
2. City Council Regular dated 8/6/2018
3. Canvassing Board dated 8/17/2018

5. Approve Licenses

6. Adopt Resolution #18-172 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 2, 2018 through August 22, 2018

7. Adopt Resolution #18-173 Approving Americans with Disabilities Act (ADA) Transition Plan

8. Adopt Resolution #18-179 Authorizing Partial Payment to Pearson Bros., Inc. for Improvement Project 18-04, 2018 Crack Seal and Seal Coat Improvements

9. Adopt Resolution #18-180 Approving Final Payment to Killmer Electric Co., Inc for IP 17-06, Ramsey Well House No. 3 Emergency Generator

10. Adopt Resolution #18-181 Approving Final Payment to MN Boardwalk LLC for IP 18-08 Trott Brook Boardwalk

5. Approve Agenda

6. Public Hearing

1. PUBLIC HEARING: Introduce Ordinance #18-13; Amendment to City Code Chapter 117 (Zoning and Subdivision of Land) to add a Neighborhood Business District.

7. Council Business

1. Road Funding Communication Proposal

2. Adopt Resolution #18-160 Approving Request for a Home Occupation Permit for Auto Detailing at 7950 149th Lane NW, Case of Linda and Troy Neiss

3. Adopt Resolution #18-159 Approving a Conditional Use Permit for 9411 Alpine Dr. NW (Project #18-127); Case of Ruan Transport Corporation.

4. Adopt Resolution #18-162 Approving Site Plan, Preliminary Plat and Conditional Use Permit for Motor Vehicle Sales and Repair Facility Expansion (Project #18-126); Case of Lazydays RV

5. Receive Progress Report on Comprehensive Plan Update

6. Review Request from AKM Farms for Revision to the 2040 Comprehensive Plan Update

7. Adopt Resolution #18-174 Accepting Draft Feasibility Report and Ordering Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions

8. Adopt Resolution #18-175 Ordering Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions

9. Adopt Resolution #18-176 Ordering Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions

10. Adopt Resolution #18-177 Ordering Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions

8. Mayor/Council/Staff Input

9. Adjournment

CC Regular Session **4. 1.**

Meeting Date: 08/28/2018

By: Diana Lund, Finance

Information

Title

Receive July 2018 Financial Reports - General Fund and Enterprise Funds

Purpose/Background:

Purpose: Receive July monthly financial reports for the funds of: General, Water, Sewer, Street Lighting, Recycling and Storm Drainage.

Brief summary of actual revenues and expenditures-to-date in comparison to adopted budget for the respective funds.

Action:

No action required. Informational only.

Attachments

July 2018 General Fund Financial Statement - Budget to Actual

July 2018 Enterprise Funds Financial Reports - Budget to Actual

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 02:02 PM
Form Started By: Diana Lund		Started On: 08/17/2018 09:48 AM
Final Approval Date: 08/23/2018		

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

GENERAL FUND EXPENDITURES - BY DEPARTMENT -

Dept	-CURRENT YEAR ADOPTED BUDGET-	CURRENT YTD GENERAL LEDGER
Admin	2,077,782.00	1,055,698.09
Com Dev	928,529.00	543,359.64
Contingency	176,455.00	61,853.00
Council	151,651.00	85,186.04
Finance	492,154.00	411,992.88
Fire	1,005,890.00	625,188.19
Legal	128,400.00	55,570.87
Police	3,517,438.00	1,862,254.69
Public Works	3,644,985.00	1,646,505.22
Grand Total	**12,123,284.00**	**6,347,608.62**

GENERAL FUND EXPENDITURES - BY CATEGORY -

Category	-CURRENT YEAR ADOPTED BUDGET-	-CURRENT YTD GENERAL LEDGER-
Capital Outlay	710,510.00	416,155.16
Debt Service	119,455.00	61,853.00
Other Services & Charges	2,716,162.00	1,175,338.53
Personal Services	7,728,382.00	4,269,725.43
Supplies	848,775.00	424,680.50
Grand Total	**12,123,284.00**	**6,347,752.62**

GENERAL FUND REVENUES - BY CATEGORY -

Category	-CURRENT YEAR ADOPTED BUDGET-	-CURRENT YTD GENERAL LEDGER-
Taxes	9,400,242.00	5,039,576.63
Charges for Services	710,244.00	382,159.33
Business Licenses/Permits	33,750.00	60,597.11
Fines and Forfeits	68,700.00	24,443.63
Federal Intergovernmental	8,000.00	-
State Intergovernmental	351,750.00	146,593.00
Interest	70,000.00	-
Miscellaneous	31,000.00	8,427.66
Non-Business Licenses/Permits	479,000.00	504,933.52
Transfers in	970,598.00	237,500.00
Grand Total	**12,123,284.00**	**6,404,230.88**

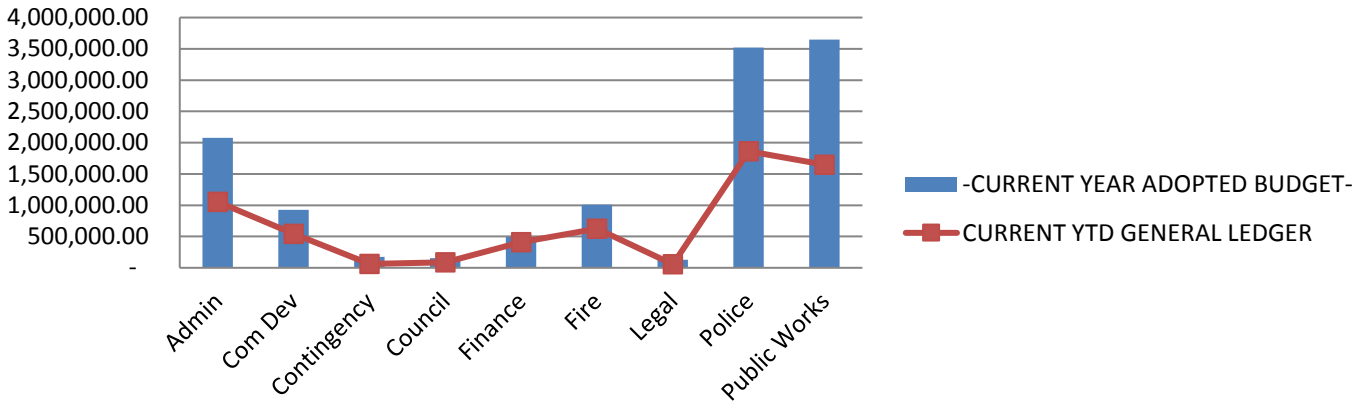
This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

PREPARED BY: FINANCE DEPARTMENT

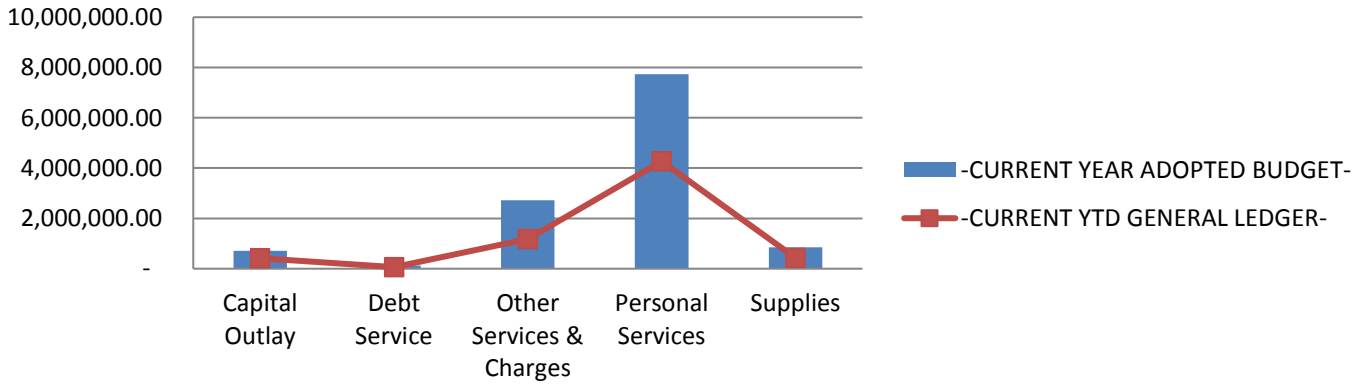
CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

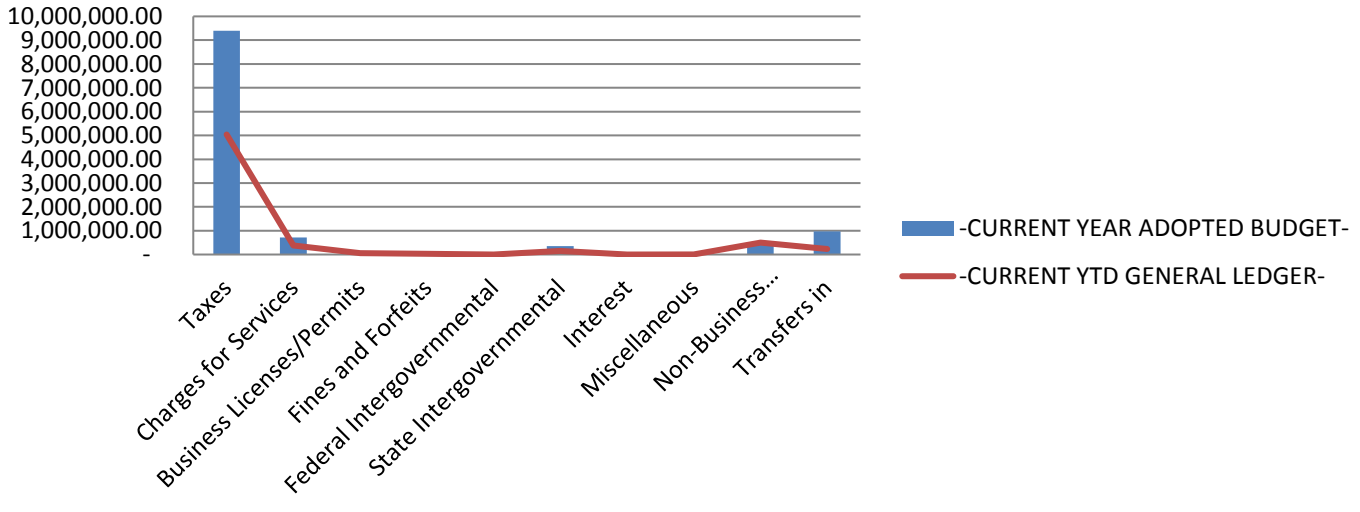
GENERAL FUND EXPENDITURES - BY DEPARTMENT



GENERAL FUND EXPENDITURES - BY CATEGORY



GENERAL FUND REVENUES



This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

PREPARED BY: FINANCE DEPARTMENT

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

REVENUES

BUSINESS UNIT	9601	WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(12,000.00)	(4,768.33)	39.74%
4609 OTHER MISCELLANEOUS REVENUES	62,000.00	61,392.27	99.02%
4651 WATER REVENUE		4,033.52	0.00%
4652 WATER SALES - RESIDENTIAL	1,120,202.00	684,569.78	61.11%
4653 WATER SALES-COMMERCIAL	653,131.00	313,504.19	48.00%
4654 WATER PENALTIES	35,859.00	8,201.11	22.87%
4655 WATER METER INSTALLATION	15,000.00	12,460.00	83.07%
4656 WATER METERS	32,000.00	32,408.00	101.28%
4657 CONNECTION/RECONNECTION FEES	500.00	(100.00)	-20.00%
4701 INTEREST ON INVESTMENTS	120,000.00	-	0.00%
4702 MISCELLANEOUS INTEREST	-	8,891.23	0.00%
4606 DEVELOPER FEES (WAC)		382,065.00	0.00%
4601 MISCELLANEOUS REVENUE		1,367.62	0.00%
Grand Total	**2,026,692.00**	**1,504,024.39**	

EXPENSES

BUSINESS UNIT	9601	WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102 F.T. REGULAR-WAGES & SALARIES	236,198.00	90,059.98	38.13%
6103 FULL TIME-REGULAR-OVERTIME	13,500.00	8,070.24	59.78%
6105 TEMPORARY-WAGES & SALARIES	17,066.00	3,504.80	20.54%
6121 PERA CONTRIBUTIONS	47,422.00	7,964.42	16.79%
6122 FICA/MEDICARE CONTRIBUTIONS	19,523.00	8,559.48	43.84%
6131 GROUP INSURANCE	33,177.00	14,079.10	42.44%
6133 WORKERS COMP INSURANCE PREMIUM	9,160.00	-	0.00%
6208 MISCELLANEOUS OFFICE SUPPLIES	600.00	22.48	3.75%
6223 GASOLINE	2,500.00	1,590.92	63.64%
6225 DIESEL FUEL	4,000.00	2,461.23	61.53%
6229 SHOP MATERIALS	500.00	87.09	17.42%
6231 UNIFORMS & TURN-OUT GEAR	2,900.00	2,495.83	86.06%
6249 MISCELLANEOUS OPERATING SUPPLY	18,000.00	10,520.74	58.45%
6257 OTHER VEHICLE PARTS	7,000.00	836.70	11.95%
6273 UTILITY SYSTEM MAINT SUPPLIES	75,000.00	39,260.32	52.35%
6281 SMALL TOOLS & MINOR EQUIPMENT	6,000.00	4,469.64	74.49%
6292 WATER METERS FOR RESALE	55,000.00	19,924.62	36.23%
6315 MISCELLANEOUS PROFESSIONAL SER	150,000.00	53,730.50	35.82%
6322 POSTAGE	2,600.00	120.29	4.63%
6323 CELLULAR PHONES	2,900.00	1,674.01	57.72%
6335 TRAINING	1,500.00	768.00	51.20%
6352 GENERAL NOTICE & PUBLIC INFOR	300.00	-	0.00%
6361 GENERAL LIABILITY/PROPERTY INS	28,000.00	-	0.00%
6371 ELECTRIC UTILITIES	125,000.00	52,577.57	42.06%
6373 GAS	3,000.00	1,394.22	46.47%
6374 REFUSE/RECYCLING	700.00	363.14	51.88%
6381 BUILDING & STRUCTURE REPAIR	3,000.00	2,290.00	76.33%
6439 OTHER MISCELLANEOUS	58,000.00	-	0.00%
6451 MEMBERSHIP DUES	500.00	965.00	193.00%
6489 OTHER CONTRACTED SERVICES	74,000.00	9,279.01	12.54%
6722 DEPRECIATION	750,000.00	-	0.00%
6820 OPERATING TRANSFERS TO OTHER F	41,000.00	41,000.00	100.00%
Grand Total	**1,788,046.00**	**378,069.33**	

This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

REVENUES			
BUSINESS UNIT	**9601**	**WATER UTILITY**	
GENERAL LEDGER ACCOUNT	**CURRENT YEAR REQUESTED BUDGET**	**CURRENT YTD GENERAL LEDGER**	**-% of Budget-**

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

REVENUES

BUSINESS UNIT	9602	SEWER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140	CREDIT CARD PROCESSING FEES	(11,000.00)	(5,454.78)	49.59%
4356	SEWER AVAILABILITY CHARGE-ADM	3,000.00	1,689.80	56.33%
4609	OTHER MISCELLANEOUS REVENUES	5,000.00	-	0.00%
4661	RESIDENTIAL-SEWER CHARGES	1,161,216.00	598,735.47	51.56%
4662	COMMERCIAL-SEWER CHARGES	360,000.00	184,339.43	51.21%
4663	SEWER PENALTIES	42,030.00	13,519.67	32.17%
4701	INTEREST ON INVESTMENTS	80,000.00	-	0.00%
4702	MISCELLANEOUS INTEREST	15,581.00	-	0.00%
4606	DEVELOPER FEES (WAC)	2,000.00	161,875.00	8093.75%
4601	MISCELLANEOUS REVENUE		1,367.64	0.00%
Grand Total		**1,657,827.00**	**956,072.23**	

EXPENSES

BUSINESS UNIT	9602	SEWER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102	F.T. REGULAR-WAGES & SALARIES	155,382.00	41,545.71	26.74%
6103	FULL TIME-REGULAR-OVERTIME	-	544.26	0.00%
6105	TEMPORARY-WAGES & SALARIES	-	5,606.26	0.00%
6121	PERA CONTRIBUTIONS	24,361.00	3,619.43	14.86%
6122	FICA/MEDICARE CONTRIBUTIONS	11,988.00	3,825.60	31.91%
6131	GROUP INSURANCE	11,396.00	-	0.00%
6133	WORKERS COMP INSURANCE PREMIUM	5,013.00	-	0.00%
6223	GASOLINE	3,500.00	1,681.20	48.03%
6225	DIESEL FUEL	2,500.00	1,235.72	49.43%
6249	MISCELLANEOUS OPERATING SUPPLY	17,000.00	1,065.23	6.27%
6257	OTHER VEHICLE PARTS		6.70	0.00%
6275	OTHER EQUIPMENT PARTS	5,000.00	1,310.29	26.21%
6315	MISCELLANEOUS PROFESSIONAL SER	70,000.00	11,031.30	15.76%
6335	TRAINING	1,500.00	1,216.00	81.07%
6361	GENERAL LIABILITY/PROPERTY INS	18,540.00	-	0.00%
6371	ELECTRIC UTILITIES	17,000.00	5,547.21	32.63%
6373	GAS	3,000.00	1,277.52	42.58%
6374	REFUSE/RECYCLING	700.00	363.14	51.88%
6377	SEWER SERVICE CHARGE	757,216.00	504,810.32	66.67%
6489	OTHER CONTRACTED SERVICES	24,000.00	7,742.36	32.26%
6722	DEPRECIATION	510,000.00	-	0.00%
6820	OPERATING TRANSFERS TO OTHER F	35,000.00	35,000.00	100.00%
Grand Total		**1,673,096.00**	**627,428.25**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: July 31, 2018

REVENUES

BUSINESS UNIT	9603	STREET LIGHT UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(2,500.00)	(1,596.93)	63.88%
4681 CHARGES FOR STREET LIGHTS	146,800.00	75,276.54	51.28%
4683 STREET LIGHTING PENALTIES	6,968.00	2,235.12	32.08%
4701 INTEREST ON INVESTMENTS	10,000.00	-	0.00%
4684 PRIORITY STREET LIGHT	50,680.00	25,617.79	50.55%
Grand Total	**211,948.00**	**101,532.52**	

EXPENSES

BUSINESS UNIT	9603	STREET LIGHT UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6371 ELECTRIC UTILITIES	130,000.00	58,387.67	44.91%
6489 OTHER CONTRACTED SERVICES	14,000.00	7,934.50	56.68%
6722 DEPRECIATION	46,000.00	-	0.00%
6820 OPERATING TRANSFERS TO OTHER F	20,000.00	20,000.00	100.00%
Grand Total	**210,000.00**	**86,322.17**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: **July 31, 2018**

REVENUES

BUSINESS UNIT	9604	RECYCLING UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(3,000.00)	(1,856.78)	61.89%
4287 OTHER LOCAL GOVERNMENT GRANTS	69,000.00	-	0.00%
4609 OTHER MISCELLANEOUS REVENUES	-	1,382.54	0.00%
4671 RECYCLING CHARGES	302,000.00	154,749.47	51.24%
4672 RECYCLING PENALTIES	8,000.00	3,304.53	41.31%
4701 INTEREST ON INVESTMENTS	2,000.00	-	0.00%
Grand Total	**378,000.00**	**157,579.76**	

EXPENSES

BUSINESS UNIT	9604	RECYCLING UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102 F.T. REGULAR-WAGES & SALARIES	20,906.00	6,702.09	32.06%
6103 FULL TIME-REGULAR-OVERTIME	-	487.72	0.00%
6104 PART TIME-WAGES & SALARIES	7,280.00	-	0.00%
6121 PERA CONTRIBUTIONS	2,114.00	539.16	25.50%
6122 FICA/MEDICARE CONTRIBUTIONS	2,165.00	482.07	22.27%
6131 GROUP INSURANCE	2,359.00	-	0.00%
6133 WORKERS COMP INSURANCE PREMIUM	223.00	-	0.00%
6249 MISCELLANEOUS OPERATING SUPPLY	25,000.00	13,588.33	54.35%
6322 POSTAGE	400.00	160.89	40.22%
6489 OTHER CONTRACTED SERVICES	316,000.00	185,558.15	58.72%
6820 OPERATING TRANSFERS TO OTHER F	11,500.00	11,500.00	100.00%
Grand Total	**387,947.00**	**219,018.41**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: **July 31, 2018**

REVENUES

BUSINESS UNIT	9605	STORM WATER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140	CREDIT CARD PROCESSING FEES	(4,200.00)	(2,693.82)	64.14%
4693	STORM WATER-RESIDENTIAL	511,920.00	259,642.61	50.72%
4694	STORM WATER-COMMERCIAL	503,064.00	261,379.80	51.96%
4695	STORM WATER-PENALTIES	18,427.00	7,939.25	43.08%
4701	INTEREST ON INVESTMENTS	10,000.00	-	0.00%
Grand Total		**1,039,211.00**	**526,267.84**	

EXPENSES

BUSINESS UNIT	9605	STORM WATER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102	F.T. REGULAR-WAGES & SALARIES	128,566.00	19,097.85	14.85%
6105	TEMPORARY-WAGES & SALARIES	-	560.07	0.00%
6121	PERA CONTRIBUTIONS	24,350.00	1,474.45	6.06%
6122	FICA/MEDICARE CONTRIBUTIONS	9,863.00	1,482.11	15.03%
6131	GROUP INSURANCE	17,121.00	-	0.00%
6133	WORKERS COMP INSURANCE PREMIUM	4,146.00	-	0.00%
6223	GASOLINE	100.00	-	0.00%
6225	DIESEL FUEL	4,500.00	2,738.38	60.85%
6249	MISCELLANEOUS OPERATING SUPPLY	10,000.00	1,911.78	19.12%
6257	OTHER VEHICLE PARTS	9,000.00	2,879.70	32.00%
6315	MISCELLANEOUS PROFESSIONAL SER	60,000.00	10,539.75	17.57%
6361	GENERAL LIABILITY/PROPERTY INS	8,000.00	-	0.00%
6371	ELECTRIC UTILITIES	2,500.00	1,248.71	49.95%
6373	GAS	2,500.00	1,057.79	42.31%
6374	REFUSE/RECYCLING	700.00	363.12	51.87%
6451	MEMBERSHIP DUES	20,000.00	19,960.00	99.80%
6489	OTHER CONTRACTED SERVICES	40,000.00	6,370.33	15.93%
6722	DEPRECIATION	325,000.00	-	0.00%
6820	OPERATING TRANSFERS TO OTHER F	30,000.00	30,000.00	100.00%
Grand Total		**696,346.00**	**99,684.04**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CC Regular Session **4. 2.**

Meeting Date: 08/28/2018

By: Diana Lund, Finance

Information

Title

Receive Cash and Investments for Period Ending July 31, 2018

Purpose/Background:

Purpose: Receive reports of the city's cash and investments for the period ending July 31, 2018.

Cash and investment report shows the monthly cash flow - receipts and expenditures through July 31, 2018 with the current listing of the city's investment portfolio.

Action:

No action required. Informational only.

Attachments

Cash & Investments for Period Ending July 31, 2018

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 11:52 AM
Form Started By: Diana Lund		Started On: 08/06/2018 10:32 AM
Final Approval Date: 08/23/2018		

CITY OF RAMSEY
REPORT OF POOLED CASH FLOWS
Period Ended July 31, 2018

	July-18 CURRENT MONTH	2018 YEAR-TO-DATE
CASH AND TEMPORARY INVESTMENTS		
BEGINNING BALANCE	$ 70,604,268.33	$ 69,531,209.52
CASH INFLOWS:		
Daily Deposit	766,344.09	5,796,052.48
Tax Settlements	2,522,301.96	2,544,668.18
U/B Receipts	19,377.97	1,041,673.62
Credit Cards (Includes Utility Billing)	186,599.76	1,687,249.55
Interest Earnings [Net of Interest Paid on Investments]	72,092.33	661,871.99
Bond Proceeds	1,161,022.39	5,461,022.39
TOTAL CASH INFLOW	$ 4,727,738.50	$ 17,192,538.21
TOTAL CASH AVAILABLE	$ 75,332,006.83	$ 86,723,747.73
CASH OUTFLOWS:		
Prepaid Checks	452,339.74	4,388,702.07
Bills Lists	550,223.35	4,072,901.98
Pay Estimates	828,919.15	1,815,138.04
Credit Cards	4,792.06	33,639.11
Payroll - Net	342,609.89	2,453,482.38
Flex Reimbursement	2,279.61	27,382.90
Void Checks/Dormant Checks Paid	(704.95)	(100,184.89)
Debt Service	36,292.50	917,080.66
Miscellaneous [Bank Charges; etc.]	63.00	413.00
TOTAL CASH OUTFLOW	$ 2,216,814.35	$ 13,608,555.25
POOLED CASH AND TEMPORARY INVESTMENTS ENDING BALANCE	**$ 73,115,192.48**	**$ 73,115,192.48**
MEMO - NET 2018 CASH INFLOW (OUTFLOW)	**2,510,924.15**	**3,583,982.96**
INVESTMENT PORTFOLIO SUMMARY		
BEGINNING BALANCE	**$ 59,596,437.08**	**61,031,260.23**
Purchases	8,224,000.00	20,791,000.00
Maturities/Sales	(2,470,553.60)	(16,472,376.75)
ENDING BALANCE	**$ 65,349,883.48**	**$ 65,349,883.48**

Prepared by the City of Ramsey Finance Department
8/6/2018

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
170202	1/30/2018	4M	Term Series 4M			1,000,000.00		1,000,000.00	0.00	1,000,000.00
171208A	3/29/2018	4M	Term Series 4M		249114	500,000.00		500,000.00	0.00	500,000.00
180130	3/28/2019	4M	Term Series 4M				500,000.00	1,000,000.00	-500,000.00	500,000.00
180510	8/31/2018	4M	Term Series 4M		253392		500,000.00	0.00	500,000.00	500,000.00
180406A	10/31/2018	4M	Term Series 4M		252586		500,000.00	0.00	500,000.00	500,000.00
180406B	1/30/2019	4M	Term Series 4M		252589		1,000,000.00	0.00	1,000,000.00	1,000,000.00
180228	7/30/2018	4M	Term Series 4M				1,000,000.00	0.00	1,000,000.00	500,000.00
180629D	10/31/2018	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180629E	1/30/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180629F	7/30/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180731C	1/30/2019	4M	Term Series 4M				1,000,000.00	0.00	1,000,000.00	1,000,000.00
180731D	7/31/2019	4M	Term Series 4M				1,000,000.00	0.00	1,000,000.00	1,000,000.00
171208B	6/28/2018	4M	Term Series 4M		249104	500,000.00		500,000.00	0.00	500,000.00
171208C	12/10/2018	4M	Term Series 4M		249093	1,000,000.00		0.00	1,000,000.00	1,000,000.00
171109A	2/28/2018	4M	Term Series 4M			500,000.00		500,000.00	0.00	500,000.00
171109B	5/10/2018	4M	Term Series 4M			500,000.00		500,000.00	0.00	500,000.00
170831	8/31/2018	4M	Term Series 4M			750,000.00		0.00	750,000.00	750,000.00
170629A	6/29/2018	4M	Term Series 4M			2,000,000.00		2,000,000.00	0.00	2,000,000.00
170406B	4/13/2018	4M	Term Series 4M			1,000,000.00		1,000,000.00	0.00	1,000,000.00
									7,750,000.00	
150701A	2/1/2020	BAIRD	WINTHROP MN TAX		976367ND0	290,000.00		0.00	290,000.00	290,000
180223	12/30/2019	BAIRD	FNMA		3136G3VS2		500,000.00	0.00	500,000.00	500,000
180703	12/29/2020	BAIRD	FHLMC		3134GSHB4		600,000.00	0.00	600,000.00	600,000
180725C	7/25/2022	BAIRD	FFCB		3133EJVE6		350,000.00	0.00	350,000.00	350,000
160322A	3/22/2021	BAIRD	FNMA		3136H3BT1	250,000.00		0.00	250,000.00	250,000
160322B	1/1/2020	BAIRD	MINNENOTONKA MN ISD 276		604195D20	100,000.00		0.00	100,000.00	100,000
150701B	2/1/2021	BAIRD	WINTHROP MN TAX		976367NE8	305,000.00		0.00	305,000.00	305,000
140904	9/1/2021	BAIRD	OKLAHOMA TAXABLE		678519RP6	535,000.00		0.00	535,000.00	535,000
									2,930,000.00	
160826A	8/27/2018	ICD SEC	CD-ADMIRALS BANK	27015	007220AM8	200,000.00		0.00	200,000.00	200,000
170629B	12/31/2018	ICD SEC	CD-ALLY BANK	57803	02006L3SO	100,000.00		0.00	100,000.00	100,000
171012	10/13/2020	ICD SEC	CD-ALLY BANK	57803	03006L5Z2	74,000.00		0.00	74,000.00	74,000
160728B	7/30/2018	ICD SEC	CD-ALLY BANK	57803	02006LH30	75,000.00		75,000.00	0.00	75,000
170829B	3/1/2019	ICD SEC	CD-AMERICAN EXPRESS	27471	02587DX45	249,000.00		0.00	249,000.00	249,000
170829A	8/29/2019	ICD SEC	CD-AMERICAN EXPRESS	35328	02587CFQ8	249,000.00		0.00	249,000.00	249,000
160930C	4/6/2018	ICD SEC	CD-AMERICAN NATIONA	24472	02771RAQ6	249,000.00		249,000.00	0.00	249,000.00
160930A	4/2/2018	ICD SEC	CD-AMERICAN NATIONA	38812	02771PNK9	157,000.00		157,000.00	0.00	157,000.00
180302	1/2/2020	ICD SEC	CD-AXIOM BANK	31390	05464LAV3		200,000.00	0.00	200,000.00	200,000
170630A	6/29/2018	ICD SEC	CD-BANK BARODA	33681	06062RAU6	98,000.00		98,000.00	0.00	98,000
160615	6/15/2018	ICD SEC	CD-BANK LEUMI USA	19842	063248FQ6	250,000.00		250,000.00	0.00	250,000
170413	4/13/2018	ICD SEC	CD-BANK OF BARODA	33681	06062Q2P8	151,000.00		151,000.00	0.00	151,000
170517	5/17/2018	ICD SEC	CD-BANK OF CHINA	33653	06426WFAS	99,000.00		99,000.00	0.00	99,000
171220B	12/20/2018	ICD SEC	CD-BANK OF CHINA	33653	06426WXH0	150,000.00		0.00	150,000.00	150,000
160826B	8/27/2018	ICD SEC	CD-BANK OF HOPE	26610	062683AB3	249,000.00		0.00	249,000.00	249,000
180215	2/13/2019	ICD SEC	CD-BANK OF INDIA	33648	06279KFK7		200,000.00	0.00	200,000.00	200,000
170125B	1/25/2019	ICD SEC	CD-BANKERS West BANK	23210	06610TDQ5	109,000.00		0.00	109,000.00	200,000
180125	1/25/2019	ICD SEC	CD-BANNER BANK	28489	06552XFNO		200,000.00	0.00	200,000.00	200,000
170630B	12/28/2018	ICD SEC	CD-BAR HARBOR	11971	066851VR4	249,000.00		0.00	249,000.00	249,000
140716	7/16/2019	ICD SEC	CD-BARCLAYS BANK	57203	0674OKHF7	250,000.00		0.00	250,000.00	250,000
171228C	12/27/2019	ICD SEC	CD-BELL BANK	19581	07815AAT4	249,000.00		0.00	249,000.00	249,000
170714A	1/14/2019	ICD SEC	CD-BMW BANK	35141	05580AJP0	149,000.00		0.00	149,000.00	149,000
161130	11/30/2018	ICD SEC	CD-BMW BANK OF NORT	35141	05580AFN9	100,000.00		0.00	100,000.00	100,000
171229A	12/27/2019	ICD SEC	CD-BRICKELL BANK	21220	10801DAM3	249,000.00		0.00	249,000.00	249,000
160729A	4/30/2018	ICD SEC	CD-BROOKLINE BANK	17798	113730CE6	176,000.00		176,000.00	0.00	176,000
170131	7/31/2019	ICD SEC	CD-CAPE COD	23287	13934CAB3	249,000.00		0.00	249,000.00	200,000
170111	1/11/2019	ICD SEC	CD-CAPITAL ONE BANK	33954	140420S92	148,000.00		0.00	148,000.00	200,000
150715A	7/16/2018	ICD SEC	CD-CAPITAL ONE BANK	04297	14042E4R8	250,000.00		250,000.00	0.00	250,000.00
180216	8/16/2019	ICD SEC	CD-CATHAY BANK	18503	149159LY9		249,000.00	0.00	249,000.00	249,000
170330B	9/30/2019	ICD SEC	CD-CENTRAL FEDERAL S	27910	15347EAE9	249,000.00		0.00	249,000.00	249,000
180329	3/30/2020	ICD SEC	CD-CITIBANK	7213	17312QHS1		249,000.00	0.00	249,000.00	249,000
180117	7/17/2020	ICD SEC	CD-CITIZENS NATIONAL	06531	175144DH4		150,000.00	0.00	150,000.00	150,000
170728C	7/29/2019	ICD SEC	CD-CITIZENS STATE BAN	00419	17669WGF6	249,000.00		0.00	249,000.00	249,000
170331	9/30/2019	ICD SEC	CD-CITIZENS STATE BAN	11778	17668UAP5	103,000.00		0.00	103,000.00	103,000
160826C	2/28/2019	ICD SEC	CD-COMENITY CAP BANI	57570	20033ARR9	249,000.00		0.00	249,000.00	249,000
180725A	7/25/2023	ICD SEC	CD-COMMERCIAL BANK	18584	201282HW3		245,000.00	0.00	245,000.00	245,000.00
170208	8/8/2018	ICD SEC	CD-COMMERCIAL BANK	12246	20146AAC4	101,000.00		0.00	101,000.00	101,000
170928	3/27/2020	ICD SEC	CD-CONNECTONE BANK	57919	20786ABV6	249,000.00		0.00	249,000.00	249,000
171129B	11/29/2019	ICD SEC	CD-CRESCOM BANK	57135	225862DH1	249,000.00		0.00	249,000.00	249,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
180124A	1/24/2020	ICD SEC	CD-CROSSFIRST BANK	58648	2766ACD5		249,000.00	0.00	249,000.00	249,000
180717	7/16/2021	ICD SEC	CD-CURRIE STATE BANK	8833	23130SDL4		245,000.00	0.00	245,000.00	245,000.00
140723A	1/23/2018	ICD SEC	CD-CUSTOMERS BANK	34444	23204HBR8	200,000.00		200,000.00	0.00	200,000
170719A	7/19/2019	ICD SEC	CD-DISCOVER BANK	05649	2546726A1	100,000.00		0.00	100,000.00	100,000
150730	7/30/2018	ICD SEC	CD-DISCOVER BANK	05649	254672TA6	149,000.00		149,000.00	0.00	149,000.00
160720	7/20/2018	ICD SEC	CD-EAGLE BANK	34742	27002YCX2	249,000.00		249,000.00	0.00	249,000
170724	7/24/2019	ICD SEC	CD-EAST BOSTON SAVIN	33510	27119PBU4	249,000.00		0.00	249,000.00	249,000
170719C	7/19/2019	ICD SEC	CD-ENERBANK	57293	29266N5Q6	249,000.00		0.00	249,000.00	249,000
170228	2/28/2019	ICD SEC	CD-ESSA BANK & TRUST	28262	29667RPN7	249,000.00		0.00	249,000.00	249,000
160129	1/29/2018	ICD SEC	CD-EVERBANK	34775	29976DH94	248,000.00		248,000.00	0.00	250,000
170630C	12/31/2018	ICD SEC	CD-FIRST BANK SOUTHE	15019	31931TEP6	249,000.00		0.00	249,000.00	249,000
170731	1/31/2019	ICD SEC	CD-FIRST COMMERCIAL	57069	31984GEF2	249,000.00		0.00	249,000.00	249,000
180713B	7/13/2021	ICD SEC	CD-FIRST FINANCIAL NW	29058	32022MAW8		245,000.00	0.00	245,000.00	245,000.00
180430A	10/30/2019	ICD SEC	CD-FIRST GENERAL BAN	58060	320337CF3		200,000.00	0.00	200,000.00	200,000
180629B	6/1/2920	ICD SEC	CD-FIRST INTERNET BAN	34607	32056GC21		249,000.00	0.00	249,000.00	249,000
160816	2/16/2018	ICD SEC	CD-FIRST NATIONAL BAI	05452	332135GM8	249,000.00		249,000.00	0.00	249,000
151218B	6/18/2018	ICD SEC	CD-FIRST SOURCE BANK	09087	33646CFY5	250,000.00		250,000.00	0.00	250,000.00
180129	1/29/2020	ICD SEC	CD-FORTUNE BANK	58107	34969RCD8		248,000.00	0.00	248,000.00	248,000
130301	3/1/2018	ICD SEC	CD-GE CAPITAL BANK	33778	3616ITJB2	200,000.00		200,000.00	0.00	200,000
170327	7/27/2018	ICD SEC	CD-GNB BANK	14079	36198JCP7	249,000.00		249,000.00	0.00	249,000
170726	7/27/2020	ICD SEC	CD-GOLDMAN SACHS	33124	38148PLS4	249,000.00		0.00	249,000.00	249,000
180712	4/13/2020	ICD SEC	CD-HADDON SAVINGS B/	28222	404730BV4		245,000.00	0.00	245,000.00	245,000.00
171215A	12/16/2019	ICD SEC	CD-HAMNI BANK	24170	410193CR9	249,000.00		0.00	249,000.00	249,000
171130C	5/29/2020	ICD SEC	CD-HENRY COUNTY BAN	15384	426336BM4	200,000.00		0.00	200,000.00	200,000
180718B	10/18/2021	ICD SEC	CD-HERITAGE BANK	30090	42724JEH4		245,000.00	0.00	245,000.00	245,000.00
160729B	3/29/2018	ICD SEC	CD-HERITAGE BANK	30090	42724JDF9	249,000.00		249,000.00	0.00	249,000
160721A	7/23/2018	ICD SEC	CD-INDEPENDENCE BAN	08136	4534OKDP1	249,000.00		249,000.00	0.00	249,000
161216A	12/17/2018	ICD SEC	CD-INVESTORS SAVINGS	28892	46176PFV2	249,000.00		0.00	249,000.00	249,000
180731B	1/31/2022	ICD SEC	CD-IROQUOIS FEDERAL S	29675	46355PCM8		245,000.00	0.00	245,000.00	245,000.00
160831	8/31/2018	ICD SEC	CD-JP MORGAN CHASE	00628	48126XCN3	249,000.00		0.00	249,000.00	249,000
180727A	7/27/2022	ICD SEC	CD-KANSAS STATE BANK	19899	50116CBY4		245,000.00	0.00	245,000.00	245,000.00
170927	9/27/2019	ICD SEC	CD-KEY BANK	17534	49306SYU4	100,000.00		0.00	100,000.00	100,000
170222	8/22/2019	ICD SEC	CD-KEY BANK	17534	493065XF8	149,000.00		0.00	149,000.00	149,000
171013	10/15/2019	ICD SEC	CD-LAKESIDE BANK	19573	51210SNQ6	101,000.00		0.00	101,000.00	101,000
161019	10/19/2018	ICD SEC	CD-LAKESIDE BANK	19573	51210SLX3	100,000.00		0.00	100,000.00	100,000
170929	3/27/2020	ICD SEC	CD-LANDMARK COMM B	34982	51507LBM5	249,000.00		0.00	249,000.00	249,000
161230A	12/30/2019	ICD SEC	CD-M BANK	14816	55275FKK3	160,000.00		0.00	160,000.00	160,000
180430B	4/30/2020	ICD SEC	CD-MAGYAR BANK	30704	55977RBP7		225,000.00	0.00	225,000.00	225,000
161215	2/14/2019	ICD SEC	CD-MAIN STREET BANK	57162	56034WAP6	249,000.00		0.00	249,000.00	200,000
171220A	12/20/2019	ICD SEC	CD-MB FINANCIAL	03628	55266CXT8	249,000.00		0.00	249,000.00	249,000
170714B	1/14/2019	ICD SEC	CD-MEDALLION BANK	57449	58403D7B6	249,000.00		0.00	249,000.00	249,000
180621	6/21/2021	ICD SEC	CD-MERCANTILE COMM	22953	58733AEX3		200,000.00	0.00	200,000.00	200,000
170721	7/22/2019	ICD SEC	CD-MERRICK BANK	34519	59013JZB8	249,000.00		0.00	249,000.00	249,000
180730	2/28/2020	ICD SEC	CD-METABANK	30776	59101LEF0		245,000.00	0.00	245,000.00	245,000.00
171214A	6/14/2019	ICD SEC	CD-MIDLAND STATES BA	01040	59774QFF4	249,000.00		0.00	249,000.00	249,000
170714C	7/15/2019	ICD SEC	CD-MIDSOUTH BANK	25884	59805FAB5	249,000.00		0.00	249,000.00	249,000
171214B	12/16/2019	ICD SEC	CD-MORGAN STANLEY B	32992	61747MD65	249,000.00		0.00	249,000.00	249,000
170728B	1/28/2020	ICD SEC	CD-NATIONWIDE BANK	34710	63861NAH8	249,000.00		0.00	249,000.00	249,000
151031	1/4/2018	ICD SEC	CD-NOA BANK	58657	65487TBD2	150,000.00		150,000.00	0.00	150,000
170330A	4/1/2019	ICD SEC	CD-NORTHFIELD BANK	28710	66612ABG2	249,000.00		0.00	249,000.00	249,000
180706	7/6/2020	ICD SEC	CD-ORIENTAL BANK	31469	68621KBWO		245,000.00	0.00	245,000.00	245,000.00
160210A	2/9/2018	ICD SEC	CD-ORIENTAL BANK	31469	686184WS7	200,000.00		200,000.00	0.00	200,000
161221	6/21/2019	ICD SEC	CD-ORRSTOWN BANK	00713	687377EA5	249,000.00		0.00	249,000.00	249,000
171215B	6/15/2020	ICD SEC	CD-PACIFIC CITY BANK	57463	69406PCT4	249,000.00		0.00	249,000.00	249,000
170719B	7/19/2019	ICD SEC	CD-PEOPLES UNITED BAI	27334	71270QQZZ	249,000.00		0.00	249,000.00	249,000
170727	10/28/2019	ICD SEC	CD-PILOT BANK	27045	721531BT7	249,000.00		0.00	249,000.00	249,000
170728A	7/27/2018	ICD SEC	CD-PINNACLE BANK	35583	72345SFJS	249,000.00		249,000.00	0.00	249,000
180727B	4/27/2020	ICD SEC	CD-PLUS INTERNATIONA	57083	7294OUJH9		245,000.00	0.00	245,000.00	245,000.00
171130B	11/29/2019	ICD SEC	CD-PONCE DELEON	31189	73233AM1	53,000.00		0.00	53,000.00	53,000
161229	6/29/2018	ICD SEC	CD-PREFERRED BANK	33539	740367FE2	249,000.00		249,000.00	0.00	249,000
170317	9/17/2018	ICD SEC	CD-PRIVATE BANK & TR	33306	74267GVR5	200,000.00		0.00	200,000.00	200,000
161228A	6/28/2018	ICD SEC	CD-PROVIDENCE BANK	01643	74374MAD6	249,000.00		249,000.00	0.00	249,000
171127	11/27/2019	ICD SEC	CD-ROCKFORD BANK &	57927	77315PBM3	249,000.00		0.00	249,000.00	249,000
161207	6/7/2018	ICD SEC	CD-ROLLSTONE BANK &	17797	77579ABW5	200,000.00		200,000.00	0.00	200,000
170125C	1/25/2019	ICD SEC	CD-RONDOUT SAVINGS I	15969	776322AR0	200,000.00		0.00	200,000.00	200,000
171222	9/23/2019	ICD SEC	CD-SACO & BIDDEFORD S	17743	78577TAV7	249,000.00		0.00	249,000.00	249,000
160916	9/17/2018	ICD SEC	CD-SAFRA NATIONAL BA	26876	78/658QYZ0	249,000.00		0.00	249,000.00	249,000.00
171213	12/13/2019	ICD SEC	CD-SALLIE MAE BANK	58177	795450G41	249,000.00		0.00	249,000.00	249,000
180726	4/26/2021	ICD SEC	CD-SIGNATURE BANK	57269	82668XFZ6		245,000.00	0.00	245,000.00	245,000.00
180417	4/17/2020	ICD SEC	CD-SOUTHWEST NATION	4801	845182BK9		151,000.00	0.00	151,000.00	151,000
180713A	7/13/2021	ICD SEC	CD-SPIRIT BANK	4048	848608DE2		249,000.00	0.00	249,000.00	249,000.00
171229B	12/29/2020	ICD SEC	CD-STATE BANK OF FEN	11406	856188AV9	249,000.00		0.00	249,000.00	249,000
170623	6/24/2019	ICD SEC	CD-STATE BANK OF INDI	33682	856285BZ3	249,000.00		0.00	249,000.00	249,000
180531A	5/29/2020	ICD SEC	CD-STEARNS BANK	10988	857894WV9		249,000.00	0.00	249,000.00	249,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
160930D	4/30/2018	ICD SEC	CD-STEARNS BANK	10988	857894RN1	249,000.00		249,000.00	0.00	249,000.00
161228B	6/28/2019	ICD SEC	CD-STEUBEN TR CO	12936	860010BG1	160,000.00		0.00	160,000.00	160,000
170630D	6/28/2019	ICD SEC	CD-SUMMIT COMMUNIT	34102	86604XLX2	205,000.00		0.00	205,000.00	205,000
180406C	4/6/2020	ICD SEC	CD-SYNCHRONY BANK	27314	87164WUX4		249,000.00	0.00	249,000.00	249,000
161123	5/23/2018	ICD SEC	CD-TCF NATIONAL BANK	28330	872278XK7	100,000.00		100,000.00	0.00	100,000
170922	5/26/2020	ICD SEC	CD-TEXAS EXCHANGE B.	20096	88241TCA6	249,000.00		0.00	249,000.00	249,000
171027	10/27/2020	ICD SEC	CD-THIRD FEDERAL SAV	30012	88413QBS6	249,000.00		0.00	249,000.00	249,000
160721B	1/22/2018	ICD SEC	CD-TRANSPORTATION A	34781	89388CBE7	249,000.00		249,000.00	0.00	249,000
170421	4/22/2019	ICD SEC	CD-UNITED COMMUNITY	19143	90983HAC8	249,000.00		0.00	249,000.00	249,000
180718A	7/20/2020	ICD SEC	CD-UNITED STATE BANK	12214	91153QAE6		245,000.00	0.00	245,000.00	245,000.00
171130A	11/29/2019	ICD SEC	CD-UNIVEST NATIONAL	07759	91527PBF3	249,000.00		0.00	249,000.00	249,000
161219	12/19/2018	ICD SEC	CD-WEB BANK	34404	947547JJ5	249,000.00		0.00	249,000.00	249,000
180731A	7/31/2020	ICD SEC	CD-WELCH STATE BANK	9472	949095BB8		245,000.00	0.00	245,000.00	245,000.00
160617	6/18/2018	ICD SEC	CD-WELLS FARGO BANK	03511	9497485X1	150,000.00		150,000.00	0.00	150,000
180530	5/29/2020	ICD SEC	CD-WEX BANK	34697	92937CHA9		249,000.00	0.00	249,000.00	249,000
170125A	1/25/2019	ICD SEC	CD-WHITNEY BANK	12441	966594AV5	249,000.00		0.00	249,000.00	249,000
160930B	4/2/2018	ICD SEC	CD-WOOD & HUSTON BA	01060	978208AA4	249,000.00		249,000.00	0.00	249,000.00
170112	1/11/2019	ICD SEC	CD-WORLDS FOREMOST	57079	981571CS9	100,000.00		0.00	100,000.00	200,000
170119	1/18/2019	ICD SEC	CD-WORLDS FOREMOST	57079	981571CU4	100,000.00		0.00	100,000.00	200,000
171214C	6/14/2019	ICD SEC	CD-ZB (ZION)	02270	98878BLQ9	249,000.00		0.00	249,000.00	249,000
			2017 Investments & MM						22,315,000.00	
090102B	12/25/2018	Com Sec	FNR 2003-120 BY		31393UGR8	3,572.05		3,356.22	215.83	200,000
									215.83	
160606	5/1/2020	Northland	ANCHOR BAY MI SCH DISTRICT		032879-TC-2	500,000.00		0.00	500,000.00	500,000
161114B	2/1/2024	Northland	ANDOVER MN TAX		034313-ZU-3	300,000.00		0.00	300,000.00	300,000
130412	2/1/2024	Northland	BECKER MN TAX		075671LJ4	50,000.00		0.00	50,000.00	50,000
160317	2/1/2019	Northland	BECKER MN TAX		075663YH9	645,000.00		0.00	645,000.00	645,000
150903	11/1/2018	Northland	BROOKFIELD WI, TAXABLE		112857-BL-0	500,000.00		0.00	500,000.00	500,000
110310	2/1/2020	Northland	BROOKLYN CENTER ISD#286		113853-KG-9	285,000.00		0.00	285,000.00	285,000
17128A	4/1/2018	Northland	BURLINGTON WIS REFUND		122133-KW-0	25,000.00		25,000.00	0.00	25,000
120215B	6/1/2026	Northland	CEDAR RAPIDS IO TAX		150528-JU-2	50,000.00		0.00	50,000.00	50,000
120606B	6/1/2022	Northland	CEDAR RAPIDS IO TAX		150528-N2-6	135,000.00		0.00	135,000.00	135,000
120606A	6/1/2023	Northland	CEDAR RAPIDS IO TAX		150528-PA-9	140,000.00		0.00	140,000.00	140,000
140620	12/1/2020	Northland	CELINA OHIO SCHOOL DISTR		151069-FD-8	300,000.00		0.00	300,000.00	300,000
130815A	12/1/2020	Northland	CHASKA, MN TAX		161664-DY-0	75,000.00		0.00	75,000.00	75,000
130815B	12/1/2021	Northland	CHASKA, MN TAX		161664-DZ-7	75,000.00		0.00	75,000.00	75,000
171129A	2/1/2019	Northland	CHASKA, MN TAX		161664-G4-7	120,000.00		0.00	120,000.00	120,000
140502	2/15/2020	Northland	COLLINGSWOOD NJ TAX		194756-PQ-9	145,000.00		0.00	145,000.00	145,000
140730A	6/1/2019	Northland	DES MOINES IA TAXABLE		25009X-GB-5	115,000.00		0.00	115,000.00	115,000
140730B	6/1/2020	Northland	DES MOINES IA TAXABLE		25009X-GC-3	145,000.00		0.00	145,000.00	145,000
170109	6/1/2022	Northland	DESMOINES IA TAX		250097-J3-7	200,000.00		0.00	200,000.00	200,000
141104	2/1/2022	Northland	DULUTH MN TAXABLE		264438-G5-5	150,000.00		0.00	150,000.00	150,000
151217A	12/1/2018	Northland	FARGO ND TAXABLE		30747N-BC-7	435,000.00		0.00	435,000.00	435,000
151216A	6/14/2018	Northland	FFCB		3133EF-SH-1	500,000.00		500,000.00	0.00	500,000
170712	7/1/2021	Northland	GARDENDALE ALA TAX		365478-DQ-6	240,000.00		0.00	240,000.00	240,000
171218B	3/1/2020	Northland	GLENDALE RIVER HILLS WIS TAX		378541-CN-4	135,000.00		0.00	135,000.00	135,000
171218C	2/15/2018	Northland	HALE COUNTY TAX		405468-CN-7	25,000.00		25,000.00	0.00	25,000
170823A	3/1/2018	Northland	HAWLEY MN SCHOOL DISTRICT		420416-EY-1	150,000.00		150,000.00	0.00	150,000
140320A	3/1/2019	Northland	HAWLEY MN SCHOOL DISTRICT		420416-EZ-8	390,000.00		0.00	390,000.00	390,000
140117	11/1/2019	Northland	HONOLULU TAXABLE		438670-Q4-6	275,000.00		0.00	275,000.00	275,000
150109	10/1/2022	Northland	HUBBARD COUNTY TAX		443348-DE-4	135,000.00		0.00	135,000.00	140,000
180212A	6/1/2018	Northland	IOWA WESTIN COMM COLLEGE		462612-RZ-7		160,000.00	160,000.00	0.00	160,000
180212B	6/1/2019	Northland	IOWA WESTIN COMM COLLEGE		462612-SA-1		140,000.00	0.00	140,000.00	140,000
180212C	6/1/2020	Northland	IOWA WESTIN COMM COLLEGE		462612-SB-9		160,000.00	0.00	160,000.00	160,000
180725B	7/25/2023	Northland	CD-SMARTBANK		83172H-DT-4		245,000.00	0.00	245,000.00	245,000
180730	10/1/2024	Northland	HUBBARD COUNTY TAX		443348-DG-9		100,000.00	0.00	100,000.00	100,000
120321	3/1/2022	Northland	MADISION WI SCHOOL DISTR		558495-KN-6	500,000.00		0.00	500,000.00	500,000
150708	2/1/2019	Northland	MAPLEWOOD MN TAX		56557-UM-5	350,000.00		0.00	350,000.00	350,000
161101	3/1/2019	Northland	MARSHFIELD WI TAX		572852-W4-9	145,000.00		0.00	145,000.00	145,000
121228B	9/1/2023	Northland	MIDDLETON WIS REFUND		596782-T6-7	300,000.00		0.00	300,000.00	300,000
120214B	9/1/2025	Northland	MIDDLETON WIS REFUND		596782-TJ-1	315,000.00		0.00	315,000.00	315,000
150430	2/1/2022	Northland	MINNETONKA ISD #276		604195-YG-6	270,000.00		0.00	270,000.00	270,000
130702A	1/1/2019	Northland	MINNETONKA ISD #276		604195-VW-4	285,000.00		0.00	285,000.00	285,000
130702B	1/1/2021	Northland	MINNETONKA ISD #276		604195-VY-0	400,000.00		0.00	400,000.00	400,000
120215A	1/1/2028	Northland	MINNETONKA ISD #276		604195-SB-4	50,000.00		50,000.00	0.00	50,000
160812	5/1/2023	Northland	MONROE MI TAX		611101-MF-0	190,000.00		0.00	190,000.00	190,000
130722	2/1/2021	Northland	MOUND MN TAXABLE		620S35-W4-2	95,000.00		0.00	95,000.00	95,000
100803B	2/1/2018	Northland	NEW PRAGUE BAB		648159-TX-9	70,000.00		70,000.00	0.00	70,000
100803C	2/1/2019	Northland	NEW PRAGUE BAB		648159-TY-7	45,000.00		0.00	45,000.00	45,000
100803D	2/1/2020	Northland	NEW PRAGUE BAB		648159-TZ-4	70,000.00		0.00	70,000.00	70,000
141006	6/1/2020	Northland	NORTHEAST IOWA COMM COLLEGE		664214-JQ-7	320,000.00		0.00	320,000.00	320,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
161003A	2/1/2018	Northland	OLIVIA MN TAX		681079-YD-5	45,000.00		45,000.00	0.00	45,000
161003B	2/1/2019	Northland	OLIVIA MN TAX		681079-YE-3	95,000.00		0.00	95,000.00	95,000
161003C	2/1/2020	Northland	OLIVIA MN TAX		681079-YF-0	100,000.00		0.00	100,000.00	100,000
180131	3/1/2021	Northland	PALMYRA EAGE AREA SCHOOL		697165-EH-7		75,000.00	0.00	75,000.00	75,000
111031	6/1/2018	Northland	RACINE WIS TAXABLE		750021-6D-4	755,000.00		755,000.00	0.00	755,000
130624A	2/1/2023	Northland	RAMSEY COUNTY TAXABLE		751622-HH-7	595,000.00		0.00	595,000.00	595,000
130624B	2/1/2022	Northland	RAMSEY COUNTY TAXABLE		751622-HG-9	285,000.00		0.00	285,000.00	285,000
180124B	2/1/2019	Northland	RICHFIELD TAX TIF		763325-6K-8		25,000.00	0.00	25,000.00	25,000
171228A	2/1/2020	Northland	SCOTT COUNTY TAX		809557-AY-7	60,000.00		0.00	60,000.00	60,000
171228B	2/1/2021	Northland	SCOTT COUNTY TAX		809557-AZ-4	115,000.00		0.00	115,000.00	115,000
160420B	10/1/2018	Northland	SHEBOYGAN WIS TAX		82102R-BY-0	250,000.00		0.00	250,000.00	250,000
150804	11/1/2018	Northland	SHEBYGAN WISCON REFUND		82102R-BM-6	800,000.00		0.00	800,000.00	800,000
120308A	12/1/2020	Northland	SHOREWOOD WIS TAX		825230-KU-8	150,000.00		0.00	150,000.00	150,000
120308B	12/1/2022	Northland	SHOREWOOD WIS TAX		825230-KW-4	150,000.00		0.00	150,000.00	150,000
120308C	12/1/2027	Northland	SHOREWOOD WIS TAX		825230-LB-9	225,000.00		0.00	225,000.00	225,000
120308D	12/1/2028	Northland	SHOREWOOD WIS TAX		825230-LC-7	465,000.00		0.00	465,000.00	465,000
170215	5/1/2019	Northland	SPARTA WIS REFUNDING		846748-HC-8	100,000.00		0.00	100,000.00	100,000
161222	2/1/2019	Northland	ST. PAUL MN PORT AUTHORITY TAX		793028-WR-8	145,000.00		0.00	145,000.00	145,000
110608	2/1/2019	Northland	WADENA MN BAB		930217-JD-7	95,000.00		0.00	95,000.00	95,000
170620A	6/1/2019	Northland	WATERLOO IOWA TAXABLE		941647-VS-5	210,000.00		0.00	210,000.00	210,000
170620B	6/1/2020	Northland	WATERLOO IOWA TAXABLE		941647-VT-3	210,000.00		0.00	210,000.00	210,000
130624C	6/1/2018	Northland	WATERLOO IOWA TAXABLE		941647-NZ-8	345,000.00		345,000.00	0.00	345,000
170823B	10/1/2019	Northland	WESTERN LAKE SUPERIOR		958522-XW-9	120,000.00		0.00	120,000.00	120,000
120215C	10/1/2019	Northland	WESTERN LAKE SUPERIOR		958522-WU-4	100,000.00		0.00	100,000.00	100,000
160728A	5/1/2020	Northland	WISCONSIN STATE TAX		97705M-DS-1	500,000.00		0.00	500,000.00	500,000
141205A	9/1/2018	Northland	WYANDOTTE KANSAS SD		982696-QE-9	125,000.00		0.00	125,000.00	125,000
									14,465,000.00	
120817A	5/1/2018	UBS	NYC-TAXABLE		64971QTU7	500,000.00		500,000.00	0.00	500,000
130611	5/21/2018	UBS	FNMA		3135GOXDO	750,000.00		750,000.00	0.00	750,000
030630A	6/15/2018	UBS	FHR 2628 AB		31393VMQ1C	553.50		553.56	-0.06	200,000
030730A	8/25/2018	UBS	FNR 2003-74-KN		31393EAL3C	1,042.57		1,034.25	8.32	300,000.00
121207	11/1/2018	UBS	NYC GEN TAX		64971QH55	500,000.00		0.00	500,000.00	500,000
160412	5/1/2019	UBS	LINCOLN SD TAX		533883NG5	500,000.00		0.00	500,000.00	500,000
040730A	7/15/2019	UBS	FHR 2822 DB		31395C3S8	865.81		866.54	-0.73	500,000
160930E	9/30/2019	UBS	CD-JEFFERSON BANK & TRUST		472376AA0	245,000.00		0.00	245,000.00	245,000.00
130606B	11/1/2019	UBS	NYC GEN TAX		64971QH63	1,000,000.00		0.00	1,000,000.00	1,000,000
160224B	12/1/2019	UBS	MCLEAN COUNTY IL SCHOOL DISTRIC		582018Ff5	450,000.00		0.00	450,000.00	450,000
150310	4/1/2020	UBS	MONTGOMERY ALA TAX		613035L69	400,000.00		0.00	400,000.00	400,000
160526	5/1/2020	UBS	MILAN MICH SCHOOL TAX		598801JD1	500,000.00		0.00	500,000.00	500,000
160613	12/1/2020	UBS	SCHILLER PARK TAX		8062721LM6	325,000.00		0.00	325,000.00	325,000
151207	12/1/2020	UBS	SACRAMENTO TAXABLE		786060BB8	300,000.00		0.00	300,000.00	300,000
970625	2/25/2021	UBS	FNMA FNR-1991-7 H		31358FZW2	1,000.00		0.00	1,000.00	129,000
160927A	5/1/2021	UBS	YPSILANTI MI SCHOOL DISTR		987864NY7	405,000.00		0.00	405,000.00	405,000.00
160422	5/15/2021	UBS	UNIVERSITY OF CA TAX		91412GFS9	500,000.00		0.00	500,000.00	500,000
171211	7/1/2021	UBS	FLORIDA STATE BOARD OF ADMIN		341271AB0	235,000.00		0.00	235,000.00	235,000
970917B	9/15/2021	UBS	FHLMC REMIC SERIES FH194E		312904GT6C	80.09		80.14	-0.05	255,714
160705	11/1/2021	UBS	MICHIGAN STATE TAX		594612CX9	300,000.00		0.00	300,000.00	300,000
160718	12/1/2021	UBS	LITTLE MIAMI OHIO SCHOOL		537292KY9	345,000.00		0.00	345,000.00	345,000
160601	2/15/2022	UBS	MCALLEN TAX'		582018Ff5	200,000.00		0.00	200,000.00	200,000
151104	3/1/2022	UBS	NEW YORK TAXALBE		64966KQC0	500,000.00		0.00	500,000.00	500,000
160727	5/1/2022	UBS	NORTH BRANCH SCHOOL TAX		657740F50	500,000.00		0.00	500,000.00	500,000
001127	7/25/2022	UBS	FNR G92-35		31358PHV2C	690.86		147.07	543.79	75,215
160830C	8/1/2022	UBS	NEW YORK CITY TAXABLE		64966MED7	300,000.00		0.00	300,000.00	300,000
021004	8/25/2022	UBS	FNR 1992-125L		31358PS40C	803.28		143.89	659.39	52,000
180108	10/1/2022	UBS	PALM BEACH COUNTY SOLID WASTE				450,000.00	0.00	450,000.00	450,000
180531B	6/1/2020	UBS	CD-MORGAN STANLY		6176OALP2		245,000.00	0.00	245,000.00	245,000
180522	2/5/2025	UBS	FFCB		3133EJBN8		750,000.00	0.00	750,000.00	750,000
180629A	6/29/2021	UBS	CD-WELLS FARGO	3511	949763RX6		245,000.00	0.00	245,000.00	245,000
180614	6/12/2024	UBS	FFCB		3133EH2F9		500,000.00	0.00	500,000.00	500,000
180626	2/1/2003	UBS	FFCB		3133EG5K7		300,000.00	0.00	300,000.00	300,000
180628	6/28/2023	UBS	CD-COMENITY BANK	27499	981996UP3		200,000.00	0.00	200,000.00	200,000
180629C	6/1/2025	UBS	MARYLAND STATE TAX		57420PGR1		300,000.00	0.00	300,000.00	300,000
'180711A	3/6/2023	UBS	FFCB		3133EJET2		350,000.00	0.00	350,000.00	350,000
180711B	2/20/2026	UBS	FFCB		3133EJDH96		400,000.00	0.00	400,000.00	400,000
180713C	8/24/2028	UBS	FHLB		3130A8Y56		500,000.00	0.00	500,000.00	500,000
180723	7/24/2023	UBS	CD-TOYOTA FINANCIAL SAVINGS		89235MJA0		245,000.00	0.00	245,000.00	245,000
020826	10/15/2022	UBS	FHR 1391D		312912LUO	652.07		195.08	456.99	59,990
160428	10/28/2022	UBS	FNMA		3136G3JS5	250,000.00		0.00	250,000.00	250,000
161216B	12/16/2022	UBS	CD-MERCANTIL COMM BANK		58733ADQ9	245,000.00		0.00	245,000.00	245,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
161208A	4/1/2023	UBS	NEW HOPE CULTURAL ED TAX		64542WAY6	250,000.00		0.00	250,000.00	250,000
150812	6/1/2023	UBS	CHARLOTTE TAXABLE		161037L61	300,000.00		0.00	300,000.00	300,000
010328	6/25/2023	UBS	FHG14A		312916PD5R	2,000.00		0.00	2,000.00	152,000
160830D	8/24/2023	UBS	FNMA		3136G32Y0	250,000.00		0.00	250,000.00	250,000
160830B	8/28/2023	UBS	FHLMC		3134GAAKO	300,000.00		0.00	300,000.00	300,000
161018	7/1/2024	UBS	SELMA ALA TAX		816459QV6	500,000.00		0.00	500,000.00	500,000
160726	7/26/2024	UBS	FHLMC		3134G9N78	500,000.00		0.00	500,000.00	500,000
151009	9/1/2024	UBS	NJ ENVIRONMENTAL INFRASTRUCTUR		645791CAO	270,000.00		0.00	270,000.00	270,000
161026	10/1/2024	UBS	HONOLULU TAX		4386705W7	300,000.00		0.00	300,000.00	300,000
151023	10/1/2024	UBS	MADISON TAXABLE		55844RKN3	640,000.00		0.00	640,000.00	640,000
161208B	11/1/2024	UBS	MICHIGAN FIN AUTH REV		59447TJX2	250,000.00		0.00	250,000.00	250,000
150311	3/11/2025	UBS	CD-HBSC BANK		40434ASB6	240,000.00		0.00	240,000.00	240,000
160928	3/28/2025	UBS	FHLB		3130A9CN9	300,000.00		0.00	300,000.00	300,000.00
161114A	7/1/2025	UBS	LEXINGTON FAYETTE AIRPORT		52909MCA0	300,000.00		0.00	300,000.00	300,000
160826D	8/24/2026	UBS	FHLB		3130A8Z63	300,000.00		0.00	300,000.00	300,000
160830A	8/28/2026	UBS	FHLB		3130A8ZF3	300,000.00		0.00	300,000.00	300,000
160802	12/1/2027	UBS	TOOLE CITY UT TAX		89033RBU7	400,000.00		0.00	400,000.00	400,000
									17,889,667.65	
	TOTAL INVESTMENTS					61,031,260.23	20,791,000.00	16,472,376.75	65,349,883.48	
			Unamortized Premiums			1,457,335.04			1,457,335.04	
			Unamortized Discounts			(3,294,871.24)	(75,346.95)		(3,370,218.19)	
			BOW			6,736,009.95	26,699,204.72	27,450,381.21	5,984,833.46	
			Money Market Accounts			3,601,475.54	7,091,883.15	7,000,000.00	3,693,358.69	
			Net Cash and Investments			69,531,209.52	54,506,740.92	50,922,757.96	73,115,192.48	

CC Regular Session **4. 3.**

Meeting Date: 08/28/2018

By: JoAnn Shaw, Community Development

Information

Title

Note the Following Boards and Commission Meeting Minutes:

- Economic Development Authority Meeting Minutes Dated July 12, 2018
- Park and Recreation Commision Meeting Minutes Dated July 12, 2018
- Planning Commission Meeting Minutes Dated July 12, 2018
- Environmental Policy Board Meeting Minutes Dated July 16, 2018

Attachments

EDA 07 12 18

Park 07 12 18

Planning 07 12 18

EPB 07 16 18

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 01:56 PM
Form Started By: JoAnn Shaw		Started On: 08/10/2018 01:07 PM
Final Approval Date: 08/23/2018		

City of Ramsey
Agenda

Economic Development Authority (EDA)

Thursday, July 12, 2018
7:30 am
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Approve Agenda

3. Approve Minutes

1. Approve the Following Meeting Minutes:
1) EDA Regular Meeting - June 14, 2018

4. EDA Business

1. Consider Purchase Agreement for 6710 Highway 10 NW; Case of PDKP Properties, LLC (Sterling Trophy)

2. Consider Amendment to Purchase Agreement for Harvest Estates; Case of GS Land, LLC
(Portions may be closed to the Public)

3. Review Updated Restaurant Subsidy Program

5. Member/Staff Input

1. Update: Two Shovel Ready Certifications

2. Business Retention and Expansion Update

6. Adjournment

Economic Development Authority (EDA) **3. 1.**

Meeting Date: 07/12/2018

By: Katie Schmidt, Administrative Services

Title:

Approve the Following Meeting Minutes:
1) EDA Regular Meeting - June 14, 2018

Purpose/Background:

Purpose: The purpose is to approve the meeting minutes for the EDA meeting held the prior month.

Background: The meeting minutes are attached for review and approval.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Motion to approve the following EDA meeting minutes:

1) EDA Regular Meeting - June 14, 2018

Attachments

6/14/2018 EDA minutes

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/03/2018 01:44 PM
Kurt Ulrich	Kurt Ulrich	07/05/2018 02:25 PM
Form Started By: Katie Schmidt		Started On: 07/03/2018 12:49 PM
Final Approval Date: 07/05/2018		

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, June 14, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Jim Steffen
Member Brian Burandt
Member Glen Hardin
Member Dominic Kanaventi
Member LeAnn Lambrecht (arrived at 7:32 a.m.)
Member John LeTourneau
Member Chris Riley

Members Absent: None

Also Present: Tim Gladhill, Community Development Director
Kurt Ulrich, City Administrator

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:30 a.m.

2. APPROVE AGENDA

Motion by Member Hardin, seconded by Member Kanaventi, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Kanaventi, Burandt, LeTourneau, and Riley. Voting No: None. Absent: Member Lambrecht.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated May 10, 2018

Motion by Member Riley, seconded by Member Hardin, to approve the May 10, 2018, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Riley, Hardin, Burandt, Kanaventi, and LeTourneau. Voting No: None. Absent: Member Lambrecht.

4. EDA BUSINESS

4.01: Review Letter of Intent for Purchase of Property (PID #34-32-25-13-0005) 6710 Highway 10 NW Ramsey, MN (Portions may be closed to the public)

Member Lambrecht arrived at 7:32 a.m.

City Administrator Ulrich presented the staff report.

Dave Steinbring, Sterling Trophy, stated that they are a family owned and operated business that has been providing awards and engravings for over 19 years. He stated that they have evolved from just youth associations to major corporations and events. He reviewed some of the equipment the business has and noted that they have been in the location in Anoka for 15 years and have simply outgrown that space. He stated that they have been pursuing projects for the past 3.5 years in attempt to find a new location and would love to be a part of Ramsey's growth.

Chairperson Steffen asked why the applicant is attracted to this site.

Mr. Steinbring replied that they like the visibility that this site has. He noted that accessibility is also important and noted that he is not concerned with future access being provided by Riverdale Drive.

Chairperson Steffen asked for details on the timeline of the applicant.

Mr. Steinbring replied that they would like to be in the building by fall/winter of this year because they have significantly outgrown their current location. He stated that currently they have five employees and within the next ten years he would hope to have 10 employees.

Chairperson Steffen asked and received confirmation that the business, parking and stormwater facilities would only use half of the site. He asked if there are plans for the remainder of the site.

Mr. Steinbring stated that he would like to create as much square footage as possible. He noted that there are other complimentary businesses, such as apparel, that could fit well with his business.

Member Riley stated that this would be a great addition to the community and he would be interested in the redevelopment of this site, removing it from City ownership.

Member LeTourneau stated that he is also excited about the business coming to the community. He stated that the inventory for available lots for development in the community has been studied and programed. He noted that the offer price falls within the deal range and will assist in turning over properties ready for development and putting them back on the tax roll.

Chairperson Steffen received confirmation that the property has been vacant for over five years and has been on the active market for five years.

Member Burandt agreed that this is a great business and an offer within the deal range for a property that has remained vacant.

City Administrator Ulrich confirmed that the EDA is comfortable with the proposal and noted that staff will work out the details and bring a formal purchase agreement back to the EDA the following month.

4.02: Consider Extension to Purchase Agreement with Capstone Homes for Outlot C, Alpha Development

Community Development Director Gladhill presented the staff report.

Chairperson Steffen asked why the date was not originally pushed out.

Community Development Director Gladhill replied that the terms followed the standard template, noting that the phasing and timing was not fully known at that time. He stated that now that the timing and phasing is better understood, this can be considered.

Member Riley asked if this transaction would have to occur before Puma would be finished.

Community Development Director Gladhill confirmed that would be part of the plat process and Puma Street would be upgraded at that time.

Member Riley stated that it appears that no one is ready for the road extension at this time, the developer, or the City.

Community Development Director Gladhill confirmed that neither party is ready for Puma to be completed. He stated that the two existing sections will be improved this year, but the extension would not occur until the future time along with the development.

Member Hardin asked for information on the trees along Puma,

Community Development Director Gladhill referenced trees that had created a sightline issue for many years. He noted that the previous property owner was still farming the land and therefore the decision was made to delay the tree removal until development occurred. He stated that the tree removal was a City action and not on behalf of the developer.

Motion by Member Hardin, seconded by Member Burandt, to recommend to City Council to extend the Purchase Agreement by two years.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Burandt, Kanaventi, Lambrecht, LeTourneau, and Riley. Voting No: None. Absent: None.

4.03: RCP Presentation: Restaurant Incubator Feasibility Study

Angelo Yuan stated that they have spent the last semester working with City staff on the restaurant incubator project.

Community Development Director Gladhill provided background information on the RCP program, noting that the students worked across many departments to provide ideas for the community.

Yuan stated that Ramsey is situated within 15 minutes of two existing restaurant nodes but noted that most of the options in those nodes are fast food options. He stated that north of Ramsey has limited access to the restaurant nodes. He stated that the market size for this area is 110 to 155 restaurants in total. He stated that the finalized report will be sent to the City within the next few weeks. He stated that 650 national incubators were survived, with response from about 25 incubators. He stated that it is very difficult for an incubator to make a profit. He stated that they have maps and visual representations that will be provided at a later date because of technical issues. He provided information on the market assessment for Ramsey, stating that the majority age group in Ramsey spends a large amount of money on food outside the home. He stated that there are attraction points within The COR which can draw people to the location and would benefit the market in general. He reviewed the market barriers including the Mississippi and Rum Rivers. He stated that people living on the other side of those rivers would have to travel through an established restaurant node before reaching Ramsey.

Saikat Banerjee provided information on market competition within a 15-minute drive from The COR. He stated that there were close to 342 restaurants within that radius. He stated that currently the densest nodes for restaurants would be Coon Rapids and Anoka. He provided details on the different categories of food service available in the nearby radius, noting that there is a lack of full service restaurants.

Yuan stated that overall there is opportunity for Ramsey to pursue an incubator. He reviewed the different options for an incubator including a local restaurant/caterer, food trucks, culinary school graduates, and co-packagers. He stated that they did survey food truck owners and although the results were limited, they were able to obtain very complete information on why the locations are chosen. He explained that food trucks choose their location based on food traffic and licensing abilities. He stated that a survey was also done of students and instructors at culinary schools, also getting a limited response. He noted that they were able to gather a list of potential equipment that would be needed.

Banerjee stated that a food incubator is a new concept, about one decade old. He stated that there are many types of food incubators. He noted that the key takeaway point from those surveyed include that there is a high capital start-up cost and it is difficult to make a profit. He stated that surveys of local restaurants were also done, in the hope that perhaps one of those would want to be a future tenant but noted that they received very limited response.

Yuan reviewed the short-term and long-term recommendations. He noted that the report would include the full list of information discussed today.

Community Development Director Gladhill noted that the City does not have any intention of building a brick and mortar incubator space, but this project has provided the City with talking points that could be used when talking with potential restaurant users and also when explaining the challenges of attracting a restaurant to residents of the community.

Member Kanaventi stated that if there is a market to support a large number of restaurants, he asked why a recent restaurant would then have closed within The COR.

Yuan replied that after looking at reviews and photographs they believe that perhaps the reason was due to operational errors.

Member Kanaventi asked the percentage of existing restaurants within the number that could be supported in the market.

Yuan replied that it is difficult to determine that ratio.

Community Development Director Gladhill explained that this information provides the City with a baseline of information and market leakage. He stated that this will allow the City to avoid duplication and attract the right users.

4.04: Restaurant Subsidy Program

Community Development Director Gladhill presented the staff report.

Motion by Chairperson Steffen, seconded by Member Riley, to recommend to City Council to approve the policies/programs related to recruiting new restaurants.

Further discussion: Member Riley stated that this is a huge goal and priority of the residents. He stated that these tools would not apply in full to every user but believed that it would be beneficial to give the City the highest number of tools possible. Member Harden stated that he did not see anything listed in the policies regarding number of employees, wage of employees, or financial background data. He believed that staff should due some due diligence before providing funds. He noted that the term loan is used but was unsure if perhaps grant or award should be used in place of loan. He stated that he would want clarity before he could support the actions. Community Development Director Gladhill stated that perhaps some of the language is unclear without the actual application. He stated that he could add the language requiring a proforma. City Administrator Ulrich stated that language could be included stating that the applicant must display that they have secured financing. Member Riley referenced the water accessibility charge, which would be meant to ensure the business could be viable but noted that is tied to the real estate and an entity that would continue but would also help the user. Community Development Director Gladhill noted that underwriting costs are typically $7,500, and therefore that would be an expense that may not be worth the return on the investment for this program. He stated that at the end of the day these are tied to the property, while restaurant users may come and go. Member Hardin disagreed. He stated that the City finance department has the capability to do the review. Chairperson Steffen stated that perhaps some of the financial information Member Hardin is looking for in included in the application. Member Hardin stated that he does not see any requirement for financial background information on the application. Community Development Director Gladhill noted that the policy could be revised to include the financial background information. He explained that the water connection program was used in the past and modeled after that previous policy. He noted that another policy was modeled after

an existing policy used by another municipality. Member Riley noted that the City has had the policy in the past. Community Development Director Gladhill confirmed the consensus of the EDA to add a financial proforma, resume, personal tax returns, and financial history would be desired. Chairperson Steffen noted that if the subsidy is being given to the real estate owner, he would be curious as to how that is being passed along to the user. He stated that the business welcome services are not financial in nature. He asked if those requirements would be desired for the sign and awning program or specific for the water connection fee. Chairperson Steffen noted that he would be less concerned with that because of the amount of subsidy. Member Hardin stated that he would like to see personal financial statement, resume, proforma. Member Riley believed that should be on a case by case basis. Chairperson Steffen noted that the current application that will be considered in the next case does not include that information. Community Development Director Gladhill noted that the applicant did provide some background information but the formal information that is being discussed now was not included. He stated that the restaurant was planning to open in mid-July and was unsure if this would change timing. City Administrator Ulrich noted that there is still a motion on the floor. He stated that delaying option one could be appropriate to add in some financial documentation. Chairperson Steffen asked and received confirmation that the other municipality that the City modeled the sign and awning language after does not require financial information. Member Burandt stated that perhaps it is fair to assume that by the time the business is requesting the sign and awning funds, they have already provided that financial information to a bank. He noted that the request is only $1,500 and he would not require an applicant to provide a lot of financial information and redundancy. City Administrator Ulrich noted that the purpose of the sign and awning is aesthetic to make sure that the business looks nice. Member Hardin agreed that $1,500 is not that much but believed that the City has fiduciary responsibility to review the documents. City Administrator Ulrich stated that perhaps for the sign and awning program there could simply be proof of financing from a bank provided. Member Hardin stated that he would be in agreement with that.

Chairperson Steffen withdrew the motion on the table.

Motion by Chairperson Steffen, seconded by Member Riley, to recommend to City Council to approve the sign and awning program with the addition of providing proof of financing.

Motion carried. Voting Yes: Chairperson Steffen, Members Riley, Burandt, Hardin, Kanaventi, Lambrecht, and LeTourneau. Voting No: None. Absent: None.

4.05: Restaurant Subsidy Application: Kitchen Table

Community Development Director Gladhill presented the staff report.

Member LeTourneau asked if the City would have early review in terms of the style and placement or whether that would fall under the review of the Planning Commission.

Community Development Director Gladhill noted that review would be done administratively.

Member Hardin asked if there will be multiple colors allowed throughout The COR, or whether color scheme would be part of the review.

Community Development Director Gladhill stated that color is not part of the review and he would not recommend going into that level of restriction as a user typically has its own brand and coloring.

Member Hardin stated that in his opinion perhaps it would be helpful to have a policy to provide guidance for colors allowed within The COR.

Community Development Director Gladhill acknowledged that there are higher design standards within The COR, but color has not been dictated in terms of zoning or design. He stated that there could be discussion when tying the request to subsidy requests.

Member LeTourneau stated that the EDA does not work with design standards and perhaps those concerns could be brought to the Planning Commission. He suggested that it simply be a discussion and not something that would lead to future policy.

Member Hardin stated that his concern would be that there could be a hodgepodge of colors throughout The COR.

Member LeTourneau noted that sometimes there is concern with what we do not know and therefore the issue is more about consistency. He stated that there has been a lot of discussion with design standards and therefore perhaps there is something in place that would regulate.

Community Development Director Gladhill noted that colors of awnings are not discussed in the regulations.

Member Riley stated that this is the EDA and therefore colors of awnings is not a discussion this group should have. He stated that there is an administrative process that will review the design of awnings. He stated that the City government does not have a place in deciding what awnings should look like, only that they are safe and appropriate. He stated that the issue before the EDA is the subsidy request. He believed that the decision for color and awning would belong to the business owner.

Member Burandt stated that if an awning comes forward for review that was not appropriate, would it then be denied.

Community Development Director Gladhill stated that there is not regulation on the color of the awning and therefore staff cannot deny something just because they do not like it.

Chairperson Steffen stated that he is comfortable with the history and resume of the applicant. He was unsure if there is financing for the project involved.

Community Development Director Gladhill stated they will still ask for appropriate financial information.

Motion by Member Hardin, seconded by Member Burandt, to recommend to City Council approve the sign and awning assistance request from Kitchen Table.

Motion carried. Voting Yes: Chairperson Steffen, Members Hardin, Burandt, Kanaventi, Lambrecht, LeTourneau, and Riley. Voting No: None. Absent: None.

4.06: Review Options for Expiring Contract with CBRE

Community Development Director Gladhill presented the staff report.

Motion by Chairperson Steffen, seconded by Member Kanaventi, to recommend to City Council extend the contract with CBRE on a month to month basis through December 31, 2018.

Further discussion: Member Hardin stated that he would like to see a plan in place for the end of the six months. Community Development Director Gladhill confirmed that staff agrees with that direction.

Motion carried. Voting Yes: Chairperson Steffen, Members Kanaventi, Burandt, Hardin, Lambrecht, LeTourneau, and Riley. Voting No: None. Absent: None.

4.07: Update and Discussion Regarding NW COR Development Concepts

City Administrator Ulrich presented the staff report.

Chairperson Steffen asked for information on the price negotiation.

City Administrator Ulrich stated that there is still a 30 percent gap in the negotiations and the gap would need to be closed towards the City position.

Chairperson Steffen asked the direction of the Council following the joint meeting.

Member LeTourneau stated that he is unsure that the City has enough information to say yes or no. He stated that additional broad questions were asked in regard to site location and feedback was provided. He stated that now it is a matter of if the user would select this site and if the price can be negotiated. He stated that the Council is attempting to look at this on a policy standpoint of a business that would like to purchase land from the City and come into the community. He stated that the Council is continuing to listen about the appropriateness of the business in relation to other businesses. He believed that additional discussion will need to occur before decisions can be made. He stated that because there is a business that would like to come to Ramsey, they would like to continue the discussions.

Member Riley stated that the Council consensus was to continue to move forward, with some people hesitant.

Chairperson Steffen agreed with that position.

City Administrator Ulrich noted that the next step would be for staff to sit down with Aldi and the next step for the EDA would be to consider the purchase agreement when that moves forward.

Member Riley stated that from the EDA and City standpoint, the statement is made that the City is business friendly. He noted that the last hour was spent talking about a $1,500 incentive and comments have been made that perhaps Aldi is not welcome. He stated that those may be some of the reasons that businesses are hesitant to come to Ramsey.

Member Hardin stated that an hour was not spent talking about a $1,500 subsidy but the fiduciary responsibility of the City when writing policy.

Member Kanaventi stated that perhaps it would be helpful to remind the EDA of their purpose and the purpose of the Planning Commission as he does not want to waste time talking about matters that do not pertain to the EDA.

5. MEMBER / STAFF UPDATE

5.01: Business Retention and Expansion Update

City Administrator Ulrich reviewed the businesses that have been visited since the last meeting and provided a summary.

5.02: Receive Update on Ramsey Brewery; Case of Tim and Corrin O'Shaughnessy

Community Development Director Gladhill provided an update on the potential Ramsey Brewery. He stated that the case will work its way through the cycle if formally applied for this summer.

5.03: Other Updates

Community Development Director Gladhill noted that the Economic Development Manager posting closed this past week. He stated that staff will complete first interviews next week and will then complete second interviews. He stated that the intent would be to have the new employee hired by mid-July or early August.

Communications and Events Coordinator who will begin on June 23rd. He noted that the City will also be repairing the City of Ramsey sign at North Forks.

Member LeTourneau thanked the RCP members for being present today and completing the work that they did. He stated that he is excited about having access to the information and using the data to become a better community.

Chairperson Steffen welcomed the newest member of the EDA.

Member Lambrecht introduced herself and provided background information on her experience and career noting that she is excited to be a part of the group.

6. ADJOURNMENT

Motion by Member Burandt, seconded by Member Kanaventi, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Steffen, Members Burandt, Kanaventi, Hardin, Lambrecht, LeTourneau, and Riley. Voting No: None. Absent: None.

The regular meeting of the Economic Development Authority adjourned at 9:26 a.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Tim Gladhill
Community Development Director

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

Economic Development Authority (EDA) **4. 1.**

Meeting Date: 07/12/2018

By: Katie Schmidt, Administrative Services

Title:

Consider Purchase Agreement for 6710 Highway 10 NW; Case of PDKP Properties, LLC (Sterling Trophy)

Purpose/Background:

PURPOSE:

The purpose of this case is to consider the attached purchase agreement.
Property (PID# 34-32-25-13-0005) 6710 Highway 10 NW Ramsey, MN.

BACKGROUND:

Sterling Trophy is a trophy business currently operating in Anoka. They have submitted the attached Letter of Intent to purchase the property for $125,000 (which is $2.30 per square foot). The property is currently listed by the County as having an estimated market value (EMV) (not an appraisal) of $240,300 ($4.48 per s.f.).

The City purchased the property, with a businss and building, in 2013, and razed the building after purchase. A previous purchase agreement (for $170,000) for a garage door company fell-through in 2014, when the garage door company purchased an existing building in Ramsey.

Notification:

Notification is not required.

Observations/Alternatives:

The property is located midway between the proposed Ramsey interchange and the proposed Sunfish lake Boulevard interchange. Access to the site will be impacted when Highway 10 is constructed to freeway-like standards, but the timeframe for that work is not known. The site has city sewer and water available and a storm pond will need to be installed as part of the development.

The applicant wishes to purchase the entire 1.23 acre (53,579 square foot) site for possible future expansion or subdivision.

The trophy company proposes to construct a 4,000 square foot building that would have a small office and showroom area (1,200 s.f.) with the balance of the building being used for assembly and storage. The property was purchased by the City in 2013 using Anoka County HRA funds. Land proceeds from the sale can remain with the city and it is proposed that they be deposited in the City's Economic Development Fund for future projects.

The applicant also has an interest in applying for a loan from the EDA revolving loan fund to fill any financing gaps not covered by the SBA loan and buyer's equity.

Please note that the project still needs to go through site plan review with the Planning Commission. The project is requesting a variance to front yard setback to be in line with existing buildings along Highway 10.

Funding Source:

No funding is required.

Recommendation:

Staff believes the attached Purchase Agreement is consistent with city's polices for selling city owned land and the proposed sales price is within the acceptable price range. The proposed use is an acceptable use that will add to the City's tax base and be a benefit to the Highway 10 business corridor. Staff would note: that city staff (and attorney) are still finalizing some details in the PA with the developer. The attached PA may be updated before the EDA meeting.

Action:

Motion to recommend the City Council:

Approve the attached purchase agreement with PDKP Properties, LLC for roughly 1.23 acres of city owned land.

Attachments

PA (draft)

Letter of Intent

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Katie Schmidt	07/03/2018 12:48 PM
Tim Gladhill	Tim Gladhill	07/05/2018 08:40 AM
Kurt Ulrich	Kurt Ulrich	07/05/2018 02:19 PM
Form Started By: Katie Schmidt		Started On: 06/15/2018 12:59 PM
Final Approval Date: 07/05/2018		

PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **PDKP Properties, LLC**, a Minnesota Limited Liability Company ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is **June 28, 2018** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 1.23 acres of vacant land, legally described as follows:

   Riverside West Lot 4, Block 1 Riverside West (subt to ease as shown on Plat), Anoka County, Minnesota.

   Address: 6710 Highway 10 Northwest, Ramsey, MN 55303

   Anoka County Property Identification: 34-32-25-13-0005

3. **PURCHASE PRICE.** The purchase price for the Property is $125,000.00 (the "Purchase Price").

4. **EARNEST MONEY.** Within (5) business days after the Effective Date, Buyer must deposit the sum of $10,000 (the "Earnest Money") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

   a. If Buyer does not deposit the Earnest Money with Escrow Agent as required above, then Seller may terminate this Agreement by written notice to Buyer; provided, however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.

b. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 23 as a result of a default by Seller).

c. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer.

d. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.

5. SURVEY. Seller shall, at Seller's expense, obtain an ALTA/NSPS 2016 survey (Table A, items 1-4 and 6, 8, and 11) (the "Survey") from a duly licensed surveyor and deliver it to Buyer within thirty (30) days after the Effective Date. Buyer may arrange with the surveyor to include additional information on the Survey at Buyer's expense.

6. TITLE COMMITMENT.

a. Seller makes no representations or warranties with respect to the status of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of

Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the Closing, Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests and additional survey work, subject to the following conditions:

   a. Within one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.

   b. Buyer must defend and indemnify Seller from and against and hold Seller harmless Seller from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.

   c. Buyer must comply with and shall cause it employees, agents, and contractors to comply with all applicable laws, while on the Property.

   d. Other than a standard Phase 1 environmental assessment, Buyer may not commence any environmental testing on the Property until Buyer submits a work plan for such testing to Seller and Seller approves the work plan, in writing. Seller may not unreasonably withhold, condition or delay Seller's approval of a work plan.

   e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without

limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

f. The cost of any test or additional survey work will be borne solely by Buyer.

8. PROPERTY SOLD AS IS. Subject to Buyer's right to terminate this Agreement pursuant to Section 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose);

b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property;

c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing; and

d. The condition of the Property is fit for Buyer's intended use.

e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

9. INSPECTION PERIOD.

a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **August 15, 2018** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of

Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds.

10. DEFINITIONS. As used in this Agreement:

"**Claim**" or "**Claims**" means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

"**Environmental Law**" means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

"**Hazardous Substance**" or "**Hazardous Substances**" means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

11. RELEASE. By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known

and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

12. NOTICES. Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail or e-mail. Notices are effective two business days after they are mailed via certified mail, return receipt requested or, if sent by email, upon email transmission (provided that any email transmission that occurs after 5:00 pm Pacific Time will be deemed provided on the following day). If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator
City of Ramsey
7550 Sunwood Drive N.W.
Ramsey, MN 55303
Email: kulrich@cityoframsey.com

Buyer: PDKP Properties, LLC
David Steinbring
2902 8th Avenue
Anoka, MN 55303
Email: sterlingtrophy@comcast.net

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

13. CLOSING. This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2) times, each time for a period of sixty (60) days, by depositing an additional Ten Thousand and 00/100 Dollars ($5,000.00) earnest money with Escrow Agent for each extension. Each $5,000 extension payment shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

a. **Seller's Obligations at Closing.** At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

   i. A limited warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable and any installments of special assessments certified for payment therewith; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;

   ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and

   iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.

b. **Buyer's Obligations at Closing.** At Closing, Buyer must:

   i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 14(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

   ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value, if required and necessary.

c. **Closing Costs.**

   i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:

      1. Seller's portion of the prorated property taxes.
      2. Seller's own attorney's fees.
      3. One-half the cost of any closing fees.
      4. The cost of real estate broker commission fees as prescribed in Section 15.

   ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:

1. Buyer's portion of prorated property taxes.
2. Buyer's own attorney's fees.
3. One-half the cost of any closing fees.
4. Documentary and recording fees for the deed(s).
5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.
6. State deed tax.

d. **Possession.** Seller must deliver possession of the Property to Buyer at Closing.

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction, other than CBRE, Inc. ("Buyer's Broker"), which represents the Seller and the Buyer. Seller shall pay Broker as required by their agreement (5% of final sale price). Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party. The Seller recognizes the Buyer intends to assign this Agreement to an affiliated special purpose entity that will be registered officially with the State of Minnesota.

16. THIRD PARTY BENEFICIARY. There are no third party beneficiaries of this Agreement, intended or otherwise.

17. JOINT VENTURE. Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint venturers or partners.

18. CAPTIONS. The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.

19. ENTIRE AGREEMENT / MODIFICATION. This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

20. BINDING EFFECT. This Agreement binds and benefits the Parties and their successors and assigns.

21. CONTROLLING LAW. This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

22. REMEDIES.

a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced and recover any incidental damages. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

23. WAIVER. Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

24. SURVIVAL OF TERMS AND CONDITIONS. The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

25. SEVERABILITY. Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

26. CONSTRUCTION. The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

27. COUNTERPARTS; DIGITAL COPIES. This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version

of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

28. TIME PERIODS. The time for performance of any obligation or taking any action under this Agreement shall be deemed to expire at 5:00 p.m. Pacific Time on the last day of the applicable time period provided for in this Agreement. If the time for the performance of any obligation or taking any action under this Agreement expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action shall be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday.

29. PLATTING & DEVELOPMENT AGREEMENT. Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards.

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: _____, 2018
John LeTourneau, Acting Mayor

By: _____ Dated: _____, 2018
Kurt Ulrich, City Administrator

BUYER: PDKP Properties, LLC, a Minnesota Limited Liability Company.

By: _____ Dated: _____, 2018
David Steinbring, Manager

Sterling Trophy, Inc.

3824 7th Ave

Anoka, MN 55303

June 5th, 2018

Kurt Ulrich

City Administrator

The Housing and Redevelopment Authority

7550 Sunwood Dr. N. W.

Ramsey, MN 55303

To City of Ramsey and the Housing and Redevelopment Authority

This letter of intent is to acknowledge that Sterling Trophy, LLC. would like to purchase the property (PID# 34-32-25-13-0005) 6710 Highway 10 N.W. Ramsey, MN.

We would like to offer the purchase price of $125,000. We would like to start building on the property as soon as possible and would like to be operating there prior to the end of the year.

We are very excited to make the City of Ramsey our new home for Sterling Trophy. Currently we are a business in Anoka and our growth has encouraged us to look for space and a much larger building to expand. The opportunity to expand will bring more productivity and employees to help us achieve our goals.

Thank you for your Time and Consideration

David and Patty Steinbring

Economic Development Authority (EDA) **4. 2.**

Meeting Date: 07/12/2018

By: Tim Gladhill, Community Development

Title:

Consider Amendment to Purchase Agreement for Harvest Estates; Case of GS Land, LLC
(Portions may be closed to the Public)

Purpose/Background:

The purpose of this case is to consider an amendment to the Purchase Agreement for Harvest Estates, the site of the former municipal center. The Buyer (G S Land) has received preliminary Engineer's Estimates for Phase 2. The Buyer has noted that they do not believe the project is financially feasible with the current purchase price.

Notification:

Notification is not required.

Observations/Alternatives:

The buyer is proposing a revised asking price for Phase 2 of $5,000 (originally $279,270). The Buyer has obtained actual construction estimates, which were higher than the Buyer had anticipated (estimates attached). The reduced price is consistent with the approach used with the COR Three North Commons (Purmort Homes) which also had a high cost of development due to fill and soils correction. In the example of Harvest Estates, it's not soil correction, but the large amount of fill required to make the site developable. While Staff believes it noted this as a potential concern to the Developer (originally NIK Management) in 2015, the fact remains that this is now a true cost to the project.

The cost of fill/import is a real cost to the project that any future developer is going to need to encounter. This issue is not likely to be solved by finding another developer. Discounting the land makes it feasible to develop, generating additional fees and tax base for the city, and completing the road system for this neighborhood. If not developed in some fashion, this large vacant parcel will continue to be a maintenance concern for the city.

Additionally, this project was split into two phases due to the need to retain the previous municipal center building that housed Fire Station No. 2 at the time. Fire Station No. 2 has since been replaced and the former municipal center has been demolished. Had this project been a single phase, it is likely that the overall purchase price would have been adjusted to reflect actual construction costs, once known.

Funding Source:

This case is being handles as part of Normal Staff duties. The fiscal implications to the City are a reduction in revenue generated from the sale of the former municipal center site.

Recommendation:

Staff recommends approval of Amendment 3 to the Purchase Agreement with GS Land.

Action:

Motion to recommend that the City Council approve Amendment 3 to the Purchase Agreement with GS Land.

Attachments

Site Location Map

Original Purchase Agreement

PA Amendment 1 (Previous)

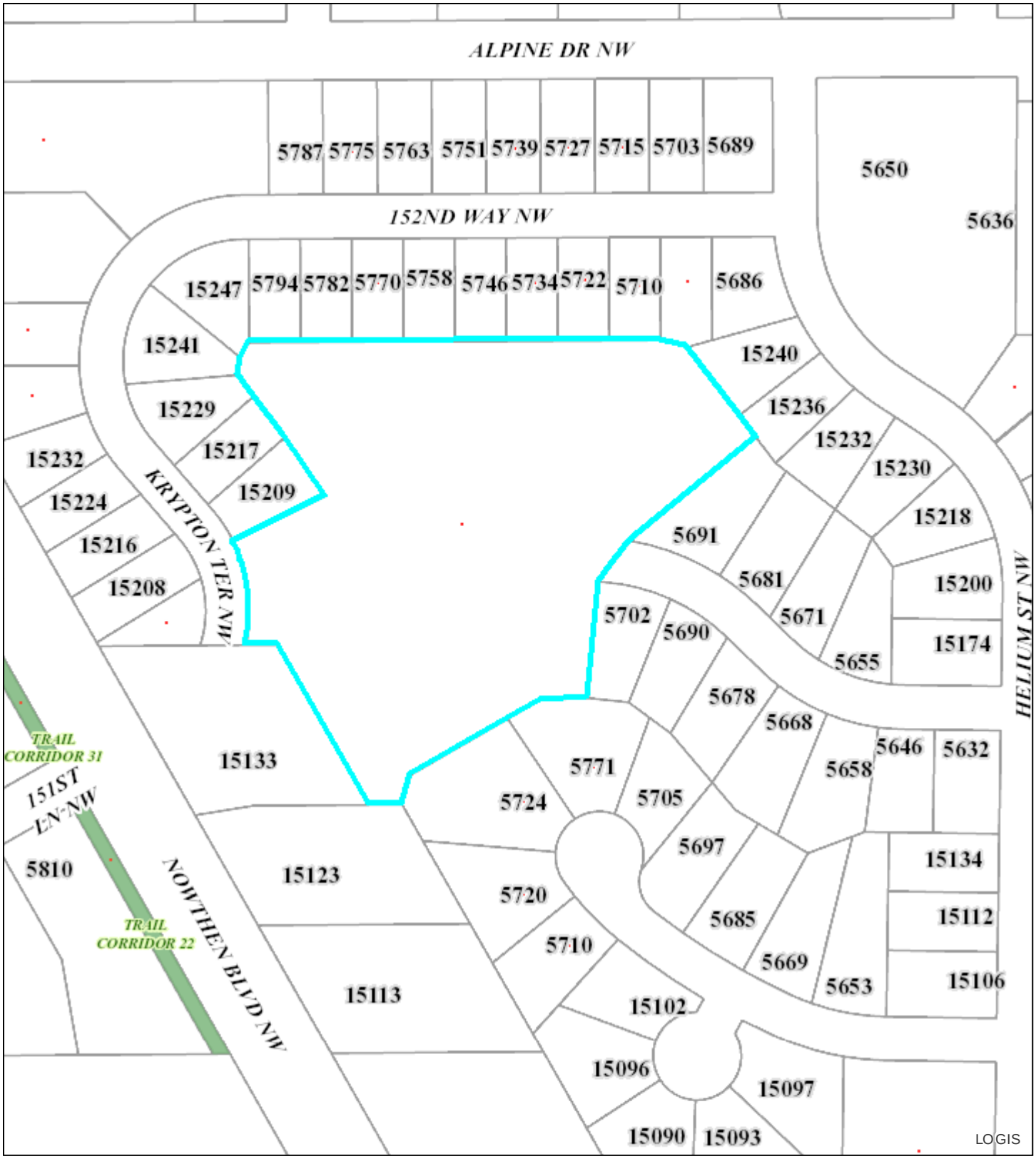
PA Amendment 2 (Previous)

PA Amendment 3 (Current Request)

GS Land Request

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	07/05/2018 10:15 PM
Kurt Ulrich	Kurt Ulrich	07/06/2018 10:21 AM
Kurt Ulrich	Kurt Ulrich	07/06/2018 10:57 AM
Form Started By: Tim Gladhill		Started On: 07/02/2018 04:23 PM
Final Approval Date: 07/06/2018		



GS Land

PA Amendment 3

23-32-25-41-0081

Legend

Site

Parcels

N

Print Date: July 5, 2018

0 335 670 Feet

Original Agreement
Copy 2 of 3

REAL ESTATE PURCHASE AGREEMENT

This agreement is made by and between the City of Ramsey (the "Seller"), and NIK Management, Inc. a Minnesota corporation (the "Buyer"), its successors and/or assigns) effective as of the last date signed by all parties below (the "Effective Date").

In consideration of the parties' mutual covenants, undertakings and representations in this Agreement and for other good and valuable consideration, the receipt and sufficiency of which the parties acknowledge, the parties agree as follows:

1. **Sale of Property.**

   a. Subject to paragraph 1(d) below, Seller agrees to sell to Buyer, and Buyer agrees to purchase from Seller, all of Seller's rights, title, and interest in the real property consisting of approximately 21.5 acres, located at 15240 Helium Street NW and 15153 Nowthen Boulevard NW, bearing PID Nos. 233225410035, 233225410019, 233225410018, the legal description of which is set forth in Exhibit 1 to this agreement (the "Property"), together with (a) all easements, privileges, and rights benefitting or appurtenant to the Property; and (b) without limiting the foregoing all water, mineral and all other rights held by Seller and/or which run with the land.

   b. The Property shall be conveyed from Seller to Buyer in two parcels, the approximate areas of which are illustrated in Exhibit 2. Parcel A is the southerly parcel of approximately 14 acres. Parcel B is the northerly parcel of approximately 7.5 acres. Within 60 days after the Effective Date of this Agreement, Buyer shall obtain a survey at its expense depicting Parcel A and Parcel B and setting forth the legal description for both. The survey and legal descriptions shall be attached to and made part of this Agreement.

   c. Parcel A and Parcel B shall be platted by Buyer at Buyer's expense as two separate plats. Buyer shall submit an application for preliminary plat approval of Parcel A within 60 days after receipt of the survey referenced above.

   d. The sale of Parcel B is contingent upon Seller approving the construction of a new fire station by April 30, 2015. In the event the City Council does not approve of the new fire station project by that date, the sale of Parcel B shall be deemed null and void and not part of this Agreement.

2. **Property Demolition.** As of the Effective Date, the former city hall, an existing fire station, access roads, associated parking facilities, and a mound septic system exist on Parcel B ("Existing Improvements"). The fire station will remain in use until a new fire station is completed on a new site in 2016. Upon completion of the new fire station and removal of all equipment from the existing fire station, the Seller shall demolish the Existing Improvements at its expense and remove the resulting debris. The Seller is not responsible for any changes to the existing grade on the site or any other site improvements.

3. **Purchase Price and Manner of Payment.** The total purchase price ("Purchase Price") Buyer will pay to Seller for the Property is Nine Hundred Twenty Nine Thousand and no/100 Dollars ($929,000.00) payable as follows:

a. **Earnest Money.** (Ten Thousand Dollars ($10,000.00) as earnest money (the "Earnest Money") to be paid into escrow to Title-1, 7535 Sunwood Drive, Ramsey, MN 55303 ("Title Company") by Buyer, upon execution of this Agreement by both parties, to be held by the Title Company and released to Seller at Closing in reduction of the Purchase Price, or as otherwise provided herein. The Earnest Money shall be returned to the Buyer if this Agreement is terminated by the Buyer during the course of the Buyer's due diligence investigations and inspection period, or if the parties do not reach a mutually acceptable developer's agreement timely, or if the Buyer's project does not receive final plat approval timely, or upon Seller's breach. Notwithstanding any other terms in this Agreement, $1,500 of the Earnest Money shall become non-refundable and released to the Seller by the Title Company 61 days after the Effective Date of this Agreement.

b. **Closing Payments.**

1. Buyer will purchase Parcel A for $581,000.00. Closing on Parcel A shall occur within 30 days after final plat approval of Parcel A and execution of a mutually acceptable developer's agreement, or by June 30, 2015, whichever is earlier. $3,000 of the Earnest Money remaining as of the date of closing shall be applied in reduction of the purchase price.

2. Buyer will purchase Parcel B for $326,250.00. Closing on Parcel B shall occur within 30 days after the Seller provides written notice to Buyer that demolition of Existing Improvements, as described in Section 2 above, is completed. The Earnest Money remaining as of the date of closing shall be applied in reduction of the purchase price.

(c) **Adjustment to the Purchase Price.** The Property is bordered on the west by Krypton Terrace N.W., which currently intersects with, and terminates at, the west driveway entrance to the existing city hall site. Seller intends to eliminate the west driveway entrance during demolition and construct an extension of Krypton Terrace N.W. so as to align it with the Nowthen Blvd. / 151st Lane N.W. intersection ("Street Option 1"). In the event that Street Option 1 cannot be constructed, as determined by Seller, Krypton Terrace will be extended by Buyer east/southeast into the Property and aligned with the right-of-way dedicated to Seller on Buyer's plat(s) ("Street Option 2"). If Street Option 2 is utilized, the Purchase Price shall be adjusted downward to reflect the cost of construction of the road and the loss of approximately one (1) acre of buildable land. Those costs are estimated to be One Hundred Forty Five Thousand Dollars ($145,000.00). The parties shall negotiate in good faith, using their best efforts, to reach agreement on the amount of the price adjustment. If the parties cannot reach agreement on this issue, they agree to submit the matter to binding arbitration.

4. Contingencies. Buyer's obligations under this Agreement are expressly contingent upon satisfaction or waiver of each of the following conditions:

a. **Title.** Title will have been found acceptable to Buyer, or been made acceptable, in accordance with this Agreement's requirements and terms.

b. **Performance of Seller's Obligations.** Seller will have performed all of its obligations required under this Agreement, as and when required by this Agreement.

c. **Representations and Warranties.** All of Seller's representations and warranties contained in this Agreement are true and correct as of the Closing Date.

d. **Inspections and Feasibility and Due Diligence Investigations.** Buyer's satisfaction with the results of and matters disclosed by such inspections, investigations and testing of the Property (the "Inspections"), including without limitation, surveys, soil tests, environmental reports, Phase I reports, and all other tests and inspections of the Property, which Buyer deems necessary or appropriate to determine the suitability and feasibility of the Property for Buyer's intended use of the Property (including without limitation, the successful application for rezoning and plat approval) and Buyer shall have determined, that the Property meets with Buyer's approval, including other assessments such as utilities and environmental suitability and riparian or other water rights. Seller shall allow Buyer, and Buyer's agents, physical access to the Property without charge at all reasonable times for the purpose of Buyer's Inspections. Buyer's Inspections will be conducted in a manner not unreasonably disruptive to the Property. Buyer shall further repair and restore any damage to the Property caused by or occurring during Buyer's Inspections and return the Property to substantially the same condition as existed prior to such entry.

e. **Due Diligence Documents.** Buyer shall be satisfied with Buyer's review and analysis of all of the following Due Diligence Documents previously provided by Seller and the information contained therein:

i) ALTA Survey by Kakanson Anderson dated December 19, 2012.

ii) Title Commitment from First American Title Insurance Company dated October 31, 2012, Commitment Number T12-11033.

iii) Phase I Environmental Assessment

iv) Phase II Environmental Assessment

v) Limited Site Investigation

vi) Response Action Plan

vii) MPCA Petroleum Tank Release Site File Closure

viii) Geotechnical Soils Evaluation

ix) Hazardous Materials Survey

x) Aerial Photo

xi) Lidar Contours Map

xii) Street Map

xiii) Sewer and Water Map

xiv) Official Zoning Map

xv) Development Concept Maps

xvi) Consumer Confidence Report (water)

f. **Inspection and Due Diligence Investigation Period.** Buyer shall be afforded a period of sixty (60) days from the Effective Date (the" Due Diligence Period") to complete its inspections and due diligence investigations. If Buyer's inspections and due diligence investigations are not completed within the Due Diligence Period for no fault of Buyer, Buyer may request and Seller shall grant one (1) thirty (30) day extension of the inspection and due diligence period.

g. **Financing.** The Buyer's obligations under this agreement are contingent upon the Buyer obtaining a reasonably satisfactory financing commitment within One Hundred Twenty (120) days after the signing of this agreement.

h. If any contingency has not been satisfied or waived by Buyer, in its sole discretion, on or before the Closing Date, then Buyer may at its option terminate this Agreement by written notice to the Seller at any time on or before the Closing Date. Upon termination of this Agreement pursuant to this Section 3 (and except as otherwise provided herein), all of the Earnest Money, and any interest accrued thereon, shall be immediately released to Buyer, and upon such return this Agreement shall terminate and neither party shall have any further rights or obligations regarding this Agreement or the Property. All of the contingencies set forth in this Agreement are specifically for Buyer's exclusive benefit, and Buyer shall have the right to unilaterally waive any of Buyer's contingencies contained in this Agreement. Notwithstanding the foregoing, nothing contained in this Section 3 will waive or diminish any right or remedy Buyer may have for Seller's default or breach of this Agreement.

5. **Seller's Cooperation.** Seller shall fully cooperate with Buyer's feasibility and due diligence investigations. Seller hereby authorizes Buyer and Buyer's representatives, agents, employees, contractors and experts to enter upon the Property during the Due Diligence

Period in order to complete Buyer's feasibility and due diligence investigations and thereafter until Closing to enable Buyer to prepare for taking possession as of Closing. This license to enter the Property excludes entry into any existing structures on the Property. Seller authorizes Buyer to apply for rezoning and final plat approval and for all other development approvals, rights and authorities, and Seller shall attend any meetings or communicate with such public officials and other third parties, as Buyer may reasonably request, in order to facilitate Buyers feasibility and due diligence investigations and Closing.

6. **Title Examination.** Except for the Permitted Encumbrances, Seller will satisfy all liens or encumbrances against the Property and Buyer will receive the Property free and clear of any and all liens or encumbrances. The title examination for the Property will be conducted as follows:

a. **Seller's Title Evidence.** Seller shall, as promptly as possible, and in any event within twenty (20) days after the Effective Date, furnish to Buyer all of the following title evidence (the "Title Evidence"):

(1) **Title Commitment.** A title commitment (the "Title Commitment") to issue an owner's title insurance policy (the "Title Policy") issued by Title Company or other mutually and reasonably acceptable title insurer. The Title Commitment will be issued on a current ALTA form, including complete and legible copies of all documents of record encumbering or affecting the Property and relevant tax lien, special assessment, judgment and bankruptcy searches, insuring title to the Property, deleting standard exceptions and in the full amount of the Purchase Price. The Title Commitment will commit the Title Company to insure that Buyer will have good and marketable title to the Property and its appurtenances on the Closing Date free and clear of all liens, mortgages and encumbrances, except the Permitted Encumbrances, and shall be updated prior to Closing and insuring the boundaries of the Property and of each parcel comprising the Property. The Title Commitment must include a contiguity endorsement for all parcels that make up the Property.

(2)

b. **Title Objections.** Within thirty (30) days after Buyer's receipt of the Title Commitment and the Survey, Buyer will make written objections ("Objections") to the form and/or contents of the Title Commitment and the Survey and the status of title as shown on the Title Commitment and the Survey. Buyer's failure to make Objections within such time period will constitute a waiver of objections. If an update to the Title Commitment reveals any encumbrance that did not appear in the original Title Commitment, Buyer shall have the right to make Objections to such encumbrance and the provisions of this Section 5 (b) shall again apply to such Objections. Seller shall use its best efforts to correct all Objections within 30 days after receiving the Objections (the "Cure Period"), during which period the Closing will be postponed as necessary. Seller further agrees to use all reasonable efforts and to expend such sums as may be reasonably necessary to make such title marketable in the event a defect is disclosed. To the

extent an Objection can be satisfied by the payment of money, Buyer will at its option have the right to apply a portion of the Purchase Price payable to Seller at the Closing to satisfy such Objections and the amount so applied will reduce the amount of the Purchase Price payable to Seller. If the Objections are not cured within the Cure Period, Buyer will have the option to do any of the following:

(1) Terminate this Agreement without any liability and receive a refund of all Earnest Money and accrued interest; or

(2) Withhold from the Purchase Price an amount which, in the Title Company's reasonable judgment, is sufficient to assure cure of the Objections. Any amount so withheld will be placed in escrow with the Title Company, pending such cure. If Seller does not cure such Objections within 30 days after such escrow is established, Buyer may then cure such Objections and charge the costs of such cure (including reasonable attorneys' fees) against the escrowed amount. If such escrow is established, the parties agree to execute and deliver such documents as may be reasonably required by the Title Company, and Seller agrees to pay the charges of the Title Company to create and administer the escrow; or

(3) Waive the Objections and proceed to close; provided that Buyer shall have the option, at Closing, to pay directly any liens, mortgages, charges or similar encumbrances against the Property that are liquidated in amount and to which an Objection has been made by Buyer, and Buyer may deduct the amount so paid from the Purchase Price. Waived Objections shall become "Permitted Encumbrances."

c. **Title Policy.** Buyer will obtain, at the Closing, a Title Policy issued by the Title Company, or a suitably marked up commitment initiated by the Title Company undertaking to issue such a Title Policy as approved by Buyer.

7. **Seller's Closing Documents.** On the Closing Date, Seller will execute and deliver to Buyer the following documents ("Seller's Closing Documents"):

(1) **Warranty Deed.** A Warranty Deed in a recordable form acceptable to Buyer conveying marketable fee title to the Property to Buyer free and clear of all encumbrances, except the Permitted Encumbrances (the "Deed").

(2) **Seller's Affidavit.** An Affidavit of Title by Seller indicating that on the Closing Date there are no outstanding, unsatisfied judgments, fixture filings, tax liens or bankruptcies against or involving Seller or the Property; that there has been no skill, labor or material furnished to the Property for which payment has not been made or for which mechanics' liens could be filed; and that there are no other known unrecorded interests in the Property, together with whatever standard owner's affidavit and/or, indemnity (ALTA Form) which may be reasonably required by the Title Company to issue the Title Policy.

(3) **Other Documents.** Any required federal income tax reporting forms, well certificates or septic system disclosures required by law or the Title Company, and all other documents required by the Title Company or Buyer which are reasonably necessary to transfer the Property to Buyer under this Agreement and record the Deed and other closing documents.

8. **Buyer's Closing Documents.** On the Closing Date, Buyer will execute and deliver to Seller the following ("Buyer's Closing Documents"):

(1) **Closing Payment.** The Closing Payment.

(2) **Title Documents.** Such affidavits of Buyer, Certificates of Value or other documents as may be reasonably required by the Title Company to record the Seller's Closing Documents and issue the Title Policy.

9. **Proration.** Seller and Buyer agree to the following proration and allocation of costs regarding this Agreement:

a. **Title Insurance, Closing Fee, Deed Tax, Recording Fees.** Seller will pay all costs of the Title Commitment. Buyer will pay all premiums required for the issuance of an Owner's Title Policy and any mortgagee's title insurance policy. Seller and Buyer will each pay one-half (½) of any reasonable and customary closing fee or charge imposed by the Title Company and any escrow fee charged by the Escrow Agent (except that to the extent Escrow Agent fees are required as a result of title defects or Seller's inability to close then Seller shall pay such costs). Seller will pay all transfer taxes and state deed tax regarding the Deed to be delivered by Seller under this Agreement. Buyer will pay the costs of recording all required documents related to this transaction.

b. **Real Estate Taxes and Special Assessments.** Seller and Buyer shall prorate as of the date of Closing all general real estate taxes, and installments of assessments and special assessments payable in the year of Closing. Seller shall pay all general real estate taxes and installments of special assessments payable therewith in all years prior to Closing. Seller will pay in full, on or before the Closing Date, all special assessments levied, pending, certified or constituting a lien against the Property as of the Closing Date, including without limitation any installments of special assessments including interest payable with general real estate taxes in the year of Closing. Seller shall pay all deferred real estate taxes or special assessments which may become payable as a result of the sale contemplated by this Agreement. Seller shall pay all delinquent real estate taxes and special assessments, together with all penalties, interest, and costs payable in the year of Closing and all prior years. Buyer shall pay all real estate taxes and special assessments payable therewith in all years after the Closing.

c. **Attorneys' Fees.** A party defaulting under this Agreement or any closing document will pay the reasonable attorneys' fees and court costs incurred by the non-defaulting party to enforce its rights regarding such default.

10. **Operations Before Closing.** During the period from the Effective Date to the Closing Date, Seller will not enter into or consent to any agreement or obligation regarding the Property which is not terminable before Closing without Buyer's prior written consent.

11. **Seller's Representations and Warranties.** Seller represents and warrants to Buyer now and as of the Closing Date as follows:

a. **Title to Property.** Seller owns the Property, and on the Closing Date,(which may be in connection with and as a result of the Closing) the Property will be free and clear of all liens and encumbrances, except the Permitted Encumbrances.

b. **Roads and Utilities.** The Property has full and complete legal access from an adjoining public road. Electric, water, sanitary sewer, and natural gas utilities are available to the improvements on the Property. Seller has no knowledge of and has received no notice of actual or threatened reduction or curtailment of any roadway access or utility service now supplied, or to be supplied, to the Property.

c. **Assessments.** Seller has no knowledge of and has not received any notice of actual or threatened special assessments or reassessments of the Property, or any hearing notice of a new public improvement project from any governmental assessing authority, the costs of which may be assessed against the Property. Seller will promptly provide Buyer with any notices it receives regarding any special assessments or other charges against the Property.

d. **Rights of Others to Purchase Property.** Seller has not entered into any other contracts for the sale of the Property, nor are there any rights of first refusal, options to purchase, rights to build, leases or any other agreements regarding the Property, or any other rights of others that might prevent this Agreement's consummation or Buyer's purchase of the Property in any way.

e. **Construction Liens.** No materials have been delivered nor any work or labor performed on the Property under contracts with Seller during the last 120 days which have not been fully paid for, and no person or entity presently has any lien, or right of lien, against the Property for labor or materials. Seller will indemnify Buyer for all amounts that Buyer may be compelled to pay in discharging or settling any mechanics lien filed for record against the Property and relating to such labor and/or materials.

f. **Wells, Septic Systems, Tanks.** There is a well located on the Property. Prior to Closing, Seller shall cap the well, at Seller's cost, and in compliance with all applicable ordinances and codes.

g. **Compliance With Law.** To Seller's best knowledge, the Property is in compliance with, and shall be in compliance with on the Closing Date, all applicable zoning ordinances and other applicable federal, state and local laws and regulations with respect to the Property.

h. **Proceedings.** There is no action, litigation, investigation, condemnation or proceeding of any kind pending or, to Seller's knowledge, threatened against Seller or any portion of the Property except as disclosed to Buyer in writing as of the date of this Agreement.

i. **Environmental Issues.** To Seller's best knowledge, the Property does not contain any hazardous waste or materials and is in compliance with all applicable environmental laws, and Seller has obtained all permits required under the federal state and local environmental laws in connection with the Property's ownership and operation. Seller has not received, nor is aware of, any notice of any past, present, or anticipated future events, conditions, activities, investigations, plans, studies or proposals, which: (a) would interfere with or prevent compliance by Seller with any environmental law; or (b) may give rise to any common law or statutory liability or otherwise form the basis of a claim, action, suit, proceeding, investigation or hearing, involving Seller or the Property and related in any way to hazardous substances or environmental laws. To Seller's knowledge, no investigation, administrative order, consent order and agreement or litigation and settlement with respect to solid waste or hazardous materials is in existence or threatened or anticipated with respect to the Property. Seller shall indemnify and hold Buyer harmless from and defend Buyer against any and all claims for violations of the federal, state or local environmental laws (including without limitation, claims arising out of any discharge of hazardous wastes) that occurred prior to the Closing. This indemnification shall include the right of the Buyer to recover and be paid any and all legal fees and costs incurred by Buyer (whether or not an action was started) in enforcing this indemnification or otherwise incurred as a result of Seller's breach. This duty of indemnification shall survive the Closing.

j. **Methamphetamine Disclosure.** Seller is not aware of any methamphetamine production that has occurred on the Property.

k. **Authorization.** Seller has the requisite power and authority to enter into this Agreement and the Seller's Closing Documents signed by Seller. Seller's execution, delivery and performance of this Agreement and Seller's Closing Documents does not conflict with or result in violation of any contract or agreement, or any judgment, order or decree of any court or arbiter to which Seller is a party. This Agreement and Seller's Closing Documents are Seller's valid and binding obligations, and are enforceable in accordance with their terms.

Except as specifically provided in this Agreement, Seller makes no other express or implied warranties or representations of any kind regarding the Property, including without limitation, the Property's condition, merchantability or fitness for a particular purpose. Seller will indemnify Buyer, its successors and assigns, against, and will hold Buyer, its successors and assigns, harmless from, any expenses or damages, including reasonable attorneys' fees, that Buyer incurs because of the breach of any of the above representations and warranties, whether such breach is discovered before or after Closing. Each of the representations and warranties contained in this Agreement shall survive the Closing and delivery of the Deed. Consummation

of this Agreement by Buyer with knowledge of any such breach by Seller will not constitute a waiver or release by Buyer of any claims due to such breach. These warranties and the duty of indemnification shall survive Closing.

12. Buyer's Representations and Warranties. Buyer represents and warrants to Seller that Buyer has the requisite power and authority to enter into this Agreement and the Buyer's Closing Documents signed by Buyer. This Agreement and Buyer's Closing Documents will have been duly authorized by all necessary action on Buyer's part and will have been duly executed and delivered. Buyer's execution, delivery and performance of this Agreement and Buyer's Closing Documents does not conflict with or result in violation of any contract or agreement, or any judgment, order or decree of any court or arbiter to which Buyer is a party. This Agreement and Buyer's Closing Documents are Buyer's valid and binding obligations, and are enforceable in accordance with their terms. These warranties will survive Closing.

13. Condemnation. If, before the Closing Date, eminent domain proceedings are commenced against all or any part of the Property, Seller will immediately give notice to Buyer of such fact, together with a legal description of the property being taken, and Buyer shall have the right at its option to terminate this Agreement by giving notice to Seller within 30 days after receiving Seller's notice or to purchase any remaining part of the Property which has not been so taken by condemnation or eminent domain, with a pro rata reduction in the Purchase Price based on the number of square feet taken. Upon termination of this Agreement pursuant to this Section, the Earnest Money shall be returned to Buyer and neither party will have further obligations under this Agreement. If this Agreement is not terminated under this Section, any awards from such condemnation or eminent domain proceedings shall belong to Seller. Before the Closing Date, Seller will not designate counsel, appear in, or otherwise act with respect to the condemnation proceedings without Buyer's prior written consent, which shall not be unreasonably withheld.

14. Mutual Indemnification. To the extent allowed by law, Seller and Buyer agree to indemnify each other against, and hold each other harmless from, all liabilities (including reasonable attorneys' fees in defending against claims) arising out of the ownership, operation or maintenance of the Property for their respective periods of ownership. Such rights to indemnification will not arise to the extent that: (a) the party seeking indemnification actually receives insurance proceeds or other cash payments directly attributable to the liability in question (net of the cost of collection, including reasonable attorneys' fees); or (b) the claim for indemnification arises out of the act or neglect of the party seeking indemnification. If and to the extent that the indemnified party has insurance coverage, or the right to make claim against any third party for any amount to be indemnified against as set forth above, the indemnified party will, upon full performance by the indemnifying party of its indemnification obligations, assign such rights to the indemnifying party or, if such rights are not assignable, the indemnified party will diligently pursue such rights by appropriate legal action or proceeding and assign the recovery and/or right of recovery to the indemnifying party to the extent of the indemnification payment made by such party.

15. Broker's Commission. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction other than CBRE, Inc. ("Seller's Broker"), which represents Seller. Seller shall pay

Seller's Broker as required by their specific agreement. To the extent allowed by law, Seller and Buyer agree to indemnify and hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting from their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker as set forth above, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

16. Notices. Any notice required or permitted to be given by any party upon the other is given in accordance with this Agreement when it is: (a) delivered personally to the party or an officer of a party; (b) deposited in a sealed wrapper in the United States mail, postage prepaid; (c) deposited cost paid with a nationally recognized, reputable overnight courier; or (d) faxed or emailed, provided an original is personally delivered or deposited as provided herein, properly addressed as follows:

If to Seller: Kurt Ulrich
City Administrator
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

If to Buyer: Neal Kzryzaniak
NIK Management, Inc.
11736 177th Street West
Lakeville, MN 55044
Email: nealkay@live.com

Notices will be deemed effective on the earlier of the date of receipt or the date of deposit as aforesaid; provided, however, that if notice is given by deposit the time for response to any notice by the other party will commence to run one business day after any such deposit. Any party may change its address for the service of notice by giving written notice of such change to the other party, in any manner above specified, five (5) days prior to the effective date of such change.

17. Captions. The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement and are not to be considered in interpreting this Agreement.

18. Entire Agreement; Modification. This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written Agreements between the parties regarding the Property. There are no oral or side agreements that change this Agreement and no waiver of any of its terms will be effective unless in writing executed by the parties.

19. **Binding Effect.** This Agreement binds and benefits the parties and their respective successors and assigns.

20. **Controlling Law.** Minnesota law will govern this Agreement.

21. **Time of the Essence.** Time is of the essence with respect to all matters in this Agreement.

22. **Remedies.** If Buyer defaults under this Agreement, Seller shall have the right to terminate this Agreement by giving 30 days written notice to Buyer. If Buyer fails to cure the default within 30 days of service of the notice, this Agreement will terminate, and upon the termination, Seller will retain the Earnest Money. Upon Seller's default, Buyer shall have the right to receive all Earnest Money. In addition to and not in limitation of the foregoing, if prior to Closing, Seller defaults on any of the warranties, covenants or agreements in this Agreement or if any representation shall be untrue, then Buyer may at its option terminate this Agreement without liability to Buyer and all Earnest Money shall be refunded to Buyer.

23. **Counterparts.** This Agreement may be executed in any number of counterparts, all of which together shall constitute the Agreement. Facsimile and emailed signatures shall be sufficient for all purposes.

SELLER:

City of Ramsey

Dated: 1/14, **2015**

MAYOR

CITY ADMINISTRATOR

BUYER:

NIK Management, Inc.

Dated: 1-23, **2015**

By: _____

Its: President

FIRST AMENDMENT
TO THE
REAL ESTATE PURCHASE AGREEMENT

This First Amendment amends the Real Estate Purchase Agreement by and between the **City of Ramsey** (the "Seller") and **G S Land, LLC** (assignee of NIK Management, Inc.) (the "Buyer"), dated January 23, 2015.

In consideration of the mutual covenants set forth below, Seller and Buyer agree to the following changes to the Real Estate Purchase Agreement:

1. **Sale of Property – Exclusion of Parcel.** Paragraph 1(a) and Exhibit 1 of the Agreement are amended so as to exclude from the Property the single parcel located at 15240 Helium Street N.W., PID No. 23-32-25-41-0035, legally described as Lot 21, Block 1, MEADOW, Anoka County, Minnesota.

2. **Purchase Price.**

   a. Buyer submitted a survey dated March 13, 2015, revising the area of the Property. Given the revised survey dimensions, the Purchase Price is modified as follows:

Parcel A: 14.86 acres x $41,500/acre =	$616,690
Parcel B: 6.42 acres x $43,500/acre =	$279,270
Total	$895,960

   b. The first sentence of Paragraph 3 is modified as follows:

   "The total purchase price ("Purchase Price") Buyer will pay to Seller for the Property is ~~Nine Hundred Twenty Nine Thousand and no/100 Dollars ($929,000.00)~~ Eight Hundred Ninety-Five Thousand, Nine Hundred Sixty Dollars ($895,960.00) payable as follows:"

   c. Paragraph 3(b)(1) is modified as follows:

   "Buyer will purchase Parcel A for ~~$581,000.00~~$616,690.00.

   d. Paragraph 3(b)(2) is modified as follows:

   "Buyer will purchase Parcel B for ~~$326,250.00~~ $279,270.00."

3. **Remaining Agreement Unchanged.** The remainder of the Real Estate Purchase Agreement remains unchanged, including all original timelines and Earnest Money requirements.

4. **Counterparts.** This First Amendment may be executed in any number of counterparts, all of which together shall constitute the First Amendment. Facsimile and e-mailed signatures shall be sufficient for all purposes.

City of Ramsey

Dated: 4/28/15, **2015**

Sarah Strommen, Mayor

Kurt Ulrich, City Administrator

BUYER (Assignee):

G S Land, LLC

Dated: 4/14/2015, ~~2014~~

By:

Its: Chief Manager

PURCHASE AGREEMENT
SECOND AMENDMENT

This is the Second Amendment to the Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **GS Land, LLC** (assignee of NIK Management, Inc.) (the "Buyer"), dated January 23, 2015.

Recitals

1. Pursuant to the terms of the Purchase Agreement, and Amendment 1 of the Purchase Agreement, the closing was to occur in two phases. Phase 1 closing has occurred. Phase 2 closing has not occurred.
2. The Closing Date for Phase 2 was to be no later than 30 days after the Seller delivers the Buyer a written notice of completion, for the demolition and cleanup of the subject property, pursuant to Section 3 of the Purchase Agreement.
3. The Seller intends to provide a written notice of completion to the Buyer on July 1, 2017. As a result, the Buyer will have until August 1, 2017, to close on the purchase of Phase 2.
4. Buyer seeks an additional twelve (12) months to close on the Phase 2 transaction (August 1, 2018).
5. The Seller originally reviewed this request in February of 2016; at which time, Resolution #16-02-042 was passed by the Ramsey City Council, providing general support of this extension request.
6. Buyer completed its inspection during the Inspection Period, which is expired, and Buyer also completed its examination of title.
7. Seller is willing to extend the Closing Date in exchange for obtaining new Earnest Dollars, with a portion of Earnest Dollars to become immediately non-refundable, in accordance with the terms set forth below.

Agreement

In consideration for the mutual promises set forth below, the parties agree as follows:

1. The above recitals are incorporated into the Agreement.
2. The Closing Date is hereby amended to no later than August 01, 2018.

3. Buyer acknowledges that the Contingencies, Inspection Period, and Title Examination pursuant to Section 4 and Section 6 of the Purchase Agreement have expired.

4. Notwithstanding Section 3 or any other provisions in the Purchase Agreement:

    a. Within ten (10) business days of execution of this Amendment, Buyer shall deposit an additional $20,000.00 of Earnest Money with the Title Company, and $5,000.00 of Earnest Money will immediately become non-refundable.

    b. Future Closing Date Extensions.

        i. In the event Buyer desires to extend the Closing Date deadline in the future, Buyer is required to provide written notice of the extension prior to the expiration of this agreement.

        ii. Each future extension to the Closing Date shall be two month terms.

        iii. Each future extension of the Closing Date will result in $5,000 of the Existing Earnest money becoming immediately non-refundable.

        iv. A maximum of three future extensions will be allowed (six months, $15,000 of Existing Earnest money becoming immediately non-refundable)

5. All other terms of the Purchase Agreement remain unchanged except to the extent inconsistent with this First Amendment.

The City of Ramsey, Minnesota

By: _____ Dated: 5/17, 2017
Sarah Strommen, Mayor

By: _____ Dated: 5/11/17, 2017
Kurtis G. Ulrich
City Administrator

GS Land, LLC

By: _____ Dated: 5/4/17, 2017

THIRD AMENDMENT
TO THE
REAL ESTATE PURCHASE AGREEMENT

This First Amendment amends the Real Estate Purchase Agreement by and between the **City of Ramsey** (the "Seller") and **G S Land, LLC** (assignee of NIK Management, Inc.) (the "Buyer"), dated _____, 2018.

In consideration of the mutual covenants set forth below, Seller and Buyer agree to the following changes to the Real Estate Purchase Agreement:

1. **Purchase Price.** Paragraph 3(b)(2) is amended as follows. "Buyer will purchase Parcel B for ~~$279,270.00~~ $5,000. Closing on Parcel B shall occur by December 31, 2018.

City of Ramsey

Dated: _____, 2018

_____
John LeTourneau, Acting Mayor

_____
Kurt Ulrich, City Administrator

BUYER (Assignee):

G S Land, LLC

Dated:_____, 2014

By:_____

Its:_____

GS Land, LLC
5115 Wooddale Glen
Edina, MN 55424
612-868-0662

June 4, 2018

Mr. Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Harvest Estates – Phase 2

Dear Mr. Gladhill,

As you know, GS Land, LLC currently has a Real Estate Purchase Agreement (PA) with the City of Ramsey for approximately 6.42 acres. The property is located directly adjacent to the recently developed Harvest Estates – Phase 1 and, is currently proposed to be developed as Harvest Estates – Phase 2. The current PA price for the 6.42 acres is $279,270.00.

While it may have always been known that the site would require some imported fill to develop the property in conformance with the preliminary plat, it was only this past spring that the engineering analysis was actually performed and, the significant amount of imported fill was accounted for. The current total estimated cost of $1,134,000.00 to develop the site is simply not feasible, in our opinion.

The preliminary plat for Phase 2 has 12 residential homesites and, based on our engineer's analysis, this is the maximum number of homesites that can be plated on this parcel. That puts the per lot cost of development, excluding any margin of profit for the developer, at an estimated $94,500.00. Based on an average lot sales price of $78,800.00 in Harvest Estates – Phase 1, and our belief that the market will not allow a significant increase in per lot sales prices, the current estimated development cost would not allow us to move forward with Harvest Estates – Phase 2.

However, if we could achieve a development cost something below $70,000.00 per homesite, we would likely move forward with Harvest Estates – Phase 2 as soon as practical. Unfortunately, there is a differential of approximately $25,000.00 per homesite, or a total of $300,000.00 that needs to be eliminated from the current estimated cost of $1,134,000.00. It is our opinion that the only way to bring the cost of the development down to a point where we may be able to move forward, is to reduce the raw land price.

Therefore, GS Land is requesting an amendment to the PA reducing the current purchase price from $279,270.00 to a proposed price of $5000.00. While this reduction may seem extreme, we believe there are few, if any, alternatives that would allow for the residential development of this site now, or in the foreseeable future.

GS Land, LLC
5115 Wooddale Glen
Edina, MN 55424
612-868-0662

We have enclosed all of our estimated costs for review and comment. Additionally, we are always available to meet and discuss any items of concern at your convenience.

Thank you for your consideration of our proposal.

Sincerely,
GS Land, LLC

Steve Gerster
Chief Manager

Estimated Cost of Construction

Owner's Name(s): GS Land, LLC

Project Name: Harvest Estates - Phase 2

Property Address: 15153 Nowthen Blvd NW, Ransey, MN

Start Date:

Completion Date:

	Category	Subcontractor/Supplier	Budget	Adjustments	Adjusted Budget
1	Land Acquisition	City of Ramsey	$ 279,270.00		279,270.00
2	Park Dedication Fees	City of Ramsey	$ 41,100.00		$ 41,100.00
3	Grading		$ 600,000.00		$ 600,000.00
4	Utilities	Included in Line 3	$ -		$ -
5	Streets	Included in Line 3	$ -		$ -
6	Street Lights & Signs	City of Ramsey	$ 3,000.00		$ 3,000.00
7	Street Light Operations	City of Ramsey	$ 1,000.00		$ 1,000.00
8	Gas Deposit / Small Utilities		$ 3,500.00		$ 3,500.00
9	Landscaping	Included in Line 3	$ -		$ -
10	Monument Sign		$ -		$ -
11	Clean Street/Erosion Control		$ 1,000.00		$ 1,000.00
12	Consulting Fees		$ 5,000.00		$ 5,000.00
13	NIK Management Fee		$ -		$ -
14	PERC		$ -		$ -
15	City Storm Water Mgmt	City of Ramsey	$ 5,508.00		$ 5,508.00
16	Engineering Fees	Hedlund	$ 60,000.00		$ 60,000.00
17	Engineering Permits		$ -		$ -
18	Construction Observation (City)	City of Ramsey	$ 20,000.00		$ 20,000.00
19	Soil Testing	American Engineering	$ 5,000.00		$ 5,000.00
20	Final Plat & Staking	Included in Line 16	$ -		$ -
20.5	County Plat Check Fee		$ -		$ -
21	Survey	Included in Line 16	$ -		$ -
22	MPCA Permit		$ -		$ -
23	Watershed District	Hedlund	$ 500.00		$ 500.00
24	City Costs		$ 2,000.00		$ 2,000.00
25	Cost of Letter of Credit		$ 7,500.00		$ 7,500.00
26	Area Assessments	City of Ramsey	$ 33,912.00		$ 33,912.00
27	Origination Fees		$ -		$ -
28	Closing Fees - Title Company		$ 2,500.00		$ 2,500.00
29	Disb Fee @ Land Closing		$ -		$ -
30	Well Certification		$ -		$ -
31	Priority/Cons/Fee/Flood		$ -		$ -
32	Legal Fees		$ 5,000.00		$ 5,000.00
33	Document Prep Fees		$ -		$ -
34	Liability Insurance		$ 750.00		$ 750.00
35	Taxes	Ramsey County	$ 1,500.00		$ 1,500.00

Estimated Cost of Construction

Owner's Name(s): GS Land, LLC

Project Name: Harvest Estates - Phase 2

Property Address: 15153 Nowthen Blvd NW, Ransey, MN

Start Date:

Completion Date:

	Category	Subcontractor/Supplier	Budget	Adjustments	Adjusted Budget
36	Mortgage Reg Fees, Etc		$ 1,250.00		$ 1,250.00
37	Title Service Fees		$ 3,500.00		$ 3,500.00
38	Title Ins (Owner/Lender)	Included In Line 37	$ -		$ -
39	Recording Fees	Included In Line 37	$ -		$ -
40	Contingency		$ 51,210.00		$ 51,210.00
	TOTAL EST COST OF CONSTRUCTION		$ 1,134,000.00	$ -	$ 1,134,000.00

PRELIMINARY OPINION OF ESTIMATED COSTS

L A N D F O R M

Harvest Est 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE A - SANITARY SEWER

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Connect to Existing Sewer Stub	1	Each	$1,500.00	$1,500.00
2	Connect into Existing Manhole	1	Each	$1,500.00	$1,500.00
3	8" PVC, 8'-10' Deep SDR 35	295	L.F.	$35.00	$10,325.00
4	8" PVC, 10'-12' Deep SDR 35	20	L.F.	$35.00	$700.00
5	8" PVC, 12'-14' Deep SDR 35	100	L.F.	$40.00	$4,000.00
6	8" PVC, 14'-16' Deep SDR 26	60	L.F.	$61.00	$3,660.00
7	8' Standard Manhole (48") w/Joint Seal ape	4	Each	$2,500.00	$10,000.00
8	Manhole - Extra Depth > 8'	5	L.F.	$120.00	$600.00
9	Furnish and Install Castings w/Rings	4	Each	$450.00	$1,800.00
10	4" x 8" PVC Wye	12	Each	$150.00	$1,800.00
11	4" Schedule 40 PVC Service Pipe	400	L.F.	$20.00	$8,000.00
12	Pipe Insulation	125	S.Y.	$2.00	$250.00
13	Test and Televise Sewer	1	L.S.	$1,500.00	$1,500.00
	SUBTOTAL SCHEDULE A - SANITARY SEWER				$45,635.00

COPYRIGHT © LANDFORM

Landform®, Sensitive Growth® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

PRELIMINARY OPINION OF ESTIMATED COSTS

LANDFORM
From Site to Finish

Harvest Est 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE B - WATERMAIN

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Connect to Existing Watermain	2	Each	$1,000.00	$2,000.00
2	6" DIP, Class 52	90	L.F.	$38.00	$3,420.00
3	12" DIP, Class 52	550	L.F.	$60.00	$33,000.00
4	12" Gate Valve w/ Box	2	Each	$3,750.00	$7,500.00
5	Hydrant w/ 6" Gate Valve	2	Each	$5,000.00	$10,000.00
6	Fittings	1000	Lbs.	$7.00	$7,000.00
7	1" Copper Service Pipe	400	L.F.	$20.00	$8,000.00
8	1" Corp and Curb Stop	12	Each	$350.00	$4,200.00
10	Testing Watermain	1	L.S.	$1,200.00	$1,200.00
11	Remove Exist 12" Watermain	300	L.F.	$15.00	$4,500.00
	SUBTOTAL SCHEDULE B - WATERMAIN				$80,820.00

SCHEDULE C - STORM SEWER

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	15" RCP, Class 5	280	L.F.	$35.00	$9,800.00
2	2' x 3' Catch Basin	4	EACH	$1,800.00	$7,200.00
3	48" Dia. Manhole	2	EACH	$2,000.00	$4,000.00
4	Connect to Existing	4	EACH	$750.00	$3,000.00
5	Install Casting W/ Rings	6	EACH	$575.00	$3,450.00
	SUBTOTAL SCHEDULE C - STORM SEWER				$27,450.00

COPYRIGHT © LANDFORM

Landform®, SensibleGreen® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

PRELIMINARY OPINION OF ESTIMATED COSTS

LANDFORM
From Site to Finish

Harvest Est. 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE D - STREETS

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Subgrade Preparation	2800	S.Y.	$1.00	$2,800.00
2	Bituminous Parking Lot Removal	870	S.Y.	$5.00	$4,350.00
3	Aggregate Base Class 5 - 4"	630	Tons	$16.00	$10,080.00
4	Bituminous Non-Wear Course Mix 2.0" (SPWEA340C)	300	Tons	$70.00	$21,000.00
5	Bituminous Wearing Course Mix 1.5" (SPNWB230C)	225	Tons	$80.00	$18,000.00
6	Tack Coat	135	S.Y.	$1.00	$135.00
7	Concrete Curb and Gutter (Surmountable)	1600	L.F.	$13.00	$20,800.00
8	4" Concrete Sidewalk 6' Wide on Sand Base	350	S.Y.	$35.00	$12,250.00
9	Raise Structures/ Gate Valves	9	Each	$400.00	$3,600.00
10	Signage	4	Each	$350.00	$1,400.00
11	Pedestrian Ramps	3	Each	$600.00	$1,800.00
12	Two Rows Sod Behind Curbs	550	S.Y.	$6.50	$3,575.00
	SUBTOTAL SCHEDULE D - STREETS				$99,790.00

COPYRIGHT © LANDFORM

Landform®, SensibleGreen® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

PRELIMINARY OPINION OF ESTIMATED COSTS

LANDFORM
From Site to Finish

Harvest Est 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE E - GRADING

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Mobilization	1	L.S.	$5,000.00	$5,000.00
2	Sawcut Bituminous	60	L.F.	$3.00	$180.00
3	Remove Existing Bituminous	1,000	S.Y.	$3.00	$3,000.00
4	Clearing & Grubbing	0.5	ACRE	$4,000.00	$2,000.00
5	* Silt Fence	1,200	L.F.	$1.50	$1,800.00
6	Rock Construction Entrance	2	Each	$1,300.00	$2,600.00
7	Inlet Protection	6	Each	$150.00	$900.00
8	Wetland Buffer Signage	4	Each	$190.00	$760.00
9	Street Sweeper	1	L.S.	$1,100.00	$1,100.00
10	Common Excavation	4,000	C.Y.	$2.00	$8,000.00
11	* Common Import (L.V.)	25,000	C.Y.	10.00 ~~$8.00~~	~~$200,000.00~~ 250,000
12	* Subgrade Correction	1,000	C.Y.	$2.00	$2,000.00
13	Topsoil Respread - 6" Import	1,200	C.Y.	$8.00	$9,600.00
14	* Seed & Mulch	4	Acre	$600.00	$2,400.00
15	Fiber Blanket (Steep Slopes)	3000	S.Y.	$1.50	$4,500.00
16	Remove Silt Fence	4100	L.F.	$1.00	$4,100.00

* Contractor to be Paid per Field Measure Quanities

297,940

SUBTOTAL SCHEDULE E - GRADING ~~$247,940.00~~

COPYRIGHT © LANDFORM

Landform®, Sense by Green® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

PRELIMINARY OPINION OF ESTIMATED COSTS

LANDFORM
Plan Site to Finish

Harvest Est. 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE F - LANDSCAPING

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Deciduous Trees	21	Each	$275.00	$5,775.00
2	Coniferous Trees	21	Each	$275.00	$5,775.00
	SUBTOTAL SCHEDULE F - LANDSCAPING				$11,550.00

SUMMARY- DEVELOPMENT COSTS

SCHEDULE A - SANITARY SEWER	$45,635.00	
SCHEDULE B - WATERMAIN	$80,820.00	
SCHEDULE C - STORM SEWER	$27,450.00	
SCHEDULE D - STREETS	$99,790.00	
SCHEDULE E - GRADING	~~$247,940~~.00	297,940
SCHEDULE F - LANDSCAPING	$11,550.00	
SUB TOTAL	~~$513,185~~.00	563,185
10% CONTIGENCY	$51,318.50	36,815
TOTAL	~~$564,503~~.50	600,000

COPYRIGHT © LANDFORM

Landform®, Sensibly Green® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

PRELIMINARY OPINION OF ESTIMATED COSTS

LANDFORM
From Site to Finish

Harvest Est. 2nd
PROJECT NO.: KRZ14029 003
LOCATION: Ramsey, MN
CONTRACT MANAGER: RCH
FILE: Cost Estimate - Single Family xls **Date:** 5-Apr-18

SCHEDULE G - SOFT COSTS

1	Engineering and Surveying	1	L.S.	$50,000.00	$50,000.00
2	Construction Services (Inspection), 5% Construction Cost	1	L.S.	$12,700.00	$12,700.00
3	Construction Services (Testing)	1	L.S.	$5,000.00	$5,000.00
4	Wetland Consultant Services	0	L.S.	$0.00	$0.00
	CITY FEES				
5	Park Dedication Fee	12	Each	$2,700.00	$32,400.00
6	Trail Dedication Fee	12	Each	$725.00	$8,700.00
7	Final Plat Fee	1	L.S.	$350.00	$350.00
8	Final Plat Escrow	1	L.S.	$1,500.00	$1,500.00
9	Water Residential Connection Charge	12	Each	$1,700.00	$20,400.00
10	Sewer Residential Connection Charge	12	Each	$1,126.00	$13,512.00
	TOTAL SOFT COSTS				$144,562.00

Say 80K including City

TOTAL HARD + SOFT COSTS	$709,065.50

COPYRIGHT © LANDFORM

Landform®, SensibleGreen® and Site to Finish® are registered service marks of Landform Professional Services, LLC.

Economic Development Authority (EDA) **4. 3.**

Meeting Date: 07/12/2018

By: Katie Schmidt, Administrative Services

Title:

Review Updated Restaurant Subsidy Program

Purpose/Background:

PURPOSE/ BACKGROUND

The city has received feedback from residents, businesses, visitors, and elected/ appointed officials that attracting more restaurants is a priority for Ramsey. The purpose of this case is to review the proposed restaurant subsidy program documents that be the basis of this economic development program. This case was reviewed at the May EDA Meeting, and a first draft of the policy was presented at the June EDA meeting. Updates for the final policies are now offered for adoption.

Notification:

Observations/Alternatives:

STRATEGIES

(1) Full Service Restaurant Subsidy: Water Availability Charge Program

See attached draft policy. This policy is focused on forgiving 70% of the city's water access charges. The City has used this subsidy two times in the past (Acapulco and Falls Cafe). The Falls Cafe ended up not using the subsidy. WAC fees on a single new restaurant can run 10's of thousands of dollars. This program funds the subsidy from designated EDA funds, and in turn, the restaurant user receives a reduction in the fee that they pay.

The traditional Business Subsidy Application has been attached for review. Included in this application is the financial analysis as requested by the EDA. Please note that this Application has not yet been specifically updated to reflect the WAC Program. Before resources are spent updating this Application, Staff desires to know if the overall approach is consistent with previous EDA direction.

(2) Establish a Sign & Awning Grant Program

Please see attached draft Sign and Awning Program policy and application. The program provides a one-time grant to help users with the cost to upgrade/ replace/ construct new signs and awnings. The City would use the EDA Fund as the funding source. many City's use this type of program as a relatively low cost way to enhance commercial exteriors for new businesses.

This document has been updated to require Proof of Financing from a qualified lending institution as requested by the EDA.

A discussion topic will be forwarded to the Planning Commission in the future to discuss appropriate color pallettes as requested by the EDA.

(3) Expand City's Business Welcome Services

Today, when a new business comes to the City of Ramsey, staff offers "business welcome" opportunities. This includes a free facebook post, twitter post, city newsletter article, website article, grand opening ceremony services from the chamber, and a newspaper article lead. For new restaurants, staff believes the city could expand these services to include free admission to various city events*. Please see attached draft Marketing Opportunites.

*EDA Business Expo, EDA Golf Tournament hole sponsor, Happy Days Business Expo, Happy Days parade, Draw Event Series signage, etc.

Funding Source:

Funding for financial assistance would come from the City's EDA Account.

Recommendation:

Staff recommends approving the three draft documents as part of the Restaurant Subsidy Program.

Action:

Motion to recommend that the City Council approve the attached policies/programs related to recruiting new restaurants.

Attachments

WAC Assistance Program
Sign and Awning Assistance Program
Restaurant Marketing Opportunities
Business Subsidy Policy Application

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/06/2018 08:14 AM
Kurt Ulrich	Kurt Ulrich	07/06/2018 10:07 AM
Kathy Schmitz	Kathy Schmitz	07/06/2018 10:26 AM
Kurt Ulrich	Kurt Ulrich	07/06/2018 10:59 AM
Kurt Ulrich	Kurt Ulrich	07/06/2018 11:23 AM
Form Started By: Katie Schmidt		Started On: 06/15/2018 09:55 AM
Final Approval Date: 07/06/2018		

Full-Service Restaurant Subsidy: Water Availability Charge Program

The Program
This subsidy program is intended to serve as a catalyst for securing new restaurants in Ramsey by providing financial assistance to qualified restaurant businesses. The full-service restaurant must be located in The City of Ramsey.
To facilitate new full-service restaurants, the EDA would provide zero interest, forgivable loans to eligible full-service restaurants for the purpose of financing their water connection fees. The maximum loan amount would be 70% of the proposed restaurant's Water Availability Charge (WAC fee). The 70% cap would ensure that the businesses are covering some of the fixed capital costs for the City's water system. The loan would be recorded as a subordinated mortgage and the principal would be forgiven if the restaurant remained in operation and in good standing with the City for five years. The loan principal would be forgiven at a rate of 20% per year.

In establishing the loan amount and the percentage of WAC subsidy, the EDA would advise the Ramsey City Council regarding several factors. The factors are (1) the size of the restaurant's capital investment, (2) the financial need and potential for long-term viability, and (3) the quality of the restaurant's concept. A full-service restaurant is defined as one that has washable plates, cups and utensils, wait staff, food served at tables, and whose projected SAC/WAC fees are charged at a rate of X unit per seat.

Funding Source
The funding for the Water Avability Charge Program will come from the EDA Fund.

Eligibility
Eligible applicants are for-profit restaurant businesses considering new or additional restaurants in The City of Ramsey. The City is willing to consider exceptions for existing business who are relocating or expanding.
Eligible businesses must devote a majority of their floor space to the restaurant concept. All applicants must be a permitted use in compliance with all laws, zoning ordinances, rules and regulations applicable to the business. The Ramsey EDA will review each application on a case-by-case basis and reserves the right to exclude activities not consistent with the City's Comprehensive Plan, or if the concept does not benefit the health, safety and welfare of the community.

Application Process

DRAFT

The applicant must submit a completed Business Assistance Application and all required attachments to the City's Economic Development Department. The Ramsey Economic Development Authority will make a recommendation on the full-service restaurant subsidy to the Ramsey City Council. Applicants will be notified of EDA and City Council meetings and may be asked to attend to present their request for assistance. Any financial assistance to full-service restaurants as part of this program is subject to City Council approval. Moreover, such financial assistance is limited by the availability of City Water Funds.

Implementation Procedures

The program does require the applicant pay upfront permit fees and all applicable Sewer Access Charge (SAC fees) that the City of Ramsey is required to pay on behalf of the project to the Metropolitan Council. To be in good standing with the City, applicant and/or landlords must be current on all municipal taxes, special assessments, City utility bills, or EDA loans. Principal forgiveness will cease if the applicant and/or landlords fail to be current on these obligations. Principal forgiveness will cease if the applicant discontinues the business, moves the business, or fails to comply with any and all building, fire, health, or zoning codes or regulations.

Sunset Date

The Full-Service Restaurant Subsidy Policy and Program Guidelines will expire three years (and at the end of the month) from the date this policy is approved. Financial assistance that has been approved for projects that have not yet begun by the sunset date would still be valid, unless otherwise determined by the City Council.

DRAFT

Restaurant Subsidy: Sign and Awning Program

The Program
The purpose of this program is to offer assistance to new Restaurants in The City of Ramsey to create or change their signs and awnings. The signs and awnings should be designed to enhance and compliment the community as well as attract customers. The Sign and Awning program uses a grant to fund the applicant's project. The grant amount is up to $1,500. Only one Sign and Awning Program Grant shall be approved per new business. If the cost of the signs and awning exceeds $1,500, the applicant is responsible for the difference.

Eligibility
Eligible applicants are new for-profit restaurant businesses operating in The City of Ramsey and apply within 12 months of opening to receive this assistance. All signs and awnings must be in compliance with The City of Ramsey zoning ordinance; including any required sign permits. The applicant and/or company must be in good standing with the City, applicant and/or landlords must be current on all municipal taxes, special assessments, City utility bills, or EDA loans.

The Ramsey EDA will review each application on a case-by-case basis and reserves the right to exclude activities not consistent with the City's Comprehensive Plan, or if the concept does not benefit the health, safety and welfare of the community.

Eligible applicants must provide proof of financing from a qualified lending institution or other financial statements demonstrating the ability to successfully finance the overall project.

Application Process
The applicant must submit all required information. The Ramsey Economic Development Authority will make a recommendation on the Restaurant Subsidy: Sign and Awning Program. Applicants will be notified of EDA and City Council meetings and may be asked to attend to present their request for assistance. Any financial assistance for Sign and Awning grants as part of this program is subject to City Council approval. Moreover, such financial assistance is limited by the availability of the Ramsey EDA Fund.

Contractor & Permits
A minimum of two bids per project must be obtained from contractors, the lower of which will be reimbursed, unless the work is done by the applicant. All required permits are the responsibility of the applicant.
***Important: Please work with sign professionals and be clear about the sign specifications (i.e. wood vs. metal) when soliciting bids.

DRAFT

Work Completion
Weather permitting; all projects must be completed within 120 days of the funding approval date. If work is completed prior to obtaining funding approval, the applicant can submit an application requesting reimbursement under the guidelines of this program. If the applicant is seeking reimbursement, a final invoice must be included with the application. The final invoice must be dated within 60 days of the date the EDA receives the application.

Disbursement Process
After an inspection by the city to verify completion of the work, a check will be issued payable to the program applicant. Before funds can be released, the following must be received by the EDA:

1) Final invoice from contractor (or materials list from supplier).
2) Photograph(s) of completed project.
3) Confirmation of city sign permit and final inspection.
4) Final inspection by the city's Economic Development Manager.

DRAFT

Restaurant Subsidy: Sign and Awning Program Application

Business Owner:

_____

Property Owner/Management Contact Name:

_____

Business Name:

_____

Address to be improved:

_____

Phone(s): _____

Email:_____

Short Project Description:

Total Improvement Cost: _____ Grant Request: _____

Contractor Name Bid Amount

1. _____
2. _____

Your application is not complete if you do not include:

1. Proof of financing from a bank
2. Minimum two bids (If you are doing the work yourself, attach a copy of the material costs on letterhead from the material supplier)
3. Sketch/Image of Project
4. Sign Permit
5. (You may apply without a permit, but EDA staff must receive it prior to disbursing funds)
6. W-9 Form
7. Photograph(s) of building prior to improvement

I AGREE with and UNDERSTAND the following:

I have read and am within the guidelines for the Sign & Awning Grant Program. I understand that if any information is incorrect or incomplete, my chances of receiving funding will be delayed and/or hindered.

Prop. Owner/Mgmt Name: _____

Signature: _____

Date: _____

Applicant Name: _____

Signature: _____

Date: _____

Applications will be reviewed in the order they are received.

DRAFT

Restaurant Subsidy: Marketing Opportunities

The Program

The purpose of the program is to help welcome and offer opportunities for marketing to new Restaurants. There are several marketing outlets this subsidy programs has to offer through several organizations in order to maximize customer reach. These organizations include The COR, Anoka Area Chamber of Commerce, and ABC Newspapers. Marketing opportunities must be initiated by the new business. The City of Ramsey will utilize staff resources to arrange. Business responsible for applicable change. The Marketing opportunities offered by each organization are as follows.

The City of Ramsey

- A letter of recognition letter from the Ramsey Mayor, Economic Development Authority (EDA) Chair and City Administrator.
- The Business Grand Opening promoted on The COR social media including The Facebook and Twitter pages. Please provide an event flyer in PDF or JPEG format.
- A "Business Spotlight Article" in its next Ramsey Resident newsletter, circulated to about 10,000 households. Please provide your logo in JPEG format and the content you would like featured, in 250 words or less. Depending on the next issue date, the article could take 30-120 days to publish.
- Free Entry to EDA Events and Happy Days.
- Happy Days Parade and Expo with 7,000-15,000 attendees.
- Spring Business Expo with 200-500 attendees.
- Summer Golf Tournament hole sponsor with 110-144 golfers.
- Fall Networking Event with 70-90 businesses in attendance.
- To arrange any or all of these opportunities please contact The Communication and Events Specialist:

Anoka Area Chamber of Commerce

- A 'Ribbon Cutting' ceremony services for the Grand Opening. This includes giant scissors, a red ribbon, pictures, and potential media coverage to the Anoka Area of Commerce followers.
- To arrange, please contact Pete Turok, President of the Anoka Area Chamber of Commerce: 763-421-7130, pete@anokaareachamber.com

ABC Newspapers

- It is recommended that you inform the Anoka Union (ABC Newspapers) of your new business presence and/or grand opening event. They may be willing to publish an article.

DRAFT

- To arrange, please contact Jonathan Young, Managing Editor 763-712-3514 jonathan.young@ecm-inc.com

Eligibility

Eligible applicants are for-profit restaurant businesses that are not currently operating in The City of Ramsey. The City is willing to consider exceptions for existing business who are relocating or expanding. The applicant and/or company must be in good standing with the City, applicant and/or landlords must be current on all municipal taxes, special assessments, City utility bills, or EDA loans.

DRAFT

EXHIBIT A

BUSINESS ASSISTANCE APPLICATION

A. APPLICANT INFORMATION

Name of Corporation/Partnership _____

Address _____

Primary Contact _____

Address _____

Phone _____ Fax _____ E-mail _____

Type of business assistance requested (select one):

☐ Tax Abatement ☐ Tax Increment Financing ☐ Revolving Loan Fund ☐ Other

Have you been, or are you currently, involved in any bankruptcy proceedings or lawsuits related to other development projects with which you have been involved? If yes, please provide an explanation.

☐ Yes ☐ No

On a separate sheet, please provide the following:

- Brief description of the corporation/partnership's business, including history, principal product or service, etc**. Attach as Part 1**.
- List names of officers and shareholders/partners with more than five percent (5%) interest in the corporation/partnership. **Attach as Part 2**.
- Brief description of the proposed project. **Attach as Part 3**.
- A *but for* analysis and narrative. **Attach as Part 4**.
- Completed Revolving Loan Fund Application. **Attach as Part 5 if required.**

Attorney Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Contractor Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Engineer Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Architect Name _____

Address _____

Phone _____ Fax _____ E-mail _____

B. PROJECT INFORMATION

The project will be: (Check all that apply)

☐ Industrial: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Office/research facility: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Commercial: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Housing: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Other _____

The project will be: ☐ Owner Occupied ☐ Leased Space

- If leased space, please attach a list of names and addresses of future tenants and indicate the status of commitments or lease agreements. **Attach as Part 5**.

Project Address _____

- Include Legal Description and PID number(s). **Attach as Part 6**.

Site Plan Attached: ☐Yes ☐ No

Current Real Estate Taxes on Project Site:$_____

Estimated Real Estate Taxes Upon Completion: Phase I $_____
Phase II$_____
Phase III $_____
Total $_____

Construction Start Date: _____

Construction Completion Date: _____

If Phased Project: _____ % Completed in _____years
_____ % Completed in _____years
_____ % Completed in _____years

C. PUBLIC PURPOSE OBJECTIVES

It is the policy of the City and EDA of Ramsey that the business assistance should result in a public benefit as identified in items 1-10 below. Please indicate how the proposed project will accomplish this by checking the appropriate boxes. **Attach additional narrative as Part 7.**

- ☐ 1. To encourage redevelopment.
- ☐ 2. To retain local jobs and/or increase the number and diversity of jobs that offer stable employment and/or attractive wages and benefits.
- ☐ 3. To enhance and/or diversify the City's economic base.
- ☐ 4. To encourage additional unsubsidized private (re)development.
- ☐ 5. To remove blight and/or encourage (re)development of commercial and industrial areas.
- ☐ 6. To create housing opportunities.
- ☐ 7. To provide a diversity of housing.
- ☐ 8. To provide a variety of family housing ownership alternatives and housing choices.
- ☐ 9. To promote neighborhood stabilization and revitalization by the removal of blight and the upgrading of existing housing stock in residential areas.
- ☐ 10. To accomplish other public policies which may be adopted such as the promotion of quality urban or architectural design, energy conservation, and decreasing capital and/or operating costs of local government.
    - Utilization of architectural and landscaping techniques that will enable the components of the project to blend with the natural environment.
    - Mitigation of project impact on the natural environment.

D. SOURCES & USES OF FUNDS

Attach additional information as Part 8

SOURCES	AMOUNT
Bank Loan	$ _____
Other Loans	$ _____
Owner Equity	$ _____
Fed Grant/Loan	$ _____
State Grant/Loan	$ _____
Industrial Development Bonds	$ _____
Tax Increment Financing	$ _____
Tax Abatement	$ _____
Revolving Loan Fund	$ _____
Other	$ _____
TOTAL	**$** _____

USES	AMOUNT
Land Acquisition	$ _____
Site Development	$ _____
Construction	$ _____
Machinery & Equipment	$ _____
Architectural/Engineering Fees	$ _____
Debt Service Reserve	$ _____
Contingencies	$ _____
Other	$ _____
TOTAL	**$** _____

Total Amount of business assistance requested from either Revolving Loan Fund, Abatement, Tax Increment Financing or another source: $_____

E. ADDITIONAL DOCUMENTATION AND CHECKLIST

Applicants will also be required to provide the following documentation.
All personal financial information will be kept private and confidential.

- ☐ 1. Written business plan or a description of the business, ownership/ management, date established, products and services, and future plans.
- ☐ 2. Financial statements for past two years, including profit and loss statements and balance sheets.
- ☐ 3. Two year financial projections.
- ☐ 4. Personal financial statements of all major shareholders (principals) including the most recent 2 years of tax returns. (If requested.)
- ☐ 5. Letter of commitment from other sources of financing, stating terms and conditions of their participation in the project.
- ☐ 6. Administrative fee of up to $5,000. In addition to defraying the cost of staff time, the fee will be used to pay costs associated with processing this request for financial assistance such as legal, engineering and financial analysis. The City reserves the right to stop the processing of the request until additional fees are paid should the original amount be insufficient to pay such costs. That portion which remains unspent, if any, will be returned only if the project is denied approval.
- ☐ 7. Attach the following documentation:
  - _____ Part 1 – Corporation/Partnership Description
  - _____ Part 2 – List of Shareholders/Partners
  - _____ Part 3 – Description of Project
  - _____ Part 4 – *But For* Analysis
  - _____ Part 5 – List of Prospective Lessees (If requested)
  - _____ Part 6 – Legal Description, Property Identification Numbers, maps of the project area, and project renderings
  - _____ Part 7 – Public Purpose Narrative
  - _____ Part 8 – Sources & Uses of Funds – Additional Information

The undersigned certifies that all information provided in this application is true and correct to the best of the undersigned's knowledge. The undersigned authorizes the City and EDA of Ramsey to check credit references, verify financial and other information, and share this information with other political subdivisions as needed. The undersigned also agrees to provide any additional information as may be requested by the City after the filing of this application.

Applicant Name _____ Date _____

By _____

Its _____

Economic Development Authority (EDA) **5. 1.**

Meeting Date: 07/12/2018

By: Katie Schmidt, Administrative Services

Title:

Update: Two Shovel Ready Certifications

Purpose/Background:

PURPOSE

Provide an update on two shovel ready applications previously submitted to the State of Minnesota. Both sites have been certified as "Shovel Ready" by the Minnesota Shovel Ready Program.

BACKGROUND: *Sites*

- **Bunker Lake Industrial Park,** sorth side, PSD, LLC (45.1 acres).
- **#50, City Owned Property** located in the SE corner of The COR, near Casey's (14.7 acres).

BACKGROUND: *Shovel Ready*

The State of Minnesota development ready certification program (known as "DEED Shovel Ready" certifications) is a pro-active process/ effort that attempts to collect all information that would be needed by a developer/ investor to consider a project in Ramsey ahead of time. The intention of the process is to eliminate risk, unknowns, speed up the development process, and make Ramsey sites more competitive. More information can be found a http://mn.gov/deed/government/shovel-ready/program-overview/index.jsp.

Notification:

Notification is not required.

Observations/Alternatives:

Please see the attached exhibits for detailed information.

Funding Source:

No additional funding is required at this time.

Recommendation:

No action is requested at this time.

Action:

No action is requested at this time.

Attachments

Letter of Certification - Bunker Lake Industrial Park

Marketing Package - Bunker Lake Industrial Park

Letter of Certification - COR Office Park

Marketing Doc - COR Office Park

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/05/2018 09:15 PM
Kurt Ulrich	Kurt Ulrich	07/06/2018 10:57 AM

Form Started By: Katie Schmidt
Started On: 07/03/2018 01:03 PM
Final Approval Date: 07/06/2018

EMPLOYMENT AND ECONOMIC DEVELOPMENT

June 12, 2018

Katie Schmidt
Economic Development
7550 Sunwood Dr. NW
Ramsey, MN 55303

Regarding: Shovel Ready Certification for the City of Ramsey

Dear Katie,

Thank you for your continued effort and support of the Minnesota Shovel Ready Program. This letter is to inform you that the Future Biz Park site in Ramsey has been certified as "Shovel Ready".

Your site will be loaded onto our website at mn.gov/deed/business. The listing will include your final application, a description of the site/community, a one-page overview created by the city, and the site's industry specific certifications. Based on the characteristics of the site, DEED has determined that it is best suited to the following industry uses:

- Light Manufacturing
- Small Food Processing
- General Commercial/Industrial

You will also want to have the site loaded on www.locationone.com, so please contact Laura Winge at laura.winge@state.mn.us if you need a site login.

We thank you for your continued commitment to economic development in the State of Minnesota and the City of Ramsey. Please do not hesitate to contact me at (651) 259-7436 should you have any questions concerning this program.

Best regards,

Kylle Jordan
Regional Business Development Manager
Department of Employment and Economic Development

MINNESOTA IS SHOVEL READY

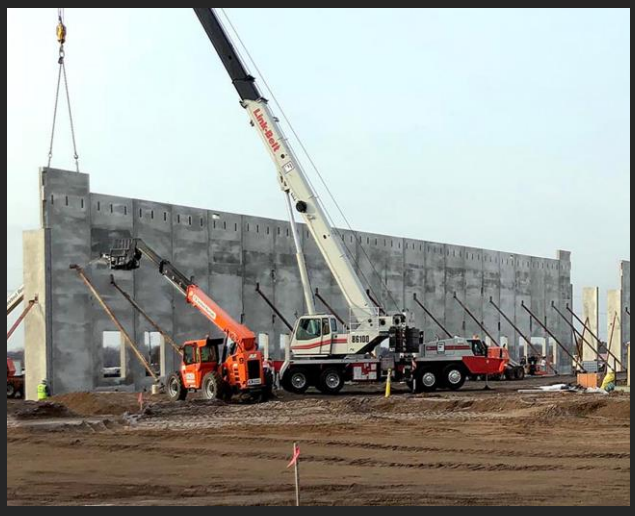
Business Park

Ramsey, MINNESOTA

A CERTIFIED DEVELOPMENT SITE READY FOR YOUR NEXT PROJECT!

Site Highlights:

- 45.1 acres certified, 28 acres available
- Easy access to Hwy 10, Armstrong Blvd and Bunker Lake Blvd
- Some infrastructure in place including fiber,
- 4 MW electric & 150,000 gpd sewer capacity
- Pad ready sites and greenfield sites
- Two buildings completed
    - 64,000 sf, 24’ clear, Adrenaline Sports, 8,000 sf available
    - 56,000 sf, 24’ clear, Spec Building
- Easy subdivision possible
- Zoned commercial/industrial B-2: Business District
- Close to Anoka Technical College
- Build to suit pad sites available for sale



For more information on the Ramsey Shovel Ready Site, contact:

Tim Gladhill
City of Ramsey
Direct: 763.433.9826
email | website

EMPLOYMENT AND ECONOMIC DEVELOPMENT

June 7, 2018

Katie Schmidt
Economic Development
7550 Sunwood Dr. NW
Ramsey, MN 55303

Regarding: Shovel Ready Certification for the City of Ramsey

Dear Katie,

Thank you for your continued effort and support of the Minnesota Shovel Ready Program. This letter is to inform you that the 50A site in Ramsey has been certified as "Shovel Ready".

Your site will be loaded onto our website at mn.gov/deed/business. The listing will include your final application, a description of the site/community, a one-page overview created by the city, and the site's industry specific certifications. Based on the characteristics of the site, DEED has determined that it is best suited to the following industry uses:

- Light Manufacturing
- Small Food Processing
- General Commercial/Industrial

You will also want to have the site loaded on www.locationone.com, so please contact Laura Winge at laura.winge@state.mn.us if you need a site login.

We thank you for your continued commitment to economic development in the State of Minnesota and the City of Ramsey. Please do not hesitate to contact me at (651) 259-7436 should you have any questions concerning this program.

Best regards,

Kylle Jordan
Regional Business Development Manager
Department of Employment and Economic Development

MINNESOTA IS SHOVEL READY

Commercial Land

Ramsey, MINNESOTA

A CERTIFIED DEVELOPMENT SITE READY FOR YOUR NEXT PROJECT!

Site Highlights:

- 14.7 acres certified
- Immediate access to Sunwood Dr
- Easy access to Hwy 10, Ramsey Blvd, Armstrong Blvd and Bunker Lake Blvd
- Close proximity to full-access interchange at U.S. Highway 10 and Armstrong Blvd
- 4 MW electric & 150,000 gpd sewer capacity
- Zoned COR 3 (Commercial)
- Close to Anoka Technical College
- Part of the COR, Ramsey's downtown, transit oriented development
- Easy subdivision possible

For more information on the Ramsey Shovel Ready Site, contact:

Tim Gladhill
City of Ramsey
Direct: 763.433.9826
email | website

MINNESOTA SHOVEL READY certified development site

City of RAMSEY

MINNESOTA

Economic Development Authority (EDA) **5. 2.**

Meeting Date: 07/12/2018

By: Katie Schmidt, Administrative Services

Title:

Business Retention and Expansion Update

Purpose/Background:

The purpose of this case is to provide a rolling update on the City's BR&E program. The goal for 2018 is to complete 24 formal business visits.

- Goal Per Year: 24
- Original Target list, 44
- Completed visits, 16
- Pending/ scheduled visits, 0
- Contact made, no response, 28
- Contact yet to be made, 0

Notification:

No action. Update only.

Observations/Alternatives:

Please note that no additional business visits have been scheduled since the last EDA Meeting. It is anticipated that the new EDA Manager will be able to complete the remaining number of business visits in the first 30 to 60 days of employment to met or exceed the annual target.

Funding Source:

NA

Recommendation:

NA

Action:

NA

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	07/03/2018 01:30 PM
Kurt Ulrich	Kurt Ulrich	07/05/2018 02:29 PM
Form Started By: Katie Schmidt		Started On: 07/03/2018 12:55 PM
Final Approval Date: 07/05/2018		

PARK AND RECREATION COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Park and Recreation Commission conducted a regular meeting on July 12, 2018, at Central Park, 7925 161st Avenue NW, in the Park Center Building**.**

Commission Members Present:	Chair Shane Bennett Vice Chair Brandon Sis Commissioner Andrew Andrusko Commissioner Jennifer Leistico Commissioner Jon Trappen
Commission Members Absent:	Commissioner Charles Tchuinkwa and Commissioner Russell Bayer
Also Present:	Parks & Assistant Public Works Superintendent Mark Riverblood

1. CALL TO ORDER

Chair Bennett called the Park and Recreation Commission meeting to order at 6:50 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Commissioner Sis, seconded by Commissioner Trappen to approve the Park and Recreation Commission meeting agenda as presented.

Motion carried. Voting Yes: Chair Bennett; Commissioners Sis, Trappen, Andrusko, Leistico. Voting No: None. Absent: Commissioner Tchuinkwa and Commissioner Bayer.

4. APPROVE MINUTES

4.01: Approve Park and Recreation Commission Meeting Minutes

Motion by Commissioner Leistico, seconded by Commissioner Andrusko, to approve the following Park and Recreation Commission Regular Meeting Minutes, as presented:

1) Park and Recreation Commission Regular Meeting Minutes dated April 12, 2018.

Motion carried. Voting Yes: Chair Bennett; Commissioners Leistico, Andrusko, Trappen, Sis. Voting No: None. Absent: Commissioner Tchuinkwa and Commissioner Bayer.

5. COMMISSION BUSINESS

5.01: Approve Concept Plans for Municipal Plaza and The Waterfront

Parks & Assistant Public Works Superintendent Riverblood presented the concept plans for Municipal Plaza and the Waterfont. In 2014, staff did a lot of work on what park spaces could look like in the COR. He reviewed the public involvement process. One unifying, almost unanimous thought was the idea of a splash pad. Thus, it is set up with a water-centric park, and the concept plans have ratified that concept. He pointed out the elongated shape for Municipal Plaza and compared it to the proposed nearby apartment building. The apartment building will be breaking ground this month, and the purchase agreement was contingent upon the City's commitment to build a park in the area. The apartment complex will house a lot of folks 55 and over. More than likely, a lot of grandparents will live here, so the park spaces will be heavily utilized by grandchildren visiting.

Parks & Assistant Public Works Superintendent Riverblood continued that Municipal Plaza has a couple defining themes; it is a contiguous programmable space, but there is a lot of park roaming capability. The parks are really the defining features of the COR. Wayfinding features are also significant in defining the quality of life in downtown. He pointed out several spaces in the Plaza. Vendors will be able to bring in refrigerated ice sheets for ice skating, which is also near where the tree lighting will happen. Along Centre Street, parallel parking on both sides will probably be built. All or part of Centre Street can be closed off for large events, to be used for programmable space. Solar panels will be incorporated as well, for bicycle stations, laptop stations, et cetera. The hardscape will be pervious, so storm water will enter. There will be great locations for a potential brew pub or a wine bar. Alongside the apartment, he envisions a series of stone walls that are seat walls for both the park users as well as the apartment residents.

In response to a question by Chair Bennett, he also pointed out the stormwater plans, noting it is intended to be smart and sustainable in design. There are drinking water protection zones in the COR, so the City cannot allow in many areas infiltration. The stormwater has to be captured and brought to a different pond for reuse. The storm pond in the waterfront will be clay-lined so as not to allow that connection to the ground water. He also presented unique outdoor hearth setups. From the very beginning, Fire and Ice has been a theme of the COR. These propane hearths can make a chilly evening very enjoyable as people gather around.

Commissioner Trappe asked how the hearths work.

Parks & Assistant Public Works Superintendent Riverblood explained there may be a motion-detector system that triggers the hearths, though there may be other new technologies available in the next couple of years. He also is envisioning movable furniture. If someone is sharing a hearth and need more chairs, they can easily be moved. These hearths will really make the park space a fun gathering spot in all seasons.

Chair Bennett asked about the vision for the lighting along the hearths, along the street, and within the park. He also asked about restroom access.

Parks & Assistant Public Works Superintendent Riverblood responded that some of that detail has not been decided yet. There will be sidewalks on both sides. The City Code has curfews, but that will need to be fixed for this space, in his opinion. The parks in the COR need to be open 24 hours a day. Not everyone works 9-5pm, and folks need to be able to get out later in the evening or early mornings to exercise or walk the dog in the park. That said, the parks also need to be safe and secure in them. This is a key point that needs to be considered.

Parks & Assistant Public Works Superintendent Riverblood returned to the issue of stormwater management. He noted the theme with the waterfront is glacial history. The pond will be a lined pond, and he pointed out several municipal water wells. It will be important not to have surface water getting into the drinking water. When planning this, the glacial history and the formation of this area were considered. The landscape is a result of the sand plane and rocks in the Mississippi are a direct result of the outwash of glaciation. Those realities are a thing to subtly bring forward in terms of the parks landscape and interpret it through landscape. And this pond, in the middle of downtown, starts to make sense as a kettle lake. Kettle lakes were formed with glaciers moved across the landscapes.

Commissioner Leistico asked about interpretive signs for the purpose of education.

Parks & Assistant Public Works Superintendent Riverblood responded that on one hand, he likes not explaining everything for park users. There can be interpretive elements and also information on the City's website. It could also be a discovery for people visiting the parks. He pointed out that he remains concerned about the water quality in the park because of the storm pond. He also pointed out the concept of the two boardwalks. He pointed out the park concession area and pavilion with restrooms. He also highlighted a traditional splash pad and the wading area which can be used by kids of all ages. Someone in a wheelchair could use the wading area. There will also be cabana-type structures, which may be rentable. The concession area will have seasonal staff and lunches and evening dinner options in the park. An RFP may be issued such that a concessionaire runs the whole thing, with the stipulation that they are open during the weekends 11-1pm to cater to the business crowd and open on the weekend. The vendor could keep all the profit, as long as price points are approved.

Parks & Assistant Public Works Superintendent Riverblood also pointed out that underneath the boardwalk/bridge is a 4-bay. The splash pad can spill out so that the quality water runs into the 4-bay. He pointed out an area for paddleboat, kayak, and canoe rentals. A climber play structure will be included, with probably the resilient flooring underneath that is very cushioned. He noted that many apartment buildings are including play structures, so not a lot will be needed in the COR.

In response to a comment by Chair Bennett, Parks & Assistant Public Works Superintendent Riverblood explained that as the COR expands, the City will need to be more creative in responding to programming by having people working in the evenings to unlock restrooms. Thus, City Hall may be open more in the evenings, until 9:00 pm.

Chair Bennett asked whether both spaces will be built out simultaneously.

Parks & Assistant Public Works Superintendent Riverblood responded he had hoped to have cost estimates tonight. Earlier costs show The Waterfont costs as $6 million and the Municipal Plaza at $3 million, and those figures are probably greater now. The Park system plan needs to be completed, to show what an equitable distribution amongst the parks and trails throughout the City community-wide. If things are done with value City-wide, like the splash pad and the restaurant pavilion, it makes a lot of sense. Things will be done incrementally. It will be interesting to think that these parks are catalysts for development.

Chair Bennett asked whether the agreement with the adjacent apartment developer calls for a specific timeline.

Parks & Assistant Public Works Superintendent Riverblood responded there was no agreed-upon timeline, as the concept plan was not even developed yet. He added he would like approval of the initial concept plan tonight, as well as a motion to authorize up to $5,000 of the contingency to, in part, develop a promotional magazine that describes to the public and developers what these park spaces will look like and will function like. It will be a marketing piece.

Commissioner Andrusko asked about funding options.

Parks & Assistant Public Works Superintendent Riverblood responded there are elements of the concept plan that are perfect for funding by the Livable Communities monies by the Met Council. There are also sustainable design elements, and bundling that up as a demonstration project causes means several hundred thousand dollars may be available in grant money. That is another reason to develop nice promotional materials to tell that story.

Motion by Commissioner Trappen, seconded by Commissioner Andrusko to approve the Concept Plans of the Municipal Plaza and The Waterfront.

Motion carried. Voting Yes: Chair Bennett; Commissioners Trappen, Andrusko, Leistico, Sis. Voting No: None. Absent: Commissioner Tchuinkwa and Commissioner Bayer.

Motion by Commissioner Trappen, seconded by Commissioner Sis to authorize the use of up to $5,000 for promotional and marketing materials for Municipal Plaza and The Waterfront.

Motion carried. Voting Yes: Chair Bennett; Commissioners Trappen, Sis, Andrusko, Leistico. Voting No: None. Absent: Commissioner Tchuinkwa and Commissioner Bayer.

6. COMMISSION/STAFF INPUT

Parks & Assistant Public Works Superintendent Riverblood provided no updates.

Chair Bennett noted he volunteers regularly as a coach for Anoka-Ramsey Athletic Association. The Association has struggled to find volunteers, and they are looking for great people who care

about the kids, the program and the community. He encouraged people to look at the website for available openings.

7. ADJOURNMENT

Motion by Commissioner Leistico, seconded by Commissioner Sis, to adjourn the meeting.

Motion carried. Voting Yes: Chair Bennett; Commissioners Leistico, Sis, Andrusko, Trappen. Voting No: None. Absent: Commissioner Tchuinkwa and Commissioner Bayer.

The Park and Recreation Commission meeting adjourned at 8:01 p.m.

Respectfully submitted,

_____

Mark Riverblood
Parks & Assistant Public Works Superintendent

Drafted by Allison Burr
TimeSaver off Site Secretarial, Inc.

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, July 12, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Daniel Onyambu Commissioner Patrick Surma Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	None
Also Present:	Community Development Director Timothy Gladhill City Planner Chloe McGuire Brigl Planning Intern PeggySue Imihy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Chairperson Bauer requested Item 6.01 be removed from the agenda per the developer's request.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to approve the agenda as amended.

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated June 7, 2018

Commissioner Surma requested a correction to the minutes on Page 5 in the fourth paragraph stating she needs to be changed to he.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to approve the following minutes as amended: Planning Commission Meeting Minutes dated June 7, 2018.

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Variance Request to Place a Detached Accessory Building within the Required Setback from the Ordinary High Water Mark of the Rum River at 15795 Juniper Ridge Drive NW (Project No. 18-123); Case of Rick and Diane Farrell

Public Hearing

Chairperson Bauer called the public hearing to order at 7:03 p.m.

Presentation

Planning Intern Imihy presented the staff report stating the City has received an application from Rick and Diane Farrell (the "Applicant") for a variance to construct a detached accessory building within the required setback from the Rum River on the property located at 15795 Juniper Ridge Drive NW (the "Subject Property"). Staff reviewed the request in further detail and recommended approval of the variance in alignment with the EPB and DNR recommendation.

Citizen Input

Commissioner Anderson requested clarification on where the property owner was proposing to place the garage.

Planning Intern Imihy described the location of the proposed detached accessory building in further detail with the Commission. She explained the property owner's primary goal was to minimize views from the street and the river. It was noted Alternate #1 was the location recommended by staff, the EPB and DNR.

City Planner McGuire Brigl commented if Alternate #1 was approved by the Planning Commission, the applicants would amend their request to increase the size of the proposed detached accessory structure to more closely match their neighbors shed size.

Commissioner Anderson asked if more trees would be lost if Alternate #2 were approved.

Planning Intern Imihy reported this was the case.

Commissioner VanScoy questioned if Alternate #1 would create a steep grade change.

Planning Intern Imihy explained this was a concern for the applicant. Even with this concern in mind, she commented staff believed it was important to support the EPB and DNR recommendation, which was Alternate #1.

City Planner McGuire Brigl reported staff and the DNR would be supportive of Alternates #1 and #2.

Rick Farrell, 15795 Juniper Ridge Drive, thanked staff for all of their assistance with his request. He indicated he was requesting the variance to allow him to store a truck in the detached accessory garage. He explained the original location was proposed as it was the least impactful, visually from the road and the river. He reviewed a number of pictures of his property and noted the location of the garage on his property. He questioned what would be gained by placing the garage closer to the street and requested the Commission allow him to place the garage per his request as this was the least visible and impactful option.

Chairperson Bauer asked what the garage size would be if the applicant were forced to place the accessory building on the Alternate #1 or #2 site.

Mr. Farrell commented his property was so pristine and heavily wooded. He indicated if the variance was not approved per his request, he would not be pursuing a garage at all. He discussed how his property would be adversely impacted if the garage had to be located in the open space.

Commissioner VanScoy stated when the Commission reviewed this type of request, the City worked to ensure the nonconformance was not made worse.

Gary Steinke, 15825 Juniper Ridge Drive, explained he lived next to the applicant. He stated he received a variance three years ago for his garage. He reported he followed all of the City's rules and requested Mr. Farrell be required to follow the same rules. In addition, he feared that the applicant's proposed location would obstruct his view of the river.

Susan Anderson, 15854 Juniper Ridge Drive, explained she lived on the opposite side of the street. She expressed concern with the letter she received from the City and stated the information provided was very confusing.

Mr. Farrell reported his proposed garage location would not block his neighbor's view of the river.

Commissioner Surma questioned what alternative location would work for both parties.

Mr. Farrell stated neither of the alternatives would work for him. He explained he was not interested in taking down trees or jeopardizing his property. He indicated he was not interested in placing the garage where a large driveway would be required and greenspace would be lost.

Mr. Steinke commented Mr. Farrell has enough space to locate a garage on his property while still meeting the EPB and DNR recommendations.

Planning Intern Imihy reviewed the alternatives that would be supported by staff: Alternate #1, Alternate #2 and Alternate #3 (the applicant's proposed location). She explained the proposed accessory building would not block the neighbors view shed of the river in any of the three locations.

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

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

Chairperson Bauer closed the public hearing closed at 7:49 p.m.

Commission Business

Commissioner VanScoy asked if each of the alternatives required a variance.

City Planner McGuire Brigl explained constructing a garage anywhere on this property would require a variance.

Commissioner VanScoy stated it has always been the City's intent to not increase non-conformities on properties when considering variance requests. He believed it was a reasonable request to place a garage on this property. He indicated he could not support the garage being located to the rear of the property.

Commissioner Anderson explained he could not support Alternate #3 as an option. He stated he could entertain Alternate #1 as this was supported by the EPB and DNR.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to recommend that City Council adopt Resolution #18-123 granting a variance to shoreline setbacks to the Rum River at 15795 Juniper Ridge Drive NW so that the front of the proposed structure is even with the front of the existing dwelling and also requiring an approved driveway to this structure.

Further discussion

Commissioner VanScoy asked what type of variance was being requested.

Community Development Director Gladhill reported the applicant required a variance to the Ordinary High Water Line to the Rum River.

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

5.02: Public Hearing: Consider Request for Zoning Amendment (Text) to the E-1 Employment District and a Conditional Use Permit to Allow Motor Vehicle Sales on the Property Located at 14300 Sunfish lake Boulevard NW (Project No. 122); Case of John Buzick

Public Hearing

Chairperson Bauer called the public hearing to order at 8:01 p.m.

Presentation

Community Development Director Gladhill presented the staff report stating the City has received an application from John Buzick (the "Applicant") requesting a Zoning Amendment to the text of the E-1 Employment to identify motor vehicle sales as a Conditional Use and a Conditional Use Permit to allow motor vehicle sales on the property located at 14300 Sunfish Lake Blvd NW (the "Subject Property"). That there is an existing Conditional Use Permit (CUP) for the Subject Property, which was approved by the City in 1993, that allows for a towing operation and motor vehicle repairs. The Applicant is proposing a similar business model that he has implemented on two (2) other properties within the City. That model creates multiple tenant suites in a building that are leased out to individuals. Staff provided further comment on the request and recommended denial Zoning Amendment.

Citizen Input

Commissioner Woestehoff asked how much of the City was zoned E-1.

Community Development Director Gladhill reviewed several hundred acres in the City were zoned E-1.

Commissioner VanScoy questioned if the City had received other requests for car sales in the E-1 or E-2 zoning districts.

Community Development Director Gladhill reported this was a rare request and not of this magnitude. He stated there were other zoning districts in the City that better supported this use.

John Buzick, 14300 Sunfish Lake Boulevard, discussed the history of his business and stated he has not had any complaints. He indicated his current location worked as an incubator for small business operators. He explained the property he was looking to purchase has been used for auto repair and towing since 1993. He reported he had 11 people interested in working in Ramsey selling cars from this location. He requested the Commission allow used car sales to occur on this property, along with auto repair and towing.

Darren Guthmiller, 14400 Wolfram Street, explained he lived around the corner from the subject property. He expressed concern with having all of the E-1 properties in Ramsey available for used car sales. He noted all of the other businesses along Sunfish Lake Boulevard have curb and gutter as they have been updated. He commented the current towing company has poor signage and

recommended this be improved so as not to impact the adjacent neighborhood. He described how the businesses along Sunfish Lake Boulevard have improved over the years and stated he did not want to see a new business bring this image down.

Commissioner VanScoy asked if the towing business would remain in place.

Mr. Buzick reported this was the case.

Community Development Director Gladhill explained that Mr. Buzick would not be allowed to park vehicles on grass anywhere on the subject property. He anticipated this could be addressed with a proper paving and site plan. He reported the towing use was a lawful non-conforming use on this site.

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

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

Chairperson Bauer closed the public hearing closed at 8:23 p.m.

Commission Business

Commissioner VanScoy asked if the proposed Zoning Amendment would allow vehicle sales to occur in all E-1 zoning districts.

Community Development Director Gladhill reported this was the case. He then reviewed the location of all E-1 zoning districts in the City.

Commissioner Gengler stated she appreciated the applicant's efforts to incubate businesses in Ramsey, however, she noted she could not support the request. She stated she had concerns with the proposed Zoning Amendment and how this would impact the City of Ramsey.

Chairperson Bauer agreed.

Motion by Commissioner VanScoy, seconded by Commissioner Woestehoff, to recommend that City Council deny the request to allow motor vehicle sales in the City's industrial zoning districts.

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

5.04: Public Hearing: Consider Ordinance #18-12; Text Amendment to City Code Section 117-351 Home Occupations Ordinance

Public Hearing

Chairperson Bauer called the public hearing to order at 8:29 p.m.

Presentation

Planning Intern Imihy presented the staff report stating under staff direction from the City Council and the Planning Commission, a text amendment has been made to City Code Section 117-351, Home Occupations. This text amendment specifically limits the number of allowed employees and prohibits outdoor storage. Based on recent Applications, Staff was directed to consider additional standards based on the following:

- More explicit prohibition on outside storage.
- Creation of categorical prohibitions (such as contracting companies that traditionally have significant outdoor storage)
- Additional limitations on number of employees to reduce number of vehicle trips to site

Citizen Input

Chairperson Bauer asked if a pickup truck could be parked outside on a property.

Planning Intern Imihy explained a pickup truck would not be considered outdoor storage.

Community Development Director Gladhill reported the proposed text amendment would not prohibit contractors from parking their work truck (Xfinity, Comcast, etc.) in their residential driveway.

Commissioner VanScoy requested further information on how the City would be addressing off site employees.

Community Development Director Gladhill described how off-site employees and a dispatch center scenario would be addressed by this Ordinance. It was noted employees would not be allowed to come to a site and be dispatched to another location per this Ordinance.

Chairperson Bauer stated he did not want to see the City become so restrictive that residents with a home occupation were not able to move into the City.

Community Development Director Gladhill reported the Planning Commission did not have to take action on this item tonight. He explained the Commission could continue to review the proposed text amendment.

Further discussion ensued regarding the number of employees that should be allowed on the site based on acreage. Staff reviewed the number allowed by neighboring communities.

Community Development Director Gladhill asked how the Commission wanted to proceed at this time.

Chairperson Bauer suggested staff amend the text to address the number of employees that would be allowed if a site is over three acres, while also addressing the number of employees that could be allowed under three acres through a CUP. He questioned if the City had an accurate number of home occupations currently operating in Ramsey.

Community Development Director Gladhill stated he would have to run some analysis and could provide this information to the Commission in August.

Commissioner Woestehoff commented the existing home occupations would not be impacted, but rather the Commission should be focused on how future home occupations should operate in the City.

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

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

Chairperson Bauer closed the public hearing closed at 8:50 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Surma, to postpone action in this item to the August 2, 2018 Planning Commission meeting.

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

5.03: Public Hearing: Consider Ordinance #18-13; Amendment to City Code Chapter 117 (Zoning and Subdivision of Land) to add a Neighborhood Business District

Public Hearing

Chairperson Bauer called the public hearing to order at 8:51 p.m.

Presentation

Planning Intern Imihy presented the staff report stating in 2016, following the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. Primarily, this Zoning District is needed to correct a previous zoning action (improper use of a conditional use permit).

Planning Intern Imihy explained this zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not

occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potential area for this zoning district could be used would be near the new elementary school (not proposed at this time).

Planning Intern Imihy reported staff drafted a proposed zoning district which includes four permitted uses, four conditional uses and six prohibited uses. Following the feedback from last month's Planning Commission, Staff has moved on-sale liquor to a conditional use and added the sales of tobacco, tobacco products or tobacco related devices to the prohibited uses. She provided further comment on the proposed text amendment and recommended adoption of the Ordinance.

Citizen Input

Commissioner VanScoy questioned how the City would implement this Ordinance.

Planning Intern Imihy reported the City's zoning map would need to be updated and property owners would have to be notified of the proposed change.

Community Development Director Gladhill explained the new zoning would be a tool available to the City to assist in fostering neighborhood businesses.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to close the public hearing.

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

Chairperson Bauer closed the public hearing closed at 8:59 p.m.

Commission Business

Motion by Commissioner Gengler, seconded by Commissioner VanScoy, to recommend that City Council adopt Ordinance #18-13, which would create a new zoning district titled the Neighborhood Business District.

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

5.05: Consider Zoning Amendment to Allow a Microbrewery at 17201 St. Francis Boulevard NW; Case of Tim and Corin O'Shaughnessy

No action was taken on this item.

6. COMMISSION BUSINESS

6.01: Receive Update from Continental Properties Regarding Potential Project (Springs at Ramsey)

This item was removed from the agenda per the developer's request.

7. COMPREHENSIVE PLAN UPDATE ITEMS

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

8. COMMISSION / STAFF INPUT

8.01: Receive Staff Update

The Staff Update was noted.

8.02: Zoning Bulletins

Zoning Bulletins were noted.

9. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 9:09 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Monday, July 16, 2018, the Environmental Policy Board (EPB) met in the Council Chambers at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present: Chairperson Michael Valentine
Board Member Reid Bernard
Board Member Jane Covart
Board Member Melissa Fetterley
Board Member Michael Hiatt
Board Member Michael Madison
Board Member Laura Moore

Members Absent: None

Also Present: City Planner Chris Anderson
City Council Liaison John LeTourneau

1. CALL TO ORDER

Chairperson Valentine called the meeting to order at 6:30 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Board Member Bernard and seconded by Board Member Hiatt to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Bernard, Hiatt, Covart, Fetterley, Madison, and Moore. Voting No: None. Absent: None.

4. APPROVE MINUTES

4.01: Approve Meeting Minutes Dated June 18, 2018

Motion by Board Member Hiatt and seconded by Board Member Bernard to approve the regular meeting minutes dated June 18, 2018.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Hiatt, Bernard, Covart, Fetterley, Madison, and Moore. Voting No: None. Absent: None.

5. POLICY BOARD BUSINESS

5.01: Consider Landscape Plan for Lazy Days RV Site Plan (Project No. 18-126)

City Planner Anderson presented the staff report. He stated that Lazy Days RV is in the process of acquiring Shorewood RV, located at 8390 Riverdale Drive NW. As part of the acquisition, the applicant is proposing to replat Outlot A, Alpaca Estates 4th Addition, into a buildable lot and construct a 29,600 square foot, 30 bay maintenance facility for the RV operation. He stated that a Landscape Plan was included with their Site Plan submittal. He recommended that the Board recommend approval of the Landscape Plan, contingent upon compliance with the Staff Review Letter.

Board Member Moore referenced the darkened line to the south and asked if that is the location of the fence.

City Planner Anderson confirmed that line is the proposed privacy fence along the southern border to provide screening to the adjacent residential parcel.

Chairperson Valentine asked for additional details on the stormwater pond.

City Planner Anderson replied that it is a regional pond designed to accommodate all of the Alpaca Estates 4th Addition development. He stated that engineering will review the stormwater calculations to ensure that the excess runoff from the site could still be handled by the pond. He stated that engineering will also ensure that the infiltration requirements are met by the requested proposal.

Motion by Board Member Hiatt and seconded by Board Member Covart to recommend approval of the Landscape Plan, contingent upon compliance with the Staff Review Letter.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Hiatt, Covart, Bernard, Fetterley, Madison, and Moore. Voting No: None. Absent: None.

5.02: Consider Landscape Plan for Sterling Trophy Site Plan (Project No. 18-125)

City Planner Anderson presented the staff report. He stated that Sterling Trophy is working with the City on the potential purchase of the property located at 6710 Highway 10 NW. The applicant has submitted a Site Plan for the construction of a 4,000 square foot retail building for their business operation on the subject property. He noted that the Site Plan submittal includes a Landscape Plan for review. He recommended that the Board recommend approval of the Landscape Plan, contingent upon compliance with the Staff Review Letter.

Board Member Covart referenced the south side of the lot and asked if there are plans for that open area.

City Planner Anderson replied that it is intended to remain vacant at this time. He stated that the applicant is still in discussion with the City regarding a purchase agreement for the property. He noted that at one time the applicant was only interested in a portion of the lot, but it would be difficult to find another user for that remnant and therefore the City would prefer to have that

included in this sale. He stated that if left undisturbed during the construction, that portion of the property could remain as is.

Chairperson Valentine asked if prairie restoration could be a viable option for that portion of the site.

City Planner Anderson stated that there is existing turf and therefore the applicant would have to modify the existing conditions. He stated that option could be explored with the applicant.

Council Liaison LeTourneau stated that if the Council is going to weigh in on sod versus seed, he would like input from the Board on that discussion.

Board Member Fetterley stated that it is a large portion of the property and therefore can appreciate a form of prairie restoration. She stated that if there is not proper irrigation, seed may not establish, and that area could appear run down. She noted that even sod will not maintain itself if there is not irrigation.

Board Member Bernard stated that it did not appear that anything would be disturbed during construction and therefore perhaps that portion could just remain as is and seed would be used for disturbed areas. He stated that he would be okay with seed and that would match the existing area that will not be disturbed.

Chairperson Valentine stated that he would agree that something viable should be the desired outcome.

Board Member Hiatt asked if there is an irrigation requirement for the property.

City Planner Anderson stated that there is not an irrigation requirement for the property. He noted that following the input from the Board, Planning Commission and City Council, the irrigation requirement was removed in attempt to align more with the concept of water conservation. He noted that the seed label seems out of context, in the parking lot area, and therefore staff has asked for clarification. He noted that staff does not oppose the use of seed but simply needs to draw attention to it because of the language in the City Code.

Board Member Covart asked the estimated cost and work to convert the existing excess area to prairie.

City Planner Anderson provided additional details on the steps that would be needed, noting that it would be a bit of work and would take multiple years to establish prairie.

Motion by Board Member Hiatt and seconded by Board Member Covart to recommend approval of the Landscape Plan, contingent upon compliance with the Staff Review Letter, adding direction for the applicant to consider options for the south end of the property including prairie restoration.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Hiatt, Covart, Bernard, Fetterley, Madison, and Moore. Voting No: None. Absent: None.

6. BOARD / STAFF INPUT

- **Pollinator Garden Tour – July 21, 2018 from 9:00 a.m. to 3:00 p.m.**

City Planner Anderson provided details on the upcoming pollinator garden tour, which will take place this Saturday and feature properties in Andover, Ramsey, and Anoka.

- **Summer Recycling Day Event – July 28, 2018**

City Planner Anderson provided details on the upcoming summer recycling event on July 28th, reviewing the materials that will be accepted.

Chairperson Valentine noted that he recently viewed a program which stated that China is not as interested in accepting recycled materials and asked the impact that may have on the industry.

City Planner Anderson confirmed that China has enacted much more stringent contamination standards on the materials that they will accept. He stated that the State is actively engaging with haulers to discuss this issue and possible impacts. He stated that on the east and west coasts some of those materials have been landfilled because there is not a market in those areas. He stated that local markets have not been impacted in Minnesota, but the issue is on the horizon and it could become problematic. He explained that the single sort system which made recycling so much easier and increased participation, has resulted in less clean materials and cross contamination of materials, particularly crushed glass getting into other materials. He noted that another problem in recycling is "wish-cycling" where a resident may not be sure that something is recyclable and still places it in the recycling with the hopes that it can be recycled.

- **Monarch Trail Update – Final seeding done on June 25th**

City Planner Anderson stated that there is a seven acre stretch of trail that was renamed as the Monarch Trail, noting that there was a groundbreaking event the previous summer. He described the restoration and seeding activities that have occurred in the past year to help establish a native prairie seed mix with featured plants to attract Monarchs. He noted that the Board was somewhat involved in the City pursuing the Mayors for Monarchs program and advised that the project has now been completed.

- **Tree Survey Training**

City Planner Anderson noted that the tree survey training session the previous weekend was canceled as there were no residents registered for the event. He noted that there will be one final training opportunity on August 10th and 11th. He hoped to obtain a few more volunteers for the project.

7. ADJOURNMENT

Motion by Board Member Covart and seconded by Board Member Fetterley to adjourn the meeting.

The meeting adjourned at 7:13 p.m.

Respectfully submitted,

_____
Chris Anderson
City Planner

ATTEST:

_____
JoAnn Shaw
Community Development Secretary

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **4. 4.**

Meeting Date: 08/28/2018

By: Jo Thieling, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. City Council Work Session dated 8/6/2018
2. City Council Regular dated 8/6/2018
3. Canvassing Board dated 8/17/2018

Purpose/Background:

Purpose: The purpose of this case is for Council review and approval of meeting minutes.

Background: Attached are the meeting minutes referenced above.

Action:

Motion to approve the following Council meeting minutes:

1. City Council Work Session dated 8/6/2018
2. City Council Regular dated 8/6/2018
3. Canvassing Board dated 8/17/2018

Attachments

CCWS Mts

CC Mts

Canvassing Mts

Form Review

Form Started By: Jo Thieling Started On: 08/21/2018 05:15 PM

Final Approval Date: 08/21/2018

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Monday, August 6, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock

Also Present: City Administrator Kurtis Ulrich
Finance Director Diana Lund
Fire Chief Matt Kohner
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Administrative Services Director Colleen Lasher
Community Development Director Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Acting Mayor LeTourneau called the City Council Work Session to order at 5:33 p.m.

2. TOPICS FOR DISCUSSION

2.01: Road Funding Communication Proposal

City Administrator Ulrich reviewed the staff report.

Jennifer Edison, WSB, stated that over the course of several months, the communication plan would be broken into three phases. She explained that the phases are important because they provide the opportunity for the City to determine if it would like to continue to move forward or stop the work. She provided details on the elements included in the first phase of the proposal.

Kirstin Gray, WSB, stated that phase two would include the bulk of the tasks and reviewed the elements included in that phase. She stated that there would be an opportunity for the City to conduct a review after phase two to determine if it would like to continue or stop. She noted that if the decision was to stop after phase two, the City would only be responsible for the costs up to that point. She then reviewed the elements that would be included in phase three of the proposal.

Councilmember Kuzma stated that the Charter Commission was not very receptive in the last discussion and asked for input on how that discussion would be handled.

Ms. Gray replied that they are aware of that element and stated that if the City chooses to proceed with the proposal, it would simply explore road funding alternatives and in coordination with all parties, find the right fit for the City rather than simply deciding to implement franchise fees. She stated that gathering input from all stakeholders is an important part of the process.

Ms. Edison explained that this is a road funding discussion and educating everyone on the means and methods of funding this huge plan provides a better opportunity to weigh each option. She stated that there are a lot of misconceptions on what franchise fees are and therefore providing that education helps to ensure that everyone understands the pros and cons of each option for funding.

Councilmember Kuzma stated that the City recently conducted a resident survey and the overwhelming response was against franchise fees.

Ms. Gray stated that the proposal is to provide the pros and cons of each funding alternative so that all the stakeholders can make an informed decision. She explained that it is difficult to put a lot of thought into a survey response because the response can be swayed by many factors.

Acting Mayor LeTourneau asked why the decision was made to speak with just the Charter Commission rather than other Commissions or perhaps speaking to all Commissions.

Ms. Edison explained that the thought to include the Charter Commission in phase one was to ensure transparency and that nothing is being hidden but confirmed that each of the Commissions could be included to gather input equally.

Councilmember Kuzma asked if there is a funding source for this proposal.

Finance Director Lund replied that the public improvement revolving fund would be used.

Acting Mayor LeTourneau noted that phase two includes the element of public meetings and asked for information on what would be included in a public meeting.

Ms. Edison stated that the public open house includes a scheduled presentation that would summarize how the City has been funding road improvements, alternative funding options, the impact to individual homeowners for each option, as well as boards throughout the room with information that would allow people to roam freely and then answer questions.

Acting Mayor LeTourneau stated that staff has been successful in increasing resident participation through public engagement and asking for staff input.

Community Development Director Gladhill stated that he is comfortable with the format as that mirrors what staff has been doing and noted that staff would work with WSB to smooth out the details prior to the public meetings.

Councilmember Kuzma stated that staff is aware of comments and concerns that residents have brought forward in the past and could share those concerns to ensure that they could be addressed through this campaign.

Ms. Edison confirmed that they would be interested in gathering input from staff on those elements. She explained that in the past they have developed a frequently asked questions document that is available on the City website and in print format at the front desk. She stated that it is important to address those questions quickly before they spiral.

Councilmember Shryock stated that she was not involved in the prior process discussing franchise fees and therefore she believes that the approach that this is an investigation of alternative road funding options is healthy and important. She noted that many residents have moved to the community in the past few years and therefore this is a fresh topic for some residents.

Councilmember Riley asked if staff has done an analysis of the costs proposed.

City Administrator Ulrich confirmed that he is comfortable with the costs as shown but noted that another review could be done prior to final approval.

The consensus of the Council was to move forward with the proposal as drafted, making the amendment to include all Commissions. It was noted that this item will come back before the Council for formal approval.

2.02: 2019 Preliminary Budget/Levy Review

City Administrator Ulrich reviewed the staff report.

Acting Mayor LeTourneau stated that he appreciates the work that the staff has put into the process this year. He stated that the community has set the standard that it needs, based on growth and desires of the residents. He stated that staff is attempting to provide a proposal that meets the needs and desires of the community. He stated that staff is sharing their prospective of what would need to happen in order to meet the needs of the community. He stated that it is less of a competition and more of how the City will meet the needs of the community.

Fire Chief Kohner stated that the fire department is proposing to add a firefighter, advising that the staffing level has remained constant and the last new firefighter position was added in 2000. He stated that there has been an increase to the calls of service because of the increased residential and commercial growth the City has experienced. He acknowledged the difficulty the department has had in recruiting and obtaining reliable daytime responders. He stated that the main responsibility of the new position would be to respond to daytime calls for service. He stated that when the employee is not responding to calls, they would conduct code compliance inspections and life safety education. He stated that the department is not able to keep up with the building inspections. He stated that fire prevention is one of the most important duties the department conducts, and the department struggles to keep up with the request for life safety

education. He stated that because he often has to respond to daytime calls, he is then not able to keep up with the supervisory/administrative duties of his position. He reviewed different policies and procedures that are in need of updating. He stated that currently there is no backup for himself and the Fire Marshall when they are out of the office. He stated that this position would align with three of the City's strategic initiatives.

Councilmember Kuzma referenced the increase in calls and asked the type of calls.

Fire Chief Kohner stated that nationwide, fire departments are responding to more medical calls and noted that 52 percent of the department calls are medical calls which include injury accidents.

Acting Mayor LeTourneau stated that 56 percent of the calls for response occur during the daytime and asked if that trend has increased the past few years.

Fire Chief Kohner stated that historically that figure has been around 45 percent and confirmed that the increase in calls has mostly occurred during the daytime hours. He stated that Ramsey is an aging community and therefore a majority of those calls for service occur during the daytime.

Councilmember Riley asked if there would be a cost savings in having this new position to conduct the building inspections rather than using paid on-call employees.

Fire Chief Kohner stated that in 2017 there was a cost of $9,800 for the paid on-call employees to assist with building inspections.

Police Chief Katers provided information on the calls for service in the past ten years, noting the increase in calls for service each year. He stated that there are currently 25 sworn officers in Ramsey, providing background information on the community and comparing that to neighboring communities. He stated that the department continues to get a lot of calls for service, noting that the calls require a lot of follow-up and investigation time. He stated that he has had to take officers from patrol to assist with investigations. He noted that the department can whether shortages in the short-term but in the long-term that will affect morale and will have an impact. He reviewed some of the programs that have been implemented and go beyond basic calls for service, noting that if the calls for service continue to increase he will need to take from those community programs. He stated that the intent is to provide quality service to the community through a proactive partnership, noting that the community programs fulfill that mission and are critical in building relationships with the community. He explained that the department runs very efficiently and therefore when there is a loss, that impact is felt. He stated that the citizen survey provided high ratings to both the police and fire departments. He stated that public service is a primary service and is something the citizens expect. He noted that when things are going well you will not hear much from residents on public safety but when that level of service is not reached, there will be complaints.

Councilmember Kuzma asked if additional equipment would be needed for two new officers.

Police Chief Katers stated that the cost for equipment would be approximately $9,000 per officer. He stated that initially there was a vehicle request for the two officers but there has since been a forfeiture that will offset that cost.

Councilmember Riley stated that two officers are requested this year and asked if zero officers would be requested next year.

Police Chief Katers stated that he would need to review the community information before making that decision. He stated that the community is continuing to grow, and the additional elementary school will most likely bring additional residents as well. He explained that he will receive calls for service on day one and does not like to be behind, noting that the department has already received calls since construction began.

Public Works Superintendent Reimer stated that calls for service continue to increase in all departments as the population continues to grow. He stated that in example the calls for pothole repair in 2016 were 19 and then in 2018 that increased to 29, and so far, this year there have been 57 calls for pothole repair. He reviewed some of the public works duties that the department provides during the different seasons and stated that all of those duties take time and people to complete. He stated that the department is falling behind on the duties to the community and one additional employee would help the department to respond to the department needs. He stated that street sweeping takes three of the four employees to complete and therefore he does not have additional employees to respond to calls for service. He stated that there was only one employee added to the department in the past ten years.

Parks and Assistant Public Works Superintendent Riverblood stated that any public works employee is added to the on-call responders. He stated that someone is available 24/7 to respond to public works needs.

City Administrator Ulrich noted that the start date for this position would be March 1st and therefore the impact to the future budgets would be higher.

City Engineer Westby stated that his request falls in the same category as the other departments, noting that the additional employee would help the department meet the needs of the community. He reviewed some of the department duties and responsibilities and stated that there is a lot of demand for staff. He stated that he has been acting as the project manager for the City improvement projects, working to develop the projects and move them through the City Council and then administer and supervise as the projects are in the field. He stated that the department is struggling to keep up with the requests and needs of the residents and to meet deadlines. He reviewed upcoming projects that the department is involved in and stated that he is concerned with the Ramsey Highway 10 plan that the Bolton & Menk consultants are involved with. He stated that he has concerns with his ability to assist with phase one and to be involved with phase two. He stated that his goal would be to transition his project manager duties to the engineer technician but in order to do that, they would need to push some of the technician's duties to the administrative assistant. He stated that increasing the hours of the administrative assistant from 20 to 40 hours per week would allow for the transference of duties.

Councilmember Kuzma asked if the Council approved an administrative assistant last year for 20 hours per week.

City Engineer Westby confirmed that the Council did allow the half-time position and he is requesting to increase the hours for that position beginning in July 2019.

City Administrator Ulrich stated that a portion of the duties would be to assist with sewer, water, and other utilities and therefore part of the position could be funded through the enterprise fund rather than the general fund.

Councilmember Kuzma asked if any of the Highway 10 funds could be used to pay for some of the engineering expenses.

City Engineer Westby stated that he is unsure of whether the City has planned to use the funding for Highway 10 for staffing.

Acting Mayor LeTourneau noted that would be a short-term solution for a long-term problem.

Councilmember Shryock stated that dynamic should be watched if that option is chosen as sometimes staff time is counted towards the City match for grant funds.

Parks and Assistant Public Works Superintendent Riverblood stated that recreational programming responds to one of the City's strategic initiative. He stated that when recreational programming began in 2017, it was cost effective and efficient for one full-time position to handle the programming needs. He explained that in 2018 that position is being filled by three interns, which require training to get up to speed and has not been an efficient method as it has caused him to spend additional time on the programming and takes away from his other duties. He stated that recreational programming is a highly visible service available to all residents and all demographics and is uniquely unifying and positive in terms of building a favorable sense of community. He stated that the recreational specialist proposal as proposed would not increase the 2019 levy. He stated that if the position is not added, it would then be responsible to significantly pull back on the recreational programming offered as he could not continue to run the programming in this method with interns.

Councilmember Shryock stated that there are a number of organizations which the department has partnered with and asked if perhaps those organizations could be tasked to develop programming.

Parks and Assistant Public Works Superintendent Riverblood stated that could be an option, but the City would lose an opportunity for branding. He noted that budgets would need to be set for certain events as the City currently provides staff for certain programming events. He used the example of the Art Fest the City currently holds, noting that this year the cost was $56 plus staff time and noted that without the staff time the City contributes, that cost would be more.

Councilmember Riley stated that he is impressed that, as proposed, this position would not have a cost to the City.

City Administrator Ulrich explained that it would help the City to have a permanent part-time staff person that can coordinate for programming rather than having a constant rotating cast of interns.

Parks and Assistant Public Works Superintendent Riverblood referenced the inefficiency of using interns. He stated that he would hope that the City would be able to attract someone that would want to work part-time.

Councilmember Kuzma stated that the conversation began with the statement that the baseline increase to the budget will be five percent and asked what the increase would be with the staff positions added.

Councilmember Riley replied that the increase with the staff positions would be 7.93 percent.

City Administrator Ulrich reviewed some of the changes that were made to the proposed baseline budget following the last worksession discussion on the budget.

Finance Director Lund noted that the 7.93 percent increase would be the total levy increase for the budget as a whole and confirmed that if the staff positions were removed, the proposed increase would be about five percent. She stated that the 2018 budget increased by 8.54 percent from 2017 whereas this proposed budget would be an increase of 7.93 from the previous year. She reviewed the proposed rate of growth for the community and compared that to the previous year as well.

City Administrator Ulrich stated that staff has addressed the needs of the community as they see and experience and hoped that matched what the Council sees as reasonable requests for staffing as a result of the increased growth and activity the community has experienced. He stated that there is not a clear line for staffing needs for the police department and the requests are a result of planning to meet the needs of the community and respond to the calls for service. He stated that there would be similar needs for the fire and public works departments in order to respond to the calls for the service in the growing community.

Acting Mayor LeTourneau asked for input from the Council on the proposed increase of 7.93 with the positions as proposed.

Councilmember Riley stated that two police officers is too much of an ask.

Councilmember Kuzma stated that everyone made compelling asks of what is needed in order to respond to the needs of the community and maintain the level of service. He stated that he would be inclined to support the request from Police Chief Katers for two officers. He stated that his bigger problem is the baseline five percent increase and would like to see that part of the budget slow down.

Councilmember Johns stated that the baseline budget increase will play into the road financing discussions as the road funding continues to be impacted by the bonding for road improvement.

Finance Director Lund stated that debt service increased by $119,000, which is over six percent.

Councilmember Riley stated that last year there was a discussion on staffing, noting that hiring additional staff compounds future budget increases.

Acting Mayor LeTourneau stated that while he appreciates that concern, there is also a concern of how to continue to protect the asset that is the community as it continues to grow, and the needs continue to increase.

Councilmember Shryock asked how adding employees will impact future budgets. She stated that she would like to know how that looks in future budgets and what that baseline increase would be each year.

Acting Mayor LeTourneau stated that he would be concerned with what would happen if the additional employees are not added and the impacts to the level of service that the community receives.

Finance Director Lund stated that she includes that information in the five-year plan. She stated that the big item that was included last year was the public works campus, which needs to be discussed outside of the road discussion. She noted that previously that was planned for 2020 but that will now be delayed. She stated that she has the numbers based on the proposed increase of the budget, noting that she used a three percent COLA increase as she would rather plan higher than not plan for enough.

Councilmember Shryock stated that she would support using the proposed increase of 7.93 with staff providing additional information at the next discussion of the impacts of that increase.

City Administrator Ulrich confirmed that staff could also provide similar information for the five percent increase.

Councilmember Riley stated that he would lean more towards the five percent increase. He noted that the City will have a bubble that comes in a few years, which people may have forgotten about and is concerned with adding five new positions.

Councilmember Johns stated that she would like to see the numbers but would like to try to make reductions. She stated that the discussion starts to become people over projects and balancing those needs.

It was the consensus of the Council to move forward in the next discussion using the proposed 7.93 percent increase and also providing similar projection information for the baseline five percent increase.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

The Work Session of the City Council was adjourned at 7:00 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

TABLE OF CONTENTS

1. CALL TO ORDER 2
2. PRESENTATION 2
3. CITIZEN INPUT 2
4. CONSENT AGENDA 2
5. APPROVE AGENDA 3
6. PUBLIC HEARING 3
6.01: Public Hearing to Consider Approving On-Sale, Patio, and Sunday Liquor License for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza 3
7. COUNCIL BUSINESS 4
7.01: Consider Adopting Resolution #18-166 Clarifying Lawful, Non-Conforming Use on the Property Identified as PID #22-32-25-23-0002 4
7.02: Consider Approving Letter of Support for Anoka County Grant Application for Roundabout at Armstrong Boulevard and Alpine Drive 6
7.03: Receive Update on Highway 47 Plan 7
7.04: Consider Adopting Resolution #18-167 Approving Response to Draft Anoka County 2040 Comprehensive Plan Update 8
7.05: Consider Adopting Resolution #18-168 Approving Response to Draft Hennepin County 2040 Comprehensive Plan Update 8
7.06: Consider Response to an Alternative Urban Areawide Review (AUAR) in the City of Dayton 8
7.07: Consider Adopting Resolution #18-170 Approving Assessment Agreement with Affinity at Ramsey, LLC 9
7.08: Adopt Resolution #18-171 Approving Consent to Assignment of Rights Under TIF Agreement 9
8. MAYOR, COUNCIL AND STAFF INPUT 9
9. ADJOURNMENT 10

CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Monday, August 6, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock

Members Absent: None

Also Present: City Administrator Kurtis Ulrich
Police Chief Jeff Katers
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
City Planner Chris Anderson
City Planner Chloe McGuire Brigl

1. CALL TO ORDER

Acting Mayor LeTourneau called the regular meeting of the Ramsey City Council to order at 7:05 p.m., followed by the Pledge of Allegiance led by Acting Mayor LeTourneau.

2. PRESENTATION

None.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the following items on the Consent Agenda:

4.01: Approve the following Meeting Minutes:
1) City Council Work Session dated July 24, 2018
2) City Council Regular dated July 24, 2018

4.02: Approve Licenses

4.03: Approve Request to Declare Surplus Property
4.04: Adopt Resolution #18-163 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of July 20, 2018 through August 1, 2018
4.05: Adopt Resolution #18-164 Authorizing Final Payment to North Valley, Inc. for Improvement Project #16-98, Central Park Parking Lot
4.06: Adopt Resolution #18-165 to Hire a Permit Technician Filling the Vacant Position
4.07: Adopt Resolution #18-161 Hiring a Seasonal Public Works Maintenance Worker
4.08: Report from the Public Works Committee Meeting dated July 17, 2018:
1) Consider Speed Limit Reduction on Quicksilver Street – *Ratify the recommendation of the Public Works Committee to leave the segment of Quicksilver Street between 167th Avenue and Elmcrest Park unposted as to the speed limit, to direct staff to place the speed trailer along this street segment when the trailer is available, and to direct staff to reach out to the soccer association with a reminder to watch for speeds.*

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

5. APPROVE AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to approve the agenda as presented.

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

6. PUBLIC HEARING

6.01: Public Hearing to Consider Approving On-Sale, Patio, and Sunday Liquor License for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza

Presentation

Community Development Director Gladhill reviewed the staff report and recommendation to approve the on-sale, patio, and Sunday liquor license for Pleasant Valley Sunrise Group, LLC dba Aurelio's Pizza.

Public Hearing

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to open the public hearing.

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

The public hearing was opened at 7:09 p.m.

Citizen Input

There was none.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to close the public hearing.

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

The public hearing was closed at 7:10 p.m.

Council Business

Councilmember Shryock stated that she would like to invite the applicant to come forward.

Randy Strawski, applicant, stated that the business has been in Roseville for 33 years and the franchise includes 40 businesses. He stated that the business would be open until 11 p.m. each night and the bar is a small portion of their business as most of their sales are from food. He stated that he is a Ramsey resident and would like to open his business in Ramsey.

Motion by Councilmember Kuzma, seconded by Councilmember Shryock, to approve an on-sale, patio, and Sunday liquor license for Pleasant Valley Sunrise Group LLC dba Aurelio's Pizza.

Further discussion: Acting Mayor LeTourneau stated that he is excited for another restaurant to join the community and wished the business well.

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

7. COUNCIL BUSINESS

7.01: Consider Adopting Resolution #18-166 Clarifying Lawful, Non-Conforming Use on the Property Identified as PID #22-32-25-23-0002

City Planner Anderson reviewed the staff report and recommendation to confirm the use of the accessory building strictly for personal storage only, at least until such time a home is constructed on the subject property.

Councilmember Kuzma asked why the City would not consider allowing the building to be used for small repair work.

City Planner Anderson stated that the home occupation ordinance requires a home or principal dwelling unit to occupy the property and therefore if there is not a home on the property, a home occupation permit could not be issued.

Acting Mayor LeTourneau asked and received confirmation that the property is not zoned appropriately to allow business activity in a residential zoning district without it being a home occupation business.

Councilmember Kuzma asked if a variance could be issued.

City Planner Anderson replied that a variance could not be issued for a use. He stated that if a home were built on the property, the property owner could then apply for a home occupation business permit.

Acting Mayor LeTourneau asked if the property owner could apply for a zoning amendment.

City Planner Anderson confirmed that would be an option.

Community Development Director Gladhill stated that the City tends to shy away from allowing motor vehicle uses as a home occupation business because of the number of complaints that arise. He stated that there has been a history of complaints from this property from a similar use and since that use has been removed, the problem has been resolved and therefore would not recommend that course of action.

Councilmember Johns asked for input on whether outside storage would be allowed.

City Planner Anderson provided additional details and replied that without a home on the property to be the primary use, he would be concerned that allowing outside storage would make outside storage the primary use of the site.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to Adopt Resolution #18-166 Confirming Uses of Existing Accessory Building on the Property Identified by PID #22-32-25-23-0002.

Further discussion: City Planner Anderson noted that the potential buyer is in the audience tonight. Councilmember Shryock stated that she would like to hear from the potential buyer. She stated that it sounds like the applicant does part-time repair work at his home currently. Thomas Jorgenson, 6640 153rd Court NW, confirmed that he often does projects with his son at his home and would use this building for personal storage. He stated that he may potentially build a home on the new property in the future, if he were able to purchase an adjacent property and then sell his current home. He confirmed that he would only be using this building for personal storage. Acting Mayor LeTourneau asked if the limits on outside storage would be a challenge for this potential property owner. Mr. Jorgenson stated that he was told previously that he could have a boat or trailer next to his house but received a complaint for having a trailer on the side of his house. Acting Mayor LeTourneau encouraged staff to review the outside storage ordinance with Mr. Jorgenson as that has been part of the history of challenges for that corner property. Councilmember Johns explained that this discussion is not intended to be personal but just to maintain the character of the property. Mr. Jorgenson stated that he lives near the property and is excited that he could clean up the property and keep it in better condition.

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

7.02: Consider Approving Letter of Support for Anoka County Grant Application for Roundabout at Armstrong Boulevard and Alpine Drive

City Engineer Westby reviewed the staff report and recommendation to support the request based on the existing skewed geometrics of the intersection and the higher than average number of crashes observed over the last three years.

Councilmember Kuzma stated that he is not in favor of this as he does not think the intersection is a problem and believes that this would cause traffic congestion that is unnecessary.

Acting Mayor LeTourneau asked for input on the issue of safety at this intersection.

City Engineer Westby stated that the data provided by Anoka County includes crash data from 2013 to 2016. He stated that there have been 11 accidents, six of which were injury accidents and noting that one of the accidents involved a bicyclist. He stated that based on this type of intersection, that is a high number of accidents, especially injury accidents and that is why some type of intersection control is needed.

Acting Mayor LeTourneau asked the other variables that create a safety issue.

City Engineer Westby stated that the main issue is the sightlines, noting that the east leg of Alpine Drive comes in at a high angle to Armstrong which causes problems.

Councilmember Kuzma stated that he thinks the problem is with people making a turn on Andrie and people going around those turning vehicles on the shoulder and therefore would be more of an enforcement issue for the police.

Councilmember Johns asked if there would be an impact to firetrucks, noting the proximity to the fire station.

City Engineer Westby replied that the roundabout would be constructed to accommodate large vehicles.

Councilmember Riley stated that he would have agreed that this is not a dangerous intersection until the facts were presented tonight. He stated that he is concerned with people using roundabouts correctly but acknowledged that Anoka County is continuing to use roundabouts and will continue to add them.

Councilmember Shryock stated that she is generally not in favor of roundabouts as people often do not know how to use them. She stated that in doing research online she did find that roundabouts tend to reduce the number and impact of accidents. She stated that the trend on

roundabouts is increasing nationwide and she would support this request because of the sightline issues in this area.

Acting Mayor LeTourneau referenced the 8,700-traffic count in the report and asked if there is a future projection for traffic counts.

City Engineer Westby stated he is unsure of the exact number but noted that the number used for the cost-benefit analysis will be updated by MnDOT prior to the submission of the application by Anoka County. He was given data from Community Development Director Gladhill which stated that there would be a projected traffic count of 12,800 in 2040. He stated that the action is approve a letter of support for funding application by Anoka County. He stated that any future funding or construction approvals would come back before the City Council.

Patrick Surma, 161st and Armstrong, stated that he goes through the intersection four to six times per day. He stated that he has spoken with two Highway Patrol officers that had concern with the intersection. He stated that with the additional residential developments, the issues will only increase.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to Approve a Letter of Support for Anoka County's Highway Safety Improvement Program Grant Application for Construction of a Roundabout at the Intersection of CSAH 83/Armstrong Boulevard and Alpine Drive.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Johns, Shryock, and Riley. Voting No: Councilmember Kuzma.

7.03: Receive Update on Highway 47 Plan

City Planner McGuire Brigl reviewed the staff report and provided an update on the Highway 47 Plan.

Councilmember Riley stated that he attended the evening meeting and expressed appreciation to staff. He stated that this is a great process but asked why the plan would be adopted one year from now.

City Planner McGuire Brigl replied that planning processes take a long time and noted that staff would like to ensure that there is enough time to receive resident input as the draft Comprehensive Plan process is starting to wrap up. He stated that staff will attempt to shorten that timeline and plan to show improvements along the way.

Councilmember Johns commented that she also attended and appreciated the engaged participation of those that attended. She stated that she likes that staff will also provide an opportunity for those that were unable to attend the meetings.

Acting Mayor LeTourneau stated that he appreciates the willingness and eagerness of the Council to gather that input from the community and appreciated the ability of staff to create

those opportunities for the public to provide input. He stated that it is critical to understand the wants and needs of the community.

7.04: Consider Adopting Resolution #18-167 Approving Response to Draft Anoka County 2040 Comprehensive Plan Update

Community Development Director Gladhill reviewed the staff report and recommendation to approve the draft response.

Councilmember Shryock stated that she appreciates that the City has the ability to comment on these plans and would encourage coordination of comments with surrounding communities to ensure that the key points continue to be identified.

Acting Mayor LeTourneau agreed that it is helpful to have access to and the ability to comment on these plans. He referenced the future Mississippi River crossing and noted that would be a cumbersome project that would not be as likely to occur in the 2040 plan as originally hoped for because of the number of partners that would be involved but appreciated the City calling out that desire. He also identified key north/south routes in the community that will continue to be stressed and pressured and likes that the language was called out as that is a huge priority for Ramsey residents.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to Adopt Resolution #18-167 Approving Response to Anoka County Transportation Plan.

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

7.05: Consider Adopting Resolution #18-168 Approving Response to Draft Hennepin County 2040 Comprehensive Plan Update

Community Development Director Gladhill reviewed the staff report and recommendation to approve the draft response.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to Adopt Resolution #18-168 Approving Response to Hennepin County Comprehensive Plan.

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

7.06: Consider Response to an Alternative Urban Areawide Review (AUAR) in the City of Dayton

City Planner Anderson reviewed the staff report and recommendation of the Planning Commission to direct staff to submit the response to the North Dayton Development AUAR as proposed by staff.

Motion by Councilmember Kuzma, seconded by Councilmember Riley, to Adopt Resolution #18-169 Approving Response to the City of Dayton's North Dayton Development Draft AUAR.

Further discussion: Acting Mayor LeTourneau referenced the Mississippi crossing and this use and asked if the use is outside of this discussion. He asked if a message is being sent to Dayton that this corridor needs to be protected for a river crossing. City Planner Anderson replied that the comments from the City will include protection of a corridor for a future bridge crossing.

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

7.07: Consider Adopting Resolution #18-170 Approving Assessment Agreement with Affinity at Ramsey, LLC

Community Development Director Gladhill reviewed the staff report and recommendation to approve the Assessment Agreement for signature.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to Adopt Resolution #18-170 Approving Assessment agreement (Minimum Assessment Agreement) for Affinity at Ramsey, LLC.

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

7.08: Adopt Resolution #18-171 Approving Consent to Assignment of Rights Under TIF Agreement

Community Development Director Gladhill reviewed the staff report and recommendation from staff and legal counsel to approve of the assignment, regardless of the date of action. He noted that staff would support a delay in action if desired by the City Council. He stated that given the simplicity of the Agreement/Consent, legal counsel does not believe it is necessary to hold up closing for this agreement.

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to Adopt Resolution #18-171 Approving Consent to Assignment of Rights Under TIF Agreement Related to Affinity at Ramsey, LLC.

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

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events.

Acting Mayor LeTourneau encouraged all residents to vote on August 14th in the primary election.

9. ADJOURNMENT

Motion by Councilmember Shryock, seconded by Councilmember Johns, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 8:25 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

CITY COUNCIL SPECIAL MEETING (CANVASSING)
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a Canvassing Board Meeting to canvass the results of the Primary Election, on Friday, August 17, 2018, at the he Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Melody Shryock

Members Absent: Councilmember Chris Riley

Also Present: Administrative Services Manager Colleen Lasher
City Clerk Jo Thieling

1. CALL TO ORDER

Acting Mayor LeTourneau called the City Council Canvassing Board to order at 7:02 a.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock to approve the agenda as presented.

Motion carried. Voting Yes: All present voted in favor. Absent: Councilmember Riley.

4. COMMISSION BUSINESS

4.01: Declare the Results of the August 14, 2018 Primary Election

City Clerk Thieling explained the purpose of this morning's Canvassing Board meeting is to accept and declare the results of the City's Primary Election for Mayor and Councilmember Ward 4. She noted the results as follows: 15,629 registered voters as of 7:00 a.m. Election Day and 174 new persons registered either during the absentee balloting period or on Election Day. The City accepted 332 absentee ballots. Ms. Thieling reported that 3,223 residents voted.

The City Council proceeded to canvass the City election returns from all City precincts, reporting ballots cast as follows:

Office of Mayor	**Ballot Count**
John LeTourneau	1,562
Richard Wulf	808
Andy Hillebregt	610

Office of Councilmember Ward 4	**Ballot Count**
Debra Musgrove	364
Ralph Brauer	166
Skip Carlson	154

Mayoral candidates John LeTourneau and Richard Wulf and Councilmember Ward 4 candidates Debra Musgrove and Ralph Brauer will proceed to the General Election ballot.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to accept the results of the 2018 Special Primary Election as indicated above.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Johns, Shryock and Kuzma. Voting No: None. Absent: Councilmember Riley.

5. MAYOR/COUNCIL STAFF INPUT

Councilmember Johns reported that it appeared the electronic poll books sped up the check in process at the polling places and she felt the move to these books was a positive. City Clerk Thieling agreed that it did speed up the check in process, with the average time being 10 seconds. She added that she received positive feedback from the Election Judges as well as some from the public.

Councilmember Kuzma mentioned that the initial results of the Primary Election posted on the Secretary of State's website were incorrect. The numbers posted were correct, but the numbers did not align with the candidate receiving those votes. City Clerk Thieling responded that the Anoka County Elections staff had explained that it was a coding issue between the County and the State and that it was corrected as soon as it was noticed, which was approximately 8:30 p.m. Councilmember Kuzma stated he was not pleased that this happened and he felt that the Anoka County Elections Department should issue an apology to the candidates.

6. ADJOURNMENT

Motion by Councilmember Shryock, seconded by Councilmember Johns to adjourn the meeting.

Motion carried.

The Canvassing Board adjourned at 7:27 p.m.

Respectfully submitted,

_____
Jo Ann M. Thieling
City Clerk

Minutes Drafted by Jo Thieling, City Clerk

CC Regular Session **4. 5.**

Meeting Date: 08/28/2018

By: JoAnn Shaw, Community Development

Information

Title

Approve Licenses

Purpose/Background:

The purpose of this case is to approve various license requests for 2018.

Background: Certain businesses in the City of Ramsey are required to apply for a license in addition to the Business Registration Certificate (BRC). Other businesses that may require a license, but are not required to have a BRC, may also be included in this approval. Those new license requests and/or renewals are attached for Council approval.

Recommendation:

Staff recommends approval of license applications contingent upon compeletion of background checks.

Action:

Motion to approve the attached license applications contingent upon completion of background checks.

Attachments

License Applicatons

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 01:55 PM
Form Started By: JoAnn Shaw		Started On: 08/10/2018 01:04 PM
Final Approval Date: 08/23/2018		

Report Name: License Report - License Types
Council Dates: 8/28/2018 to 8/28/2018
Status: Active, Inactive
License Type(s): 3.2 Beer Off-Sale, 3.2 Beer On-Sale Temporary, Liquor 2 A.M. Closing, Liquor Off-Sale, Liquor On-Sale, Liquor On-Sale Sunday, Temporary Intoxicating, Wine On-Sale, Amusement Center, Amusement Devices/Billiard Tables, Business License-1st Year, Business License-Renewal, Garbage Haulers, Pawnbroker, Rental, Second Hand Goods Dealer, Special Events, Temporary Amusement/Carnival/Circus, Therapeutic Massage Establishment, Therapeutic Massage Therapist, Tobacco, Transient Merchant/Peddler/Solicitor

City of Ramsey
License Report - License Types

Company	Location	Complex	Exp. Date	Council Date	Statu
Transient Merchant/Peddler/Solic					
JWT Heavenly Springers			12/31/2018	8/28/2018	A

Transient Merchant/Peddler/Solicitor License Count: 1

Total Licenses: 1

CC Regular Session **4. 6.**

Meeting Date: 08/28/2018

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #18-172 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 2, 2018 through August 22, 2018

Action:

Motion to Adopt Resolution #18-172 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 2, 2018 through August 22, 2018.

Attachments

Bills List 8/28/2018

Resolution 8/28/2018

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	08/23/2018 08:02 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 04:04 PM
Form Started By: Jackie Lipski		Started On: 08/22/2018 01:08 PM
Final Approval Date: 08/23/2018		

CITY OF RAMSEY - FINANCE OFFICE Printed 8/22/2018

RAMSEY CITY COUNCIL MEETING

8/28/2018

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 8/2/18-8/28/18	746,205.75
Accounts Payable 8/2/18-8/22/18	345,397.02
Payroll 8/10/18	161,779.16
Pay Estimates- Projects	498,284.77
Debt Service	64,818.75

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 1,816,485.45**

	APPROVED PREV. MTG	2018 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:		
NET PAYROLL TOTAL	$ 187,275.46	$ 2,597,352.01
- CORRECTION TO PAYROLL		
PREPAIDS	300,479.50	4,531,078.90
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE	36,292.50	921,899.41
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	253,786.54	4,326,688.47
ADD (DELETE) BILLS LIST SUBMITTED PAY ESTIMATE(S)	47,423.05	1,862,561.09
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 825,257.05**	**$ 14,239,579.88**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106425	**8/2/2018**		**115203 ALL AMERICAN TITLE CO INC**						
		162.28	UB REFUND 5581 146TH AVE NW		92697	073118	9601.4651		WATER REVENUE
		162.28							
106426	**8/2/2018**		**100031 ANOKA COUNTY**						
		20.00	NOTARY- E. BEARDSLEY		92698	072518	0211.6208		MISCELLANEOUS OFFICI
		20.00							
106428	**8/2/2018**		**103324 BALABON, LIZ**						
		155.00	DAMAGE DEP- ELMCREST PARK		92701	073118	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106429	**8/2/2018**		**116484 BERGER, JOSEPH AND VANESSA**						
		50.68	UB REFUND 16210 URANIMITE ST		92700	073118	9601.4651		WATER REVENUE
		50.68							
106430	**8/2/2018**		**116485 BODEN CAPITOL LLC**						
		13.12	UB REFUND 5360 141ST AVE NW		92702	073118	9601.4651		WATER REVENUE
		13.12							
106431	**8/2/2018**		**111326 BURNET TITLE**						
		48.93	UB REFUND 6501 153RD WAY NW		92703	073118	9601.4651		WATER REVENUE
		48.93							
106432	**8/2/2018**		**112663 CAPSTONE HOMES INC**						
		51.60	UB REFUND 7341 168TH CIRCLE NW		92704	073118	9601.4651		WATER REVENUE
		85.46	UB REFUND 14869 QUINTANA CIR		92705	073118A	9601.4651		WATER REVENUE
		137.06							
106433	**8/2/2018**		**100297 CENTERPOINT ENERGY**						
		24.37	15050 ARMSTRONG BLVD		92706	5914352-9 JULY 18	0220.6373		GAS
		74.21	5650 ALPINE DR		92707	5961540-1 JULY 18	0220.6373		GAS
		98.58							
106434	**8/2/2018**		**116487 EASON, BRENDON**						
		14.21	UB REFUND 14701 COBALT ST # 43		92708	073118	9601.4651		WATER REVENUE
		14.21							
106435	**8/2/2018**		**115677 EDGEWATER TITLE GROUP**						
		12.34	UB REFUND 166TH AVE NW		92709	073118	9601.4651		WATER REVENUE
		12.34							
106436	**8/2/2018**		**111356 EXECUTIVE TITLE OF MN**						
		169.29	UB REFUND 15281 TONTO ST NW		92710	073118	9601.4651		WATER REVENUE
		169.29							
106437	**8/2/2018**		**111674 FIRST AMERICAN TITLE**						
		26.55	UB REFUND 6057 146TH LANE NW		92711	073118	9601.4651		WATER REVENUE
		22.08	UB REFUND 7061 147TH LANE NW		92712	073118A	9601.4651		WATER REVENUE
		92.90	UB REFUND 7486 162ND AVE NW		92713	073118B	9601.4651		WATER REVENUE
		141.53							
106438	**8/2/2018**		**116488 GUARDIAN TITLE LLC**						
		20.59	UB REFUND 7353 147TH LANE NW		92714	073118	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106438	8/2/2018		116488 GUARDIAN TITLE LLC						Continued.
		20.59							
106439	8/2/2018		116489 HANUS, LUDWIG						
		60.07	UB REFUND 5560 146TH AVE NW		92715	073118	9601.4651		WATER REVENUE
		60.07							
106440	8/2/2018		116490 HOLLINGER, BRIDGET						
		29.67	UB REFUND 16330 YTTRIUM ST		92716	073118	9601.4651		WATER REVENUE
		29.67							
106441	8/2/2018		112475 INNOVATIVE OFFICE SOLUTIONS						
		31.42	OFFICE SUPPLIES		92717	IN2120102	0452.6208		MISCELLANEOUS OFFICI
		45.63	OFFICE SUPPLIES		92717	IN2120102	0130.6208		MISCELLANEOUS OFFICI
		58.40	OFFICE SUPPLIES		92717	IN2120102	0240.6208		MISCELLANEOUS OFFICI
		135.45							
106442	8/2/2018		116491 JAMES, JEREMY						
		128.42	UB REFUND 5374 140TH AVE NW		92718	073118	9601.4651		WATER REVENUE
		128.42							
106443	8/2/2018		116503 KELEEKAI, QUITA						
		155.00	REFUND DAMAGE/KEY DEP		92719	073118	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106444	8/2/2018		116492 KUESTER, JENNIFER AND LAWRENCE						
		12.62	UB REFUND 7300 166TH AVE NW		92720	073118	9601.4651		WATER REVENUE
		12.62							
106445	8/2/2018		113464 LAND TITLE						
		60.65	UB REFUND 14546 KRYPTON ST		92721	073118	9601.4651		WATER REVENUE
		60.65							
106446	8/2/2018		116450 LENDSERV						
		234.51	UB REFUND 14561 HELIUM CT NW		92722	073118	9601.4651		WATER REVENUE
		234.51							
106447	8/2/2018		111865 LIBERTY TITLE INC						
		5.24	UB REFUND 7062 139TH AVE NW		92723	073118	9601.4651		WATER REVENUE
		15.69	UB REFUND 7268 147TH TER NW		92724	073118A	9601.4651		WATER REVENUE
		17.97	UB REFUND 7408 147TH LANE NW		92725	073118B	9601.4651		WATER REVENUE
		14.85	UB REFUND 14055 JUNKITE ST		92726	073118C	9601.4651		WATER REVENUE
		239.30	UB REFUND 15582 XKIMO CT NW		92727	073118D	9601.4651		WATER REVENUE
		293.05							
106448	8/2/2018		115826 LIFE FITNESS						
		18,715.68	TIF 3RD PYMT AUGUST 1, 2018		92728	080118	9215.6433		REFUNDS
		5,476.47	TIF 3RD PYMT AUGUST 1, 2018		92728	080118	9215.6433		REFUNDS
		24,192.15							
106449	8/2/2018		115449 MODERN TITLE						
		52.39	UB REFUND 15110 YOLITE ST NW		92729	073118	9601.4651		WATER REVENUE
		52.39							
106450	8/2/2018		100338 MORNING SUN HOMES						
		40.63	UB REFUND 14727 WILLEMITE ST N		92730	073118	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106450	8/2/2018		100338 MORNING SUN HOMES						Continued.
		40.63							
106451	8/2/2018		100351 NCPERS MINNESOTA						
		352.00	LIFE INS AUGUST 2018		92731	7048818 AUG 18	9101.2170		DENTAL/DISABILITY/LIFE
		352.00							
106452	8/2/2018		111525 OFFICE OF THE SECRETARY OF STATE						
		120.00	NOTARY- MONIKA MAXEY		92732	073118	9230.6249		MISCELLANEOUS OPERA
		120.00							
106453	8/2/2018		115595 ORACLE AMERICA INC						
		912.50	BRONTO CONTRACT		92733	650915	0192.6405		OFFICE & DATA PROCES:
		912.50							
106454	8/2/2018		116502 PARK VIEW EAST LLC						
		38,206.42	TIF 1ST PYMT AUGUST 1, 2018		92734	080118	9214.6433		REFUNDS
		27,055.56	TIF 1ST PYMT AUGUST 1, 2018		92734	080118	9214.6433		REFUNDS
		65,261.98							
106455	8/2/2018		116493 PLOHASZ, CHESTER						
		112.33	UB REFUND 6990 137TH LANE NW		92735	073118	9601.4651		WATER REVENUE
		112.33							
106456	8/2/2018		106418 PURMORT HOMES INC						
		1,500.00	REFUND ERO ESC 7790 148TH LN		92736	080218	9804.6433	00115901	REFUNDS
		5,000.00	REFUND LAND ESC 7790 148TH LN		92737	080218A	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REFUND ERO ESC 7822 148TH LN		92738	080218B	9804.6433	00115652	REFUNDS
		5,000.00	REFUND LAND ESC 7822 148TH LN		92739	080218C	9252.1155.1		MANUAL-ACCOUNTS RE(
		13,000.00							
106457	8/2/2018		106991 QUILL						
		239.67	OFFICE SUPPLIES		92740	8460413	0301.6208		MISCELLANEOUS OFFICI
		239.67							
106458	8/2/2018		114260 REI PROPERTY MANAGEMENT						
		9.24	UB REFUND 7012 139TH AVE NW		92741	073118	9601.4651		WATER REVENUE
		9.24							
106459	8/2/2018		114811 RESIDENCE AT THE COR APARTMENTS LLC						
		76,655.26	TIF 7TH PYMT AUGUST 1,2018		92742	080118	9214.6433		REFUNDS
		87,560.86	TIF 7TH PYMT AUGUST 1,2018		92742	080118	9214.6433		REFUNDS
		164,216.12							
106460	8/2/2018		116494 RICHARDSON, CHARLES						
		147.14	UB REFUND 7030 147TH LN NW		92743	073118	9601.4651		WATER REVENUE
		147.14							
106461	8/2/2018		116504 SEJDIC, ADIS						
		100.00	REFUND DAMAGE DEP- SOCCER FLD		92744	073118	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
106463	8/2/2018		101103 SPRINT						
		56.38	JUNE/JULY 2018 SERVICE		92746	570683319-200	0130.6323		CELLULAR PHONES
		169.14	JUNE/JULY 2018 SERVICE		92746	570683319-200	0191.6323		CELLULAR PHONES
		56.38	JUNE/JULY 2018 SERVICE		92746	570683319-200	0240.6323		CELLULAR PHONES

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
106463	8/2/2018		101103 SPRINT						
		128.02	JUNE/JULY 2018 SERVICE		92746	570683319-200	0194.6323		CELLULAR PHONES
		282.77	JUNE/JULY 2018 SERVICE		92746	570683319-200	0311.6323		CELLULAR PHONES
		352.13	JUNE/JULY 2018 SERVICE		92746	570683319-200	0452.6323		CELLULAR PHONES
		210.40	JUNE/JULY 2018 SERVICE		92746	570683319-200	0301.6323		CELLULAR PHONES
		152.36	JUNE/JULY 2018 SERVICE		92746	570683319-200	0220.6323		CELLULAR PHONES
		112.76	JUNE/JULY 2018 SERVICE		92746	570683319-200	0192.6321		TELEPHONE
		232.99	JUNE/JULY 2018 SERVICE		92746	570683319-200	9601.6323		CELLULAR PHONES
		1,753.33							
106464	8/2/2018		116496 STEFFES. WILLIAM						
		85.53	UB REFUND 14435 IODINE ST NW		92747	073118	9601.4651		WATER REVENUE
		85.53							
106465	8/2/2018		116497 STEINBACH, CORY AND HOLLY						
		46.96	UB REFUND 7042 167TH CROSSING		92748	073118	9601.4651		WATER REVENUE
		46.96							
106466	8/2/2018		116498 STORM, JEFF						
		128.63	UB REFUND 15861 POTASSIUM ST		92749	073118	9601.4651		WATER REVENUE
		128.63							
106467	8/2/2018		105706 TINKLENBERG GROUP INC						
		3,300.00	RETAINER 2 OF 12 AUG 2018		92750	2060	9400.6315		MISCELLANEOUS PROFE
		3,300.00							
106468	8/2/2018		114172 TITLE GROUP INC						
		39.84	UB REFUND 7807 142ND AVE NW		92752	073118	9601.4651		WATER REVENUE
		39.84							
106469	8/2/2018		115045 TITLE NEXUS LLC						
		2.95	UB REFUND 15483 SODIUM ST NW		92751	073118	9601.4651		WATER REVENUE
		2.95							
106470	8/2/2018		116311 TRADEMARK TITLE SERVICES INC						
		42.75	UB REFUND 14220XENON ST # 14		92753	073118	9601.4651		WATER REVENUE
		42.75							
106471	8/2/2018		116500 WATERS, DAN						
		20.95	UB REFUND 6886 139TH LN # 7		92754	073118	9601.4651		WATER REVENUE
		20.95							
106554	8/9/2018		107867 ABM EQUIPMENT AND SUPPLY						
		7,744.00	WORK ON 697 BODY		92815	0156791	9601.6550		MOTOR VEHICLES
		7,744.00							
106555	8/9/2018		100012 ACE SOLID WASTE INC						
		25,906.90	AUG 18 RECYCLE CONTRACT		92812	4053883	9604.6489		OTHER CONTRACTED SE
		202.63	AUG 18 MISC PW ACCOUNTS		92813	4053894	0194.6374		REFUSE/RECYCLING
		258.51	AUG 18 MISC PW ACCOUNTS		92813	4053894	0311.6374		REFUSE/RECYCLING
		448.54	AUG 18 MISC PW ACCOUNTS		92813	4053894	0452.6374		REFUSE/RECYCLING
		86.17	AUG 18 MISC PW ACCOUNTS		92813	4053894	9601.6374		REFUSE/RECYCLING
		86.17	AUG 18 MISC PW ACCOUNTS		92813	4053894	9602.6374		REFUSE/RECYCLING
		130.13	AUG 18 MISC PW ACCOUNTS		92813	4053894	9604.6249		MISCELLANEOUS OPERA
		86.17	AUG 18 MISC PW ACCOUNTS		92813	4053894	9605.6374		REFUSE/RECYCLING
		93.77	AUG 18 FIRE STATIONS		92814	4064012	0220.6374		REFUSE/RECYCLING

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106555	8/9/2018		100012 ACE SOLID WASTE INC						Continued.
		27,298.99							
106556	8/9/2018		112663 CAPSTONE HOMES INC						
		1,500.00	REFUND ERO ESC 8698 149TH CURV		92816	080918	9804.6433	00116290	REFUNDS
		1,500.00	REFUND ERO ESC 8716 149TH CUR		92817	080918A	9804.6433	00116321	REFUNDS
		3,000.00							
106557	8/9/2018		110537 CARRIER CORPORATION						
		3,055.00	WORK ON CHILLER- CH		92818	B002638308	0194.6489		OTHER CONTRACTED SE
		3,055.00							
106558	8/9/2018		100297 CENTERPOINT ENERGY						
		40.11	JULY 18 PW MISC ACCTS		92819	8000014064-2 JULY 18	0311.6373		GAS
		65.31	JULY 18 PW MISC ACCTS		92819	8000014064-2 JULY 18	0452.6373		GAS
		13.37	JULY 18 PW MISC ACCTS		92819	8000014064-2 JULY 18	9601.6373		GAS
		13.37	JULY 18 PW MISC ACCTS		92819	8000014064-2 JULY 18	9602.6373		GAS
		13.37	JULY 18 PW MISC ACCTS		92819	8000014064-2 JULY 18	9605.6373		GAS
		145.53							
106559	8/9/2018		100404 CENTURYLINK						
		65.35	JUL/AUG 2018 SERVICE		92820	763 422-1452 795 JULY 18	0452.6321		TELEPHONE
		65.35							
106560	8/9/2018		115318 CITI CARDS						
		34.80	ANOKA CTY RECORDS MTG		92824	071818	0211.6331		TRAVEL & LODGING
		34.80							
106561	8/9/2018		110734 CITY OF RAMSEY						
		24.99	40323049		92821	080918	9601.4651		WATER REVENUE
		25.00	48613878		92821	080918	9601.4651		WATER REVENUE
		24.99	40463063		92821	080918	9601.4651		WATER REVENUE
		24.99	726019		92821	080918	9601.4651		WATER REVENUE
		500.00	727510		92821	080918	9601.4651		WATER REVENUE
		500.00	686958461		92821	080918	9601.4651		WATER REVENUE
		25.00	727377		92821	080918	9601.4651		WATER REVENUE
		138.13	718070404		92821	080918	9601.4651		WATER REVENUE
		71.41	726377		92821	080918	9601.4651		WATER REVENUE
		200.00	722258		92821	080918	9601.4651		WATER REVENUE
		25.00	709988723		92821	080918	9601.4651		WATER REVENUE
		1,033.04	5650 ALPINE DR- FIRE DEPT.		92825	726528 2ND QTR 18	0220.6372		WATER/IRRIGATION
		2,592.55							
106562	8/9/2018		115281 COKER, GEORGETTE						
		155.00	REFUND DAMAGE/KEY DEPOSIT		92822	080718	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106563	8/9/2018		107724 COMCAST						
		2.32	5650 ALPINE DR- FIRE DEPT		92826	072418	0220.6489		OTHER CONTRACTED SE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106563	8/9/2018		107724 COMCAST						Continued.
		2.32							
106564	8/9/2018		100111 COMMERCIAL ASPHALT COMPANY						
		862.09	ASPHALT		92823	180731	0311.6265		ASPHALT
		862.09							
106565	8/9/2018		103642 DAVE'S CUSTOM DIGGING						
		255.00	PUMP- CENTRAL PARK/FIRE STAT		92827	2018155	0220.6249		MISCELLANEOUS OPERA
		765.00	PUMP- CENTRAL PARK/FIRE STAT		92827	2018155	0452.6381		BUILDING & STRUCTURE
		1,020.00							
106566	8/9/2018		113991 EMERGENCY RESPONSE SOLUTIONS						
		1,876.86	BATTERIES		92828	11413	0220.6580		OTHER EQUIPMENT
		1,876.86							
106567	8/9/2018		100871 FBI NAA NORTHWEST CHAPTER						
		150.00	REG 6 POLICE EMPLOYEES		92846	080718	0211.6335		TRAINING
		150.00							
106568	8/9/2018		114432 HESSE, BRADLEY						
		14.96	REIMBURSE FOR TRAINING		92830	080818	0211.6331		TRAVEL & LODGING
		14.96							
106569	8/9/2018		116364 NORTHLAND CUSTOM HOMES LLC						
		1,500.00	REFUND ERO ESC 17362 IODINE ST		92831	080918	9804.6433	00115984	REFUNDS
		1,500.00	REFUND ERO ESC 17313 IODINE ST		92832	080918A	9804.6433	00115985	REFUNDS
		5,000.00	REFUND LAND/DRIVE 17313 IODINE		92833	080918B	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REFUND LAND/DRIVE 17313 IODINE		92833	080918B	9252.1155.1		MANUAL-ACCOUNTS RE(
		5,000.00	REF LAND/DRIVE/SEPTIC 17362 IO		92834	080918C	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REF LAND/DRIVE/SEPTIC 17362 IO		92834	080918C	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REF LAND/DRIVE/SEPTIC 17362 IO		92834	080918C	9252.1155.1		MANUAL-ACCOUNTS RE(
		19,000.00							
106570	8/9/2018		106418 PURMORT HOMES INC						
		2,000.00	REF SEWER/WATER ESC 14774 ZEOL		92835	080918	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REF DRIVE ESC 7750 148TH LN		92836	080918A	9252.1155.1		MANUAL-ACCOUNTS RE(
		4,000.00							
106571	8/9/2018		114151 TASC (FEES)						
		374.50	REBA/VEBA JULY 18		92837	IN1319129	0130.6315		MISCELLANEOUS PROFE
		374.50							
106572	8/9/2018		108662 UPS						
		15.65	RE:B. DRAKES, ATTORNEY		92838	00003529RW308	9804.6322	00116453	POSTAGE
		15.65							
106573	8/9/2018		100510 VERIZON WIRELESS						
		61.60	JUNE/JULY 18 SERVICE		92839	9811332592	0130.6323		CELLULAR PHONES
		61.60							
106574	8/9/2018		116510 WAHOO ADVENTURES						
		225.00	LEARN TO KAYAK 7/21/18		92845	072218	0452.6489		OTHER CONTRACTED SE
		225.00							
106575	8/9/2018		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106575	8/9/2018		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						Continued.
		27.95	6701 HWY 10- YOUTH FIRST		92840	150-1687-1105 JULY 18	9410.6315	00041012	MISCELLANEOUS PROFE
		27.95	7550 SUNWOOD DR		92841	150-1681-6340 JULY 18	0194.6489		OTHER CONTRACTED SE
		27.95	7550 SUNWOOD DR POLICE		92842	150-1682-6501 JULY 18	0211.6489		OTHER CONTRACTED SE
		24.95	7650 SUNWOOD DR		92843	150-1681-4280 JULY 18	9240.6315		MISCELLANEOUS PROFE
		27.95	5650 ALPINE DR- FIRE STATION		92844	150-1691-2206 JULY18	0220.6489		OTHER CONTRACTED SE
		136.75							
106576	8/16/2018		116541 BEACH, BREANA						
		155.00	REFUND DAMAGE AND KEY DEPOSIT		92863	081318	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106577	8/16/2018		110734 CITY OF RAMSEY						
		147.14	689292819		92865	081618	9601.4651		WATER REVENUE
		25.00	42203237		92865	081618	9601.4651		WATER REVENUE
		133.14	725608		92865	081618	9601.4651		WATER REVENUE
		71.86	55994616		92865	081618	9601.4651		WATER REVENUE
		140.00	706940851		92865	081618	9601.4651		WATER REVENUE
		517.14							
106578	8/16/2018		116495 FRANCE NASH, CHRISTINA						
		55.02	UB REFUND 14409 IODINE ST		92870	081618	9601.4651		WATER REVENUE
		55.02							
106579	8/16/2018		116540 GUTHMILLER, DENISE						
		155.00	DAMAGE/KEY DEPOSIT REFUND		92866	081318	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106580	8/16/2018		116542 LARSENS MANUFACTURING COMPANY						
		155.00	DAMAGE/KEY DEPOSIT REFUND		92867	081318	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106581	8/16/2018		100291 MET COUNCIL SAC						
		226,135.00	SAC JULY 2018		92868	080918	9602.2083		SAC CHARGES
		2,261.35-	SAC JULY 2018		92868	080918	9602.4356		SEWER AVAILABILITY CH
		223,873.65							
106582	8/16/2018		108091 MUNICIPAL CODE CORPORATION						
		1,488.70	UPDATE PAGES		92869	00313688	0130.6315		MISCELLANEOUS PROFE
		1,488.70							
106583	8/16/2018		107244 NORTHLAND TRUST SERVICES INC						
		60,000.00	BONDS SERIES 2013A		92871	071118	9348.6602		BOND PRINCIPAL
		4,818.75	BONDS SERIES 2013A		92871	071118	9348.6611		BOND INTEREST
		64,818.75							
106584	8/16/2018		100391 POSTMASTER						
		1,651.10	RAM RES SEPT/OCT 18		92872	081318	0195.6322		POSTAGE
		1,651.10							
106585	8/16/2018		116539 THE SEASONS OF RAMSEY						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106585	8/16/2018		116539 THE SEASONS OF RAMSEY						Continued.
		10,642.50	REL LANDSCAPE SURETY		92873	081518	9804.1155.1	00114423	MANUAL-ACCOUNTS RE(
		10,642.50							
106586	8/16/2018		108662 UPS						
		74.56	RE:B DRAKES ATTORNEY		92874	00003529RW318	9804.6322	00116453	POSTAGE
		74.56							
90474831	8/10/2018		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		18,605.58			92855	0809181122364	9101.2174		PERA-EMPLOYEE
		24,850.92			92856	0809181122365	9101.2183		PERA-EMPLOYER
		43,456.50							
95119548	8/10/2018		101306 IRS						
		22,367.71			92858	0809181122367	9101.2171		FEDERAL WITHHOLDING
		12,798.05			92859	0809181122368	9101.2173		FICA & MEDICARE-EMPL(
		12,798.05			92860	0809181122369	9101.2182		FICA & MEDICARE-EMPL(
		47,963.81							
95742400	8/10/2018		100601 MN DEPT OF REV WH						
		10,864.97			92857	0809181122366	9101.2172		STATE WITHHOLDING
		10,864.97							
98081018	8/10/2018		115568 ALERUS FINANCIAL NA						
		1,924.18			92852	08091811223614	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,924.18							
99080818	8/8/2018		116361 WELLS FARGO AND COMPANY						
		25.00	TLO TRANSUNION		92862	JULY 18 VISA PCARD	0211.6315		MISCELLANEOUS PROFE
		49.38	AMAZON MKTPLACE PMTS		92862	JULY 18 VISA PCARD	0211.6275		OTHER EQUIPMENT PAR
		23.41	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0211.6275		OTHER EQUIPMENT PAR
		74.44	JIMMY JOHNS - 713		92862	JULY 18 VISA PCARD	0211.6331		TRAVEL & LODGING
		2,150.00	FHWA-NATL HWY INST TRNG P		92862	JULY 18 VISA PCARD	0301.6335		TRAINING
		41.98	COBORN'S SUPERSTORE		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPER/
		350.00	NEPELRA		92862	JULY 18 VISA PCARD	0130.6335		TRAINING
		350.00	NEPELRA		92862	JULY 18 VISA PCARD	0130.6335		TRAINING
		17.67	COBORN'S SUPERSTORE		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPER/
		123.43	EG - 1113 ANOKA		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPER/
		53.90	AMAZON.COM AMZN.COM/BILL		92862	JULY 18 VISA PCARD	0194.6249		MISCELLANEOUS OPER/
		76.51	BULBS.COM INC		92862	JULY 18 VISA PCARD	0194.6249		MISCELLANEOUS OPER/
		111.92	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0141.6281		SMALL TOOLS & MINOR E
		435.00	GOVERNMENT FINANCE OFFIC		92862	JULY 18 VISA PCARD	0153.6302		AUDITING & ACCOUNTIN(

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99080818	8/8/2018		116361 WELLS FARGO AND COMPANY						Continued.
		128.71	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0311.6249		MISCELLANEOUS OPERA
		19.98	WWW.NEWEGGBUSINESS.COM		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		271.16	WWW.NEWEGGBUSINESS.COM		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		457.98	WWW.NEWEGGBUSINESS.COM		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		769.99	WWW.NEWEGGBUSINESS.COM		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		27.98	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		89.90	WWW.NEWEGGBUSINESS.COM		92862	JULY 18 VISA PCARD	0192.6281		SMALL TOOLS & MINOR E
		75.98	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0220.6249		MISCELLANEOUS OPERA
		13.98	AMAZON MKTPLACE PMTS		92862	JULY 18 VISA PCARD	0452.6489		OTHER CONTRACTED SE
		10.66	AMAZON MKTPLACE PMTS		92862	JULY 18 VISA PCARD	0452.6489		OTHER CONTRACTED SE
		75.00	BCA TRAINING EDUCATION		92862	JULY 18 VISA PCARD	0211.6335		TRAINING
		18.69	FREECONFERENCECALL.COM		92862	JULY 18 VISA PCARD	0191.6321		TELEPHONE
		11.99	COBORN'S SUPERSTORE		92862	JULY 18 VISA PCARD	0191.6249		MISCELLANEOUS OPERA
		19.00	VENNGAGE.COM		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPERA
		.19	CROSS BORDER TRANS FEE		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPERA
		1.73	CROSS BORDER TRANS FEE		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPERA
		173.48	VENNGAGE.COM		92862	JULY 18 VISA PCARD	0130.6249		MISCELLANEOUS OPERA
		27.32	COBORN'S SUPERSTORE		92862	JULY 18 VISA PCARD	9230.6249		MISCELLANEOUS OPERA
		119.99	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		229.97	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		165.99	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		42.99	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		109.99	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		47.49	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		82.99	TARGET.COM		92862	JULY 18 VISA PCARD	9230.6249	00923002	MISCELLANEOUS OPERA
		1.18	MN DVS ANOKA 038 729 FEE		92862	JULY 18 VISA PCARD	0230.6249		MISCELLANEOUS OPERA
		48.25	MN DVS ANOKA 038 729		92862	JULY 18 VISA PCARD	0230.6249		MISCELLANEOUS OPERA

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99080818	8/8/2018		116361 WELLS FARGO AND COMPANY						Continued.
		173.82	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0223.6237		CRIME SCENE KIT MATEI
		18.40	AMAZON MKTPLACE PMTS WWW.		92862	JULY 18 VISA PCARD	0223.6237		CRIME SCENE KIT MATEI
		.53	MN DVS ANOKA 038 729 FEE		92862	JULY 18 VISA PCARD	0243.4609		OTHER MISCELLANEOUS
		21.75	MN DVS ANOKA 038 729		92862	JULY 18 VISA PCARD	0243.4609		OTHER MISCELLANEOUS
		26.77	TARGET 00011445		92862	JULY 18 VISA PCARD	0296.6249		MISCELLANEOUS OPERA
		2.86	MENARDS COON RAPIDS MN		92862	JULY 18 VISA PCARD	0296.6249		MISCELLANEOUS OPERA
		199.99	TRACTOR SUPPLY #610		92862	JULY 18 VISA PCARD	9601.6249		MISCELLANEOUS OPERA
		179.00	DIVERSIFIEDPRODUCTS		92862	JULY 18 VISA PCARD	9601.6257		OTHER VEHICLE PARTS
		26.32	COBORN'S SUPERSTORE		92862	JULY 18 VISA PCARD	9604.6249		MISCELLANEOUS OPERA
		64.28	BURGER KING #12552		92862	JULY 18 VISA PCARD	9604.6249		MISCELLANEOUS OPERA
		7,638.92							
99080918	8/9/2018		100629 MN DEPT OF REV SALES TX						
		57.57	July Sales & Use Tax		92755	07312018	9101.4305		RENTAL FEES
		17.35	July Sales & Use Tax		92755	07312018	9101.4328		ACCIDENT REPORTS
		7.48	July Sales & Use Tax		92755	07312018	9101.4308		SALES OF MAPS & PUBLI
		.48	July Sales & Use Tax		92755	07312018	9101.4609		OTHER MISCELLANEOUS
		185.20	July Sales & Use Tax		92755	07312018	9601.2082		SALES/USE TAX PAYABLE
		14,482.39	July Sales & Use Tax		92755	07312018	9601.2082		SALES/USE TAX PAYABLE
		595.53	July Sales & Use Tax		92755	07312018	9601.2085		ANOKA COUNTY TRANSI
		15,346.00							
99081018	8/10/2018		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		2,390.20			92848	08091811223610	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,390.20							
99081518	8/15/2018		108768 COMDATA NETWORK INC						
		58.52	HOLIDAY STNSTORE 3598		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		13.58	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		33.65	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		55.00	HOLIDAY STNSTORE 0323		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		60.54	SUPERAMERICA 4508		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		35.06	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		63.86	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.65	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		42.35	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		45.71	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		29.39	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		26.49	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		18.57	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		28.21	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		48.90	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		61.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		10.85	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		41.96	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		57.33	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		19.08	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		38.68	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		58.95	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		42.19	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0194.6223		GASOLINE
		28.65	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		39.44	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		49.07	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		83.94	CASEYS GEN STORE 1988		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		61.74	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		48.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		11.24	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		60.79	CASEYS GEN STORE 1988		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		35.01	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		85.17	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		41.52	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		20.40	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		31.55	CASEYS GEN STORE 1988		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		36.93	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0240.6223		GASOLINE
		35.40	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		52.70	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		68.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0311.6225		DIESEL FUEL
		68.50	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		59.09	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		31.93	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		15.53	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		58.10	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		40.16	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		59.33	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		57.71	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.91	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.23	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		58.14	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		46.06	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		17.91	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0194.6223		GASOLINE
		23.71	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		62.75	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		19.68	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		10.74	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		24.62	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		39.40	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		16.84	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		71.25	BP#8777658ROGERS BPQPS		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		40.57	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		34.27	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		44.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		33.81	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		5.26	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		60.80	WM H MCCOY PETROLEUM F		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		75.09	WM H MCCOY PETROLEUM F		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		60.14	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		63.99	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		42.74	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		20.55	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.38	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.96	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.90	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		33.55	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.81	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.57	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		29.56	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		15.40	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		31.18	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		26.23	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.83	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.66	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.59	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.21	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		42.81	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.93	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		24.93	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		23.76	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		32.48	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		28.06	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		59.09	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.10	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.68	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		52.68	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		41.85	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		29.39	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.90	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.52	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.26	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.33	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.07	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		18.79	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		60.88	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.00	SUPERAMERICA 4508		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		43.57	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		47.59	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		54.19	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		50.07	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		23.00	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.00	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		14.55	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.66	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		10.40	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.67	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.75	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		25.95	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.30	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.79	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		45.30	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		23.30	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		49.65	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		38.07	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		31.05	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.50	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.40	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		11.45	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		39.15	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		41.30	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		29.08	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		8.58	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		24.62	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		37.79	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		11.89	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		19.25	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		26.35	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.19	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		16.45	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.77	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		24.23	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		31.54	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		57.18	KWIK TRIP 47400004747		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.96	KWIK TRIP 47400004747		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		36.70	HOLIDAY STNSTORE 0323		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		40.97	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		33.66	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.30	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		46.00	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		11.68	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		28.35	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.89	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		81.03	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		42.85	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		29.61	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		40.03	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		48.30	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		55.31	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.86	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		25.93	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.14	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.48	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		18.43	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.76	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.61	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		45.15	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.74	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		39.05	SUPERAMERICA 4508		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.32	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.70	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		17.64	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		33.88	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		28.27	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		26.78	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.91	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.88	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.40	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.96	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		47.00	SUPERAMERICA 4196		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		36.09	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		39.56	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		40.52	MARATHON PETRO92296		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		44.69	MARATHON PETRO92296		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		38.19	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		68.79	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		27.28	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		33.51	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		43.58	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		38.08	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		8.93	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		46.13	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		40.02	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		33.62	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0194.6223		GASOLINE
		57.36	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0194.6223		GASOLINE
		58.45	CASEYS GEN STORE 1988		92861	JULY 18 COMDATA FUEL	0301.6223		GASOLINE
		39.56	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0194.6223		GASOLINE
		32.27	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		31.40	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6225		DIESEL FUEL

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		51.88	HOLIDAY STNSTORE 0323		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		33.83	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		28.77	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		26.63	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		42.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		47.71	BILL'S SUPERETTE #11 (		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		60.05	BILL'S SUPERETTE #11 (		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		54.19	BILL'S SUPERETTE #11 (		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		19.83	BILL'S SUPERETTE #11 (		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		20.87	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		29.67	BILL'S SUPERETTE #11 (		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		24.32	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		18.42	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		19.12	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		23.78	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		25.31	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		33.72	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		18.37	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		24.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0220.6223		GASOLINE
		63.42	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		67.90	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		68.50	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		99.10	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		100.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		92.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		125.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		55.82	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		94.23	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		101.05	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		63.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		70.02	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		45.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		58.15	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		71.21	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		55.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		68.27	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		94.08	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		39.92	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		79.14	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		44.58	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		95.32	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		33.76	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0452.6223		GASOLINE
		67.58	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		57.42	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		58.87	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		66.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	0311.6223		GASOLINE
		40.85	KWIK TRIP 47400004747		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		40.62	KWIK TRIP 46500004655		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		44.51	HOLIDAY DEALER 3514		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		41.34	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.50	EXXONMOBIL 97313654		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		22.70	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.15	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.65	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		23.88	SUPERAMERICA 4508		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.50	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		27.00	HOLIDAY STNSTORE 0395		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.51	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.54	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.07	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		26.18	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.85	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		40.06	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		24.72	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.85	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		30.02	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		35.31	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		32.21	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		34.61	CASEYS RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		23.73	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		17.80	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		19.19	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		21.76	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		17.85	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		29.67	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	0211.6223		GASOLINE
		37.33	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	9601.6223		GASOLINE
		58.99	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	9601.6223		GASOLINE
		69.24	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	9601.6223		GASOLINE
		85.00	BILL'S SUPERETTE #8 (F		92861	JULY 18 COMDATA FUEL	9602.6223		GASOLINE
		42.12	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	9602.6223		GASOLINE
		90.82	LITTLE DUKES RAMSEY		92861	JULY 18 COMDATA FUEL	9602.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99081518	8/15/2018		108768 COMDATA NETWORK INC						Continued.
		11,045.30							
99081618	8/16/2018		107885 DEPARTMENT OF LABOR AND INDUSTRY						
		6,296.50	July Surcharges		92811	07312018	9101.2081		SURCHARGES-PERMITS
		125.95-	July Surcharges		92811	07312018	9101.4604		SURCHARGES
		6,170.55							
99081718	8/17/2018		100219 HOME DEPOT COMMERCIAL ACCT PROGRAM						
		126.21	JULY 18 PURCHASES		92875	072718	0194.6259		BUILDING MAINT/REPAIR
		126.21							
99661690	8/10/2018		100223 ICMA RETIREMENT TRUST 457						
		2,191.99			92847	0809181122361	9101.2175		DEFERRED COMPENSAT
		2,191.99							
99765884	8/10/2018		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		7,599.00			92850	08091811223612	9101.2175		DEFERRED COMPENSAT
		7,599.00							
99769679	8/10/2018		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		2,559.36			92851	08091811223613	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,559.36							
		811,024.50	Grand Total						

Payment Instrument Totals

Checks	651,747.51
EFT Payments	159,276.99
Total Payments	811,024.50

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
111385	ACHIEVE SERVICES INC	SHREDDING	PV	92876	001	09101	7/31/2018	18635	88.50
				Summary Total					88.50
	ACHIEVE SERVICES INC 1201 89TH AVENUE NE BLAINE MN 55434			Payment Amount					88.50
110402	ADVANCE AUTO PARTS	JULY 2018 PURCHASES	PV	92995	001	09601	7/31/2018	073118	19.72
	ADVANCE AUTO PARTS	JULY 2018 PURCHASES	PV	92995	002	09601	7/31/2018	073118	82.70
	AAP FINANCIAL SERVICES	JULY 2018 PURCHASES	PV	92995	003	09601	7/31/2018	073118	346.28
	P O BOX 742063	JULY 2018 PURCHASES	PV	92995	004	09601	7/31/2018	073118	192.81
	ATLANTA GA 30374-2063	JULY 2018 PURCHASES	PV	92995	005	09601	7/31/2018	073118	28.48
		JULY 2018 PURCHASES	PV	92995	006	09601	7/31/2018	073118	266.94
		JULY 2018 PURCHASES	PV	92995	007	09601	7/31/2018	073118	32.73
				Summary Total					969.66
				Payment Amount					969.66
100017	AIRGAS USA, LLC	MISC GASES	PV	92877	001	09101	7/31/2018	9954762859	30.00
				Summary Total					30.00
	AIRGAS USA LLC P O BOX 802576 CHICAGO IL 60680-2576			Payment Amount					30.00
110744	ALLINA HEALTH SYSTEM	2ND QTR 2018	PV	92967	001	09101	7/31/2018	II10024166	1,804.10
				Summary Total					1,804.10
	ALLINA HEALTH SYSTEM LAWSON MISC BILLING NW 7710 P O BOX 9383 MINNEAPOLIS MN 55440-9383			Payment Amount					1,804.10
102953	AMERIGAS OF ANOKA	PROPANE	PV	92996	001	09101	8/17/2018	636284628	208.59
				Summary Total					208.59
	AMERIGAS OF ANOKA P O BOX 371473 PITTSBURGH PA 15250-7473			Payment Amount					208.59
114881	ANDERSON RACE MANAGEMENT	HAPPY DAYS- 5K	PV	92968	001	09297	8/15/2018	081518	750.00
				Summary Total					750.00
	ANDERSON RACE MANAGEMENT 4047 CAMBERWELL DRIVE N								

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	EAGAN MN 55123								
				Payment Amount					750.00
100041	ANOKA COUNTY HIGHWAY DEPARTMENT	SAP 002-030-009 FLASH YELLOW	PV	93018	001	09400	8/21/2018	082118	28,272.00
	ANOKA COUNTY HIGHWAY DEPARTMENT								
	1440 BUNKER LAKE BLVD NW			Summary Total					28,272.00
	ANDOVER MN 55304								
				Payment Amount					28,272.00
100043	ANOKA COUNTY PROPERTY RECORDS TAXATION	JULY 2018 FEES	PV	92879	001	09101	8/1/2018	534 08/01/18	46.00
	ANOKA COUNTY PROPERTY RECORDS TAXATION	JULY 2018 FEES	PV	92879	002	09101	8/1/2018	534 08/01/18	46.00
	2100 - 3RD AVENUE			Summary Total					92.00
	ANOKA MN 55303								
				Payment Amount					92.00
100046	ANOKA COUNTY SHERIFF'S OFFICE	TRAINING LUNCH PD 5	PV	92878	001	09101	8/10/2018	081018	50.00
	ANOKA COUNTY SHERIFF'S OFFICE								
	13301 HANSON BLVD NW			Summary Total					50.00
	ANDOVER MN 55304								
				Payment Amount					50.00
111377	ANOKA MUNICIPAL UTILITY	BUNKER LK BLVD/DYSPOSIUM	PV	92920	001	09101	8/9/2018	22-612000-01 AUG 18	42.40
				Summary Total					42.40
	ANOKA MUNICIPAL UTILITY CITY HALL	CTY RD 116/HWY 47 SIGNAL	PV	92921	001	09101	8/9/2018	22-613120-01 AUG 18	127.95
				Summary Total					127.95
	2015 FIRST AVENUE NO								
	ANOKA MN 55303	14034 DYSPROSIUM ST LT	PV	92922	001	09101	8/9/2018	22-610280 AUG 18	40.95
				Summary Total					40.95
		RAMSEY STREET LTS	PV	92923	001	09603	8/9/2018	22-990005-01 AUG 18	56.80
				Summary Total					56.80
				Payment Amount					268.10

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100058	ANOKA RAMSEY FARM AND GARDEN	RYE GRASS SEED	PV	92880	001	09101	8/3/2018	080318	48.65
				Summary Total					48.65
	ANOKA RAMSEY FARM AND GARDEN 7435 HIGHWAY 10 RAMSEY MN 55303			Payment Amount					48.65
113508	APPRIZE TECHNOLOGY SOLUTIONS	AUG 18 ELEC. ENROLLMENT	PV	92881	001	09101	8/1/2018	16550	320.00
				Summary Total					320.00
	APPRIZE TECHNOLOGY SOLUTIONS 10405 6TH AVENUE NORTH SUITE 100 PLYMOUTH MN 55441			Payment Amount					320.00
108636	ASCAP	BAL DUE 2018	PV	92882	001	09297	8/6/2018	080618	10.50
				Summary Total					10.50
	ASCAP P O BOX 331608-7515 NASHVILLE TN 37203-9998			Payment Amount					10.50
100063	ASPEN MILLS	M. SCHANTZEN BODY ARMOR	PV	92756	001	09290	8/2/2018	220969	1,117.95
				Summary Total					1,117.95
	ASPEN MILLS 8201 C CENTRAL AVE NE	MISC L LOHSE	PV	92883	001	09101	8/9/2018	221358	269.84
	SPRING LAKE PARK MN 55432			Summary Total					269.84
				Payment Amount					1,387.79
100862	BDS LAUNDRY SYSTEMS	COIN BOX	PV	93004	001	09601	8/21/2018	V361596	36.00
				Summary Total					36.00
	BDS LAUNDRY SYSTEMS 2430 ENTERPRISE DRIVE ST PAUL MN 55120-1143			Payment Amount					36.00
100081	BIFFS INC	HAPPY DAYS-RESTROOMS	PV	92969	001	09297	8/15/2018	081518	1,024.00
				Summary Total					1,024.00
	BIFFS INC 8610 HANSEN AVENUE SHAKOPEE MN 55379			Payment Amount					1,024.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100086	BLUE VELVET INC	PD AUGUST 2018 WASHES	PV	92757	001	09101	8/2/2018	080218	299.50
					Summary Total				299.50
	BLUE VELVET INC 14101 ST FRANCIS BLVD	FIRE AUGUST 2018 WASHES	PV	92758	001	09101	8/2/2018	080218A	149.75
	RAMSEY MN 55303				Summary Total				149.75
					Payment Amount				449.25
100647	BOLTON AND MENK INC	RIVERDALE EXT	PV	92759	001	09402	7/23/2018	0220377	510.00
					Summary Total				510.00
	BOLTON AND MENK INC 1960 PREMIER DRIVE	COR INFILTRATION JULY 18	PV	92760	001	09605	7/23/2018	0220383	1,470.00
	MANKATO MN 56001-5900				Summary Total				1,470.00
		BUNKER LK BLVD/PUMA ST	PV	92761	001	09437	7/23/2018	0220376	312.50
					Summary Total				312.50
		2018 REG SOLICITATION	PV	92884	001	09805	7/23/2018	0220384	1,837.50
					Summary Total				1,837.50
		2018 PARKS RELATED ASSIST.	PV	92885	001	09805	7/23/2018	0220378	10,160.00
					Summary Total				10,160.00
		2040 SEWER/WATER COMP PLAN	PV	92886	001	09101	7/23/2018	0220382	1,454.00
					Summary Total				1,454.00
		MISS RIVER TRL PH 3	PV	92887	001	09805	7/23/2018	0220381	290.00
					Summary Total				290.00
					Payment Amount				16,034.00
103641	BOYER TRUCKS ROGERS BOYER TRUCKS	19 WEST STR PLOW 600	PV	93020	001	09101	8/20/2018	WS19710	95,638.00
		19 WEST STR PLOW 600	PV	93020	002	09101	8/28/2018	WS19710	16,800.00-
	2601 NE BROADWAY MINNEAPOLIS MN 55413				Summary Total				78,838.00
					Payment Amount				78,838.00
110537	CARRIER CORPORATION	WORK ON CHILLER	PV	92924	001	09101	8/7/2018	B002642579	1,647.08
	CARRIER CORPORATION P O BOX 93844				Summary Total				1,647.08

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	CHICAGO IL 60673-3844								
				Payment Amount					1,647.08
100297	CENTERPOINT ENERGY	6701 HIGHWAY 10	PV	92925	001	09410	8/9/2018	6011580-5 AUG 18	26.79
				Summary Total					26.79
	CENTERPOINT ENERGY								
	P O BOX 4671	7550 SUNWOOD DR	PV	92926	001	09101	8/9/2018	6702493-5 AUG 18	948.31
				Summary Total					948.31
	HOUSTON TX 77210-4671								
		14515 E TOWN CENTER DR	PV	92927	001	09601	8/9/2018	8782239-1 AUG 18	20.83
				Summary Total					20.83
		15050 ARMSTRONG BLVD	PV	92971	001	09101	8/9/2018	5914352-9 AUG 18	23.77
				Summary Total					23.77
		5650 ALPINE DR NW	PV	92972	001	09101	8/9/2018	5961540-1 AUG 18	69.01
				Summary Total					69.01
				Payment Amount					1,088.71
106670	CENTRAL POWER DISTRIBUTORS INC	RETURN STARTER ASSY	PD	92762	001	09101	7/11/2018	18-497550	29.34-
				Summary Total					29.34-
	CENTRAL POWER DISTRIBUTORS INC								
	3801 THURSTON AVENUE	AIR FILTER- MOWERS	PV	92763	001	09101	7/13/2018	18-501110	11.22
				Summary Total					11.22
	ANOKA MN 55303								
		MOWER SUPPLIES	PV	92764	001	09101	7/27/2018	18-523669	37.15
				Summary Total					37.15
		AIR CLEANER FOR AIR COMPRESSOR	PV	92928	001	09101	8/15/2018	18-550156	8.48
				Summary Total					8.48
		SAW SUPPLIES	PV	92970	001	09101	8/10/2018	18-544051	30.74
				Summary Total					30.74
				Payment Amount					58.25
111496	CENTRAL TURF AND IRRIGATION SUPPLY	IRRIGATION SUPPLIES	PV	92765	001	09101	8/1/2018	6061719-00	493.80
				Summary Total					493.80
	CENTRAL TURF AND IRRIGATION SUPPLY								
	8 WILLIAMS STREET								
	ELMSFORD NY 10523								
				Payment Amount					493.80
114549	CHETS SHOES INC	J. MARKS BOOTS	PV	92888	001	09101	7/31/2018	39035	150.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	CHETS SHOES INC			Summary Total					150.00
	8870 RENDOVA STREET NE	BOOTS- L. LOFGREN	PV	92929	001	09101	8/14/2018	39146	144.50
	CIRCLE PINES MN 55014			Summary Total					144.50
				Payment Amount					294.50
116197	CINTAS CORPORATION	UNIFORM CLEANING	PV	92766	001	09101	8/1/2018	4008287968	23.00
	CINTAS CORPORATION	UNIFORM CLEANING	PV	92766	002	09101	8/1/2018	4008287968	4.00
	CINTAS LOC #4K	UNIFORM CLEANING	PV	92766	003	09101	8/1/2018	4008287968	28.37
	P O BOX 650838	UNIFORM CLEANING	PV	92766	004	09101	8/1/2018	4008287968	28.37
	DALLAS TX 75265-0838			Summary Total					83.74
		FIRE- MATS	PV	92767	001	09101	8/1/2018	4008287914	16.56
				Summary Total					16.56
		UNIFORM CLEANING	PV	92889	001	09101	8/8/2018	4008431409	23.00
		UNIFORM CLEANING	PV	92889	002	09101	8/8/2018	4008431409	4.00
		UNIFORM CLEANING	PV	92889	003	09101	8/8/2018	4008431409	27.20
		UNIFORM CLEANING	PV	92889	004	09101	8/8/2018	4008431409	27.20
				Summary Total					81.40
		FIRE DEPT. MATS	PV	92890	001	09101	8/8/2018	4008431374	13.20
				Summary Total					13.20
		UNIFORM CLEANING	PV	92930	001	09101	8/15/2018	4008684504	23.00
		UNIFORM CLEANING	PV	92930	002	09101	8/15/2018	4008684504	4.00
		UNIFORM CLEANING	PV	92930	003	09101	8/15/2018	4008684504	31.37
		UNIFORM CLEANING	PV	92930	004	09101	8/15/2018	4008684504	31.37
				Summary Total					89.74
				Payment Amount					284.64
100112	COMMISSIONER OF TRANSPORTATION	MATERIAL TEST/INSPECT	PV	92768	001	09402	7/24/2018	P00009316	556.93
	COMMISSIONER OF TRANSPORTATION			Summary Total					556.93
				Payment Amount					556.93
		ELMCREST PARK GUIDE SIGN	PV	92931	001	09101	8/13/2018	081318	1,109.05
				Summary Total					1,109.05
				Payment Amount					1,109.05
100120	CONTINENTAL RESEARCH CORP	MISTER FRESH	PV	92891	001	09101	7/31/2018	467400-CRC-1	204.00
	CONTINENTAL RESEARCH CORP PO BOX 15204			Summary Total					204.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ST LOUIS MO 63110								
				Payment Amount					204.00
100122	COOP'S LOCKSMITH SERVICES	6 PADLOCKS	PV	92892	001	09602	8/7/2018	50277	97.00
	COOP'S LOCKSMITH SERVICES 220 WEST MAIN STREET ANOKA MN 55303			Summary Total					97.00
				Payment Amount					97.00
100167	CORNERSTONE FORD	DOOR GLASS FOR 654	PV	92932	001	09101	8/15/2018	15234769 1 G	130.02
	CORNERSTONE FORD 17219 HIGHWAY 10 NW PO BOX 304 ELK RIVER MN 55330			Summary Total					130.02
				Payment Amount					130.02
114117	CRAWFORD'S EQUIPMENT INC	EXMARK- REPAIR	PV	92933	001	09101	8/9/2018	01-15583	108.20
	CRAWFORD'S EQUIPMENT INC 4853 HIGHWAY 95 NW CAMBRIDGE MN 55008			Summary Total					108.20
				Payment Amount					108.20
100144	DEHN OIL COMPANY	DIESEL FUEL	PV	92769	001	09101	7/27/2018	63212	2,674.25
				Summary Total					2,674.25
	DEHN OIL COMPANY 6735 141ST AVENUE NW RAMSEY MN 55303	FUEL FOR GENERATOR	PV	92934	001	09601	8/15/2018	63298	611.02
				Summary Total					611.02
		BIODIESEL	PV	92935	001	09101	8/14/2018	62522	1,984.50
				Summary Total					1,984.50
		BIOCIDE	PV	92936	001	09101	8/14/2018	25124291	1.95
				Summary Total					1.95
				Payment Amount					5,271.72
101185	DO ALL PRINTING COM INC	ADOPT A SIGN- SIGNS	PV	92770	001	09101	7/31/2018	40242	206.25
				Summary Total					206.25
	DO ALL PRINTING COM INC 6360 HIGHWAY 10 NW RAMSEY MN 55303	PARK REC MISC	PV	92771	001	09101	7/30/2018	40211	40.00
				Summary Total					40.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		SPONSOR THANK YOUS	PV	92772	001	09230	7/30/2018	40206	48.00
				Summary Total					48.00
		SPONSOR BANNER-THANK YOU	PV	92773	001	09230	7/30/2018	40213	45.00
				Summary Total					45.00
		MISC HAPPY DAYS	PV	92893	001	09297	8/6/2018	40329	973.35
				Summary Total					973.35
		NO PARKING SIGNS 48	PV	92973	001	09101	8/10/2018	40390	159.71
				Summary Total					159.71
				Payment Amount					1,472.31
115887	DVS RENEWAL DVS RENEWAL PO BOX 64587 ST PAUL MN 55164-0587	TAB RENEWAL 334	PV	93005	001	09101	8/21/2018	082118	11.00
				Summary Total					11.00
				Payment Amount					11.00
112765	E L K MECHANICAL HVAC INC E L K MECHANICAL HVAC INC 6361 SUNFISH LAKE COURT SUITE 100 RAMSEY MN 55303	CENTRAL PARK-FURNACE REPAIR	PV	92975	001	09101	8/17/2018	081518	229.00
				Summary Total					229.00
				Payment Amount					229.00
116175	ECKBERG LAMMERS ATTORNEYS AT LAW ECKBERG LAMMERS ATTORNEYS AT LAW 1809 NORTHWESTERN AVENUE STILLWATER MN 55082	PROSECUTION JULY 2018	PV	92774	001	09101	7/31/2018	07 2018	5,941.67
				Summary Total					5,941.67
				Payment Amount					5,941.67
100158	ECM PUBLISHERS INC ECM PUBLISHERS INC 4095 COON RAPIDS BLVD COON RAPIDS MN 55433	PH AURELIOS	PV	92894	001	09101	7/27/2018	619260	64.50
				Summary Total					64.50
		ELECTION ACCURACY TEST	PV	92895	001	09101	8/3/2018	621143	26.88
				Summary Total					26.88
		ELECTION NOTICE	PV	92896	001	09101	8/3/2018	621142	322.50
				Summary Total					322.50
		TIF DISCLOSURE	PV	92937	001	09201	8/10/2018	622988	39.78

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		TIF DISCLOSURE	PV	92937	002	09201	8/10/2018	622988	39.78
		TIF DISCLOSURE	PV	92937	003	09201	8/10/2018	622988	39.77
		TIF DISCLOSURE	PV	92937	004	09201	8/10/2018	622988	39.78
		TIF DISCLOSURE	PV	92937	005	09201	8/10/2018	622988	39.77
				Summary Total					198.88
		SHELTER ROOF BIDS	PV	92938	001	09101	8/10/2018	922989	118.25
				Summary Total					118.25
		EMERALD POND PERG-BIDS	PV	92939	001	09101	8/10/2018	622990	118.25
				Summary Total					118.25
				Payment Amount					849.26
106624	EHLERS AND ASSOCIATES, INC	ARBITRAGE REPORT JUNE 2018	PV	92775	001	09436	7/27/2018	77571	2,000.00
				Summary Total					2,000.00
	EHLERS & ASSOCIATES, INC 3060 CENTRE POINTE DRIVE ROSEVILLE MN 55113-1105	TIF REPORTING JUN/JUL 18	PV	92940	001	09201	8/10/2018	77911	1,190.00
		TIF REPORTING JUN/JUL 18	PV	92940	002	09201	8/10/2018	77911	1,190.00
		TIF REPORTING JUN/JUL 18	PV	92940	003	09201	8/10/2018	77911	1,190.00
		TIF REPORTING JUN/JUL 18	PV	92940	004	09201	8/10/2018	77911	1,190.00
		TIF REPORTING JUN/JUL 18	PV	92940	005	09201	8/10/2018	77911	1,190.00
		TIF REPORTING JUN/JUL 18	PV	92940	006	09201	8/10/2018	77911	1,190.00
				Summary Total					7,140.00
		DISCLOSURE REPORT	PV	92941	001	09435	8/7/2018	77616	1,688.85
		DISCLOSURE REPORT	PV	92941	002	09435	8/7/2018	77616	422.23
		DISCLOSURE REPORT	PV	92941	003	09435	8/7/2018	77616	422.23
		DISCLOSURE REPORT	PV	92941	004	09435	8/7/2018	77616	422.23
		DISCLOSURE REPORT	PV	92941	005	09435	8/7/2018	77616	422.23
		DISCLOSURE REPORT	PV	92941	006	09435	8/7/2018	77616	422.23
				Summary Total					3,800.00
				Payment Amount					12,940.00
116390	ELECTRIC MOTOR REPAIR INC	MOTOR	PV	93006	001	09101	8/16/2018	445151	1,386.83
				Summary Total					1,386.83
	ELECTRIC MOTOR REPAIR INC 2010 NORTH 4TH STREET MINNEAPOLIS MN 55411								

R04570

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					1,386.83
113651	ELECTRO WATCHMAN INC	SUNFISH CARD READER	PV	92776	001	09101	7/26/2018	313502	233.75
	ELECTRO WATCHMAN INC ONE W WATER STREET SUITE 110 ST PAUL MN 55107			Summary Total					233.75
				Payment Amount					233.75
104267	ELITE SANITATION	PORTABLE TOILETS-PARKS	PV	92974	001	09101	8/13/2018	25083	576.00
	ELITE SANITATION PO BOX 526 ELK RIVER MN 55330			Summary Total					576.00
				Payment Amount					576.00
115231	EVERGREEN RECYCLING	RECYCLE ITEMS	PV	92810	001	09604	7/25/2018	2211	2,178.00
	EVERGREEN RECYCLING 8505 540TH STREET RUSH CITY MN 55069			Summary Total					2,178.00
				Payment Amount					2,178.00
113321	FACTORY MOTOR PARTS CO	AIR FILTER/SPLASHWASH	PV	92942	001	09101	8/15/2018	6-1513560	5.99
	FACTORY MOTOR PARTS CO	AIR FILTER/SPLASHWASH	PV	92942	002	09101	8/15/2018	6-1513560	26.88
	BIN 139107 P O BOX 9107 MINNEAPOLIS MN 55480-9107			Summary Total					32.87
		SHOP SUPPLIES	PV	92943	001	09101	8/14/2018	6-1513510	54.88
				Summary Total					54.88
				Payment Amount					87.75
107099	FASTENAL	MISC SUPPLIES	PV	92778	001	09101	7/30/2018	MNTC8167215	23.89
	FASTENAL COMPANY P O BOX 1286 WINONA MN 55987			Summary Total					23.89
		MISC SUPPLIES	PV	92779	001	09101	7/26/2018	MNTC8167120	13.47
				Summary Total					13.47
				Payment Amount					37.36
100143	FERGUSON WATERWORKS # 2516	MISC METERS	PV	92897	001	09601	8/8/2018	0296240	6,480.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	FERGUSON WATERWORKS 2516			Summary Total					6,480.00
	P O BOX 802817	MISC WATER METER SUPPLIES	PV	92944	001	09601	8/11/2018	0290106	1.00
	CHICAGO IL 60680-2817			Summary Total					1.00
				Payment Amount					6,481.00
112421	FIRST SCRIBE	ROW WAY APP AUG 2018	PV	92898	001	09101	8/1/2018	2477962	200.00
	FIRST SCRIBE 110 CHESHIRE LANE SUITE 105 MINNETONKA MN 55305			Summary Total					200.00
				Payment Amount					200.00
106869	FORESTRY SUPPLIERS INC	HERBICIDE	PV	92780	001	09101	7/27/2018	391527-00	214.57
	FORESTRY SUPPLIERS INC 205 WEST RANKIN STREET P.O. BOX 8397 JACKSON MS 39284-8397			Summary Total					214.57
				Payment Amount					214.57
100186	FRANKENSIGNS INC	PARK SIGN	PV	92945	001	09101	7/31/2018	272283	28.00
	FRANKENSIGNS 9133 DAVENPORT STREET NE P O BOX 490301 BLAINE MN 55449			Summary Total					28.00
		OFFICE CUBE SIGNS 2	PV	93007	001	09101	7/31/2018	272302	48.00
				Summary Total					48.00
				Payment Amount					76.00
100200	GOPHER STATE ONE CALL INC	314 TICKETS JULY 2018	PV	92781	001	09601	7/31/2018	8070672	139.05
	GOPHER STATE ONE CALL	314 TICKETS JULY 2018	PV	92781	002	09601	7/31/2018	8070672	139.05
	7223 PARKWAY DRIVE SUITE 210	314 TICKETS JULY 2018	PV	92781	003	09601	7/31/2018	8070672	139.05
	HANOVER MD 21076-1317			Summary Total					417.15
				Payment Amount					417.15
100204	GRAFIX SHOPPE	DECALS 383 AND 384	PV	92782	001	09101	7/25/2018	122288	1,750.00
	GRAFIX SHOPPE 3240 MIKE COLLINS DRIVE			Summary Total					1,750.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	EAGAN MN 55121								
				Payment Amount					1,750.00
100650	GRAINGER	FUSES	PV	92899	001	09101	8/7/2018	9868872111	20.08
				Summary Total					20.08
	GRAINGER INC								
	DEPT. 806511127	AIR SAFETY VALVE	PV	92946	001	09101	8/13/2018	9874555254	12.96
	PALATINE IL 60038-0001			Summary Total					12.96
				Payment Amount					33.04
100209	HAKANSON ANDERSON ASSOC INC	SUNFISH LK STATION	PV	92976	001	09410	7/31/2018	40406	300.00
				Summary Total					300.00
	HAKANSON ANDERSON ASSOC INC								
	3601 THURSTON AVENUE								
	ANOKA MN 55303-1063			Payment Amount					300.00
100211	HAWKINS INC	CHEMICALS	PV	92783	001	09601	7/30/2018	4332876	4,535.10
				Summary Total					4,535.10
	HAWKINS INC								
	P O BOX 860263	CHEMICALS	PV	92951	001	09601	8/13/2018	4342252	4,542.38
	MINNEAPOLIS MN 55486-0263			Summary Total					4,542.38
				Payment Amount					9,077.48
110386	HEALTH PARTNERS	PRE EMPLOY J. MARKS	PV	92952	001	09101	8/9/2018	080918	227.00
				Summary Total					227.00
	HEALTH PARTNERS								
	P O BOX 77026								
	MINNEAPOLIS MN 55480-7726			Payment Amount					227.00
112564	HEALTH PARTNERS GROUP HEALTH-WORKSITE	EAP JULY 2018	PV	92784	001	09101	7/27/2018	W815123	73.00
				Summary Total					73.00
	HEALTH PARTNERS GROUP HEALTH-WORKSITE								
	MAIL STOP # 21109A								
	P O BOX 64059								
	ST PAUL MN 55164-0059			Payment Amount					73.00
112160	HOLIDAY COMPANIES	VEHICLE WASHES PD JULY 18	PV	92785	001	09101	8/1/2018	468_01081850	39.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	HOLIDAY COMPANIES 4567 AMERICAN BLVD W BLOOMINGTON MN 55437			Summary Total					39.00
				Payment Amount					39.00
112475	INNOVATIVE OFFICE SOLUTIONS	OFFICE SUPPLIES	PV	92786	001	09101	7/25/2018	IN2132327	77.01
				Summary Total					77.01
	INNOVATIVE OFFICE SOLUTIONS P O BOX 3393 INDIANAPOLIS IN 46206	OFFICE SUPPLIES	PV	92787	001	09101	7/26/2018	IN2134764	130.61
				Summary Total					130.61
		MISC OFFICE SUPPLIES	PV	92953	001	09101	8/13/2018	IN2157200	85.62
		MISC OFFICE SUPPLIES	PV	92953	002	09101	8/13/2018	IN2157200	52.75
				Summary Total					138.37
				Payment Amount					345.99
106324	INSPECTRON INC	JULY 18 SERVICES	PV	92900	001	09101	8/6/2018	080618	7,600.00
				Summary Total					7,600.00
	INSPECTRON INC CODE COMPLIANCE INSPECTIONS 15120 CHIPPENDALE AVE SUITE 202 ROSEMOUNT MN 55068								
				Payment Amount					7,600.00
106719	INTEREUM INC	2 DRAWER CABINET	PV	92901	001	09101	7/27/2018	147151	385.28
				Summary Total					385.28
	INTEREUM INC 9800 8TH AVENUE NORTH PLYMOUTH MN 55441								
				Payment Amount					385.28
114128	ISENOR, ANITA	HAPPY DAYS-DANCE CARAVAN	PV	92977	001	09297	8/15/2018	081518	100.00
				Summary Total					100.00
	ANITA ISENOR 14730 88TH STREET NE OTSEGO MN 55330								
				Payment Amount					100.00
100256	LANO EQUIPMENT INC	FILTERS 671	PV	92954	001	09101	8/16/2018	02-581695	82.25
				Summary Total					82.25
	LANO EQUIPMENT INC 6140 HIGHWAY 10 NW ANOKA MN 55303								
				Payment Amount					

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
									82.25
100259	LEAGUE OF MN CITIES INS TRUST	RE: C. GARDNER	PV	92902	001	09702	8/1/2018	12822	187.05
				Summary Total					187.05
	LEAGUE OF MN CITIES INS TRUST C/O BERKLEY RISK SERVICES INC P O BOX 581517 MINNEAPOLIS MN 55458-1517								
				Payment Amount					187.05
110604	LIFE FITNESS	WAX	PV	92994	001	09101	8/9/2018	5797377	133.39
				Summary Total					133.39
	LIFE FITNESS 2716 NETWORK PLACE	REPAIR	PV	93008	001	09101	8/13/2018	5800145	27.50
				Summary Total					27.50
	CHICAGO IL 60673-1271	REPAIR	PV	93009	001	09101	8/13/2018	5800144	127.50
				Summary Total					127.50
				Payment Amount					288.39
102954	LITTLE FALLS MACHINE INC	PARTS FOR 662	PV	92955	001	09101	8/10/2018	150275	1,412.40
	LITTLE FALLS MACHINE INC	PARTS FOR 662	PV	92955	002	09101	8/10/2018	150275	390.48
				Summary Total					1,802.88
	300 LINDBERGH DRIVE SOUTH LITTLE FALLS MN 56345-1598								
				Payment Amount					1,802.88
100266	LOGIS	JULY 2018 SERVICE	PV	93010	001	09101	7/31/2018	45628	13,085.00
	LOCAL GOVERNMENT INFORMATION SYSTEMS ASS			Summary Total					13,085.00
	5750 DULUTH STREET	NETWORK THRU 7/28/18	PV	93019	001	09101	7/31/2018	45707	120.00
	GOLDEN VALLEY MN 55422-4036			Summary Total					120.00
				Payment Amount					13,205.00
100270	MACQUEEN EQUIPMENT INC	MISC PARTS	PV	93011	001	09605	8/17/2018	P14606	814.02
				Summary Total					814.02
	MACQUEEN EQUIPMENT INC 1125 7TH STREET EAST ST PAUL MN 55106								
				Payment Amount					814.02

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
114303	MAIDEN DIXIE	HAPPY DAYS 2018	PV	92979	001	09297	8/15/2018	081518	4,000.00
				Summary Total					4,000.00
	MAIDEN DIXIE 7332 3RD AVENUE SOUTH RICHFIELD MN 55423								
				Payment Amount					4,000.00
114036	MAJESTIC TENTS AND EVENTS	HAPPY DAYS-TENT RENTAL	PV	92983	001	09297	8/15/2018	081518	1,662.50
				Summary Total					1,662.50
	MAJESTIC TENTS AND EVENTS 522 6TH AVENUE NW ROCHESTER MN 55901								
				Payment Amount					1,662.50
113658	MARCO	AUG 2018 SERVICE	PV	92903	001	09101	8/1/2018	INV5452790	60.00
				Summary Total					60.00
	MARCO NW 7128 PO BOX 1450 MINNEAPOLIS MN 55485-7128								
				Payment Amount					60.00
100280	MED COMPASS INC	45 SCBA USER EXAM	PV	92788	001	09101	7/25/2018	33944	2,945.00
				Summary Total					2,945.00
	MED COMPASS INC 7841 WAYZATA BLVD MINNEAPOLIS MN 55426								
				Payment Amount					2,945.00
100283	MENARDS COON RAPIDS	EXTENSION CORDS	PV	92789	001	09101	7/24/2018	80678	179.88
				Summary Total					179.88
	MENARDS COON RAPIDS 3045 MAIN STREET	LOOP TIES	PV	92980	001	09101	8/16/2018	82361	21.97
	COON RAPIDS MN 55433			Summary Total					21.97
		MISC SUPPLIES	PV	92981	001	09101	8/16/2018	82358	7.48
				Summary Total					7.48
		MISC SUPPLIES	PV	92982	001	09101	8/12/2018	82083	20.66
				Summary Total					20.66
				Payment Amount					229.99
100284	MENARDS ELK RIVER	EXTENSION CORDS	PV	92790	001	09101	7/25/2018	64858	119.92
				Summary Total					119.92
	MENARDS ELK RIVER 19521 EVANS STREET NW	STEEL RAIL	PV	92904	001	09101	8/3/2018	65632	419.94

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELK RIVER MN 55330-1077			Summary Total					419.94
		TRANSFER PUMP	PV	93012	001	09602	8/17/2018	66693	127.99
				Summary Total					127.99
				Payment Amount					667.85
100285	MET COUNCIL ENVIRONMENTAL SRV	WASTE WATER SEPT 2018	PV	92792	001	09602	8/2/2018	0001085661	63,101.29
				Summary Total					63,101.29
	MET COUNCIL ENVIRONMENTAL SRV P O BOX 856513 MINNEAPOLIS MN 55485-6513			Payment Amount					63,101.29
108208	METRO PRODUCTS INC	SHOP SUPPLIES	PV	92791	001	09101	7/26/2018	136494	66.50
				Summary Total					66.50
	METRO PRODUCTS INC 7401 CENTRAL AVENUE NE FRIDLEY MN 55432			Payment Amount					66.50
100293	MIDC ENTERPRISES	K-RAIN PRO SPORT ROTORS	PV	92956	001	09101	8/6/2018	I0042614	326.70
				Summary Total					326.70
	MIDC ENTERPRISES 1450 WEST COUNTY ROAD C	MISC PARTS	PV	92984	001	09101	8/15/2018	I0042725	653.40
	ROSEVILLE MN 55113			Summary Total					653.40
				Payment Amount					980.10
101268	MN COUNTY ATTORNEYS ASSOCIATION	2018 CODE BOOKS/CRIMINAL ELE	PV	92793	001	09101	8/3/2018	200004274	60.00
				Summary Total					60.00
	MINNESOTA COUNTY ATTORNEYS ASSOCIATION 100 EMPIRE DRIVE SUITE 200 ST PAUL MN 55103			Payment Amount					60.00
100328	MN DEPT OF HEALTH WATER	JULY- SEPT 2018	PV	93013	001	09601	8/20/2018	082018	7,155.00
				Summary Total					7,155.00
	MN DEPT OF HEALTH DRINKING WATER PROTECTION SECTION P O BOX 64494 ST PAUL MN 55164-0494			Payment Amount					7,155.00

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113946	MUNICIPAL EMERGENCY SERVICES INC	FD MISC SUPPLIES	PV	92905	001	09101	7/30/2018	IN1249090	1,089.93
				Summary Total					1,089.93
	MUNICIPAL EMERGENCY SERVICES INC DEPOSITORY ACCOUNT 75 REMITTANCE DRIVE SUITE 3135 CHICAGO IL 60675								
				Payment Amount					1,089.93
100345	NAPA AUTO PARTS ELK RIVER	ZIP LIQUID WAX	PV	92985	001	09101	8/3/2018	973682	6.99
				Summary Total					6.99
	NAPA AUTO PARTS ELK RIVER 17137 YALE STREET NW	AIR AND OIL FILTERS 679/ INVEN	PV	93014	001	09101	8/16/2018	975570	111.20
				Summary Total					111.20
	P O BOX 1041 ELK RIVER MN 55330								
				Payment Amount					118.19
115167	NET TRANSCRIPTS INC	TRANSCRIPTION	PV	92986	001	09101	7/31/2018	0019677	391.20
				Summary Total					391.20
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014								
				Payment Amount					391.20
100360	NORTH STAR TOWING INC	JULY TOWS 4	PV	92796	001	09101	8/1/2018	080118	480.70
				Summary Total					480.70
	NORTH STAR TOWING INC 833 NORTH STREET ANOKA MN 55303								
				Payment Amount					480.70
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	92794	001	09101	8/1/2018	191936	300.34
				Summary Total					300.34
	NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD	MISC SUPPLIES	PV	93015	001	09101	8/17/2018	192122	210.75
	MINNEAPOLIS MN 55433			Summary Total					210.75
				Payment Amount					511.09
108137	NORTHERN STAR JUVENILE	1-5001-4753-90 2018	PV	93016	001	09270	8/20/2018	082018	5,000.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	DIVERSION								
	NORTHERN STAR JUVENILE DIVERSION 6202 BLOOMINGTON ROAD FORT SNELLING MN 55111			Summary Total					5,000.00
				Payment Amount					5,000.00
115232	NORTHERN TECHNOLOGIES LLC	JUNE/JULY 18 WOODLANDS 4TH	PV	92795	001	09804	8/6/2018	27580	734.75
	NORTHERN TECHNOLOGIES LLC 3522 4TH AVENUE S FARGO ND 58103			Summary Total					734.75
				Payment Amount					734.75
110547	NORTHWEST LIGHTING SYSTEMS CO.	MISC SUPPLIES	PV	92797	001	09240	7/27/2018	108107	248.25
	NORTHWEST LIGHTING SYSTEMS CO. 746 CRAIG AVENUE TRACY MN 56175			Summary Total					248.25
				Payment Amount					248.25
116472	OSI ENVIRONMENTAL INC	VACUUM TRUCK/PUMP	PV	92798	001	09101	6/21/2018	2073338	306.25
	OSI ENVIRONMENTAL INC 1000 LUND BLVD ANOKA MN 55303			Summary Total					306.25
				Payment Amount					306.25
112824	PARKPLACE STUDIO	EDA GOLF EVENT	PV	92957	001	09230	8/7/2018	080718	849.00
	PARKPLACE STUDIO 6093 146TH LANE NW RAMSEY MN 55303			Summary Total					849.00
				Payment Amount					849.00
106216	PIONEER RIM AND WHEEL CO	SPARE WHEEL	PV	92958	001	09101	8/14/2018	01BC9253	141.60
	PIONEER RIM AND WHEEL CO 2500 KENNEDY ST NE MINNEAPOLIS MN 55413			Summary Total					141.60
				Payment Amount					141.60

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
111488	POPP.COM INC	JULY 2018 SERVICE	PV	92906	001	09101	7/31/2018	992499891	117.08
	POPP.COM INC	JULY 2018 SERVICE	PV	92906	002	09101	7/31/2018	992499891	26.61
	620 MENDELSSOHN AVE NO	JULY 2018 SERVICE	PV	92906	003	09101	7/31/2018	992499891	31.93
	SUITE 101								
	GOLDEN VALLEY MN 55427	JULY 2018 SERVICE	PV	92906	004	09101	7/31/2018	992499891	180.94
		JULY 2018 SERVICE	PV	92906	005	09101	7/31/2018	992499891	31.93
		JULY 2018 SERVICE	PV	92906	006	09101	7/31/2018	992499891	90.47
		JULY 2018 SERVICE	PV	92906	007	09101	7/31/2018	992499891	37.25
		JULY 2018 SERVICE	PV	92906	008	09101	7/31/2018	992499891	108.57
		JULY 2018 SERVICE	PV	92906	009	09101	7/31/2018	992499891	86.58
		JULY 2018 SERVICE	PV	92906	010	09101	7/31/2018	992499891	106.28
		JULY 2018 SERVICE	PV	92906	011	09101	7/31/2018	992499891	57.71
							Summary Total		875.35
							Payment Amount		875.35
100393	PRAIRIE RESTORATIONS INC	RE: RIVERS BEND PARK	PV	92799	001	09101	7/26/2018	13351	612.50
	PRAIRIE RESTORATIONS INC						Summary Total		612.50
	31646 128TH STREET								
	PRINCETON MN 55371						Payment Amount		612.50
113444	PRECISE	JULY 2018 SERVICE	PV	92800	001	09101	7/30/2018	IN200-1017708	510.79
	PRECISE						Summary Total		510.79
	501 EAST CLIFF ROAD SIUTE 100								
	BURNSVILLE MN 55337						Payment Amount		510.79
107978	PREMIER COMMERCIAL PROPERTIES INC	HIGHWAY 10 MANAGE.	PV	92909	001	09410	7/31/2018	5953	200.00
	PREMIER COMMERCIAL PROPERTIES INC	HIGHWAY 10 MANAGE.	PV	92909	002	09410	7/31/2018	5953	200.00
	299 COON RAPIDS BLVD NW #200	HIGHWAY 10 MANAGE.	PV	92909	003	09410	7/31/2018	5953	200.00
	COON RAPIDS MN 55433	HIGHWAY 10 MANAGE.	PV	92909	004	09410	7/31/2018	5953	200.00
							Summary Total		800.00
							Payment Amount		800.00
112959	PREMIUM WATERS INC	FD BOTTLED WATER	PV	92907	001	09101	7/31/2018	621332-07-18	32.64
	PREMIUM WATERS INC						Summary Total		32.64
	P O BOX 9128	FD BOTTLED WATER	PV	92908	001	09101	7/31/2018	621331-07-18	29.64

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	MINNEAPOLIS MN 55480-9128			Summary Total					29.64
				Payment Amount					62.28
113737	RATWIK ROSZAK AND MALONEY PA	JULY 2018 RETAINER	PV	92987	001	09230	8/1/2018	62716	217.50
	RATWIK ROSZAK AND MALONEY PA	JULY 2018 RETAINER	PV	92987	002	09230	8/1/2018	62716	2,842.50
	300 U.S. TRUST BUILDING			Summary Total					3,060.00
	730 SECOND AVENUE SOUTH	JULY 2018 SERVICE	PV	92988	001	09214	7/31/2018	62715	191.50
	MINNEAPOLIS MN 55402	JULY 2018 SERVICE	PV	92988	002	09214	7/31/2018	62715	689.50
				Summary Total					881.00
				Payment Amount					3,941.00
114163	RCM SPECIALTIES INC	DRESSER	PV	92910	001	09101	8/3/2018	6701	1,509.75
	RCM SPECIALTIES INC			Summary Total					1,509.75
	12090 MARGO AVENUE SOUTH SUITE B								
	HASTINGS MN 55033			Payment Amount					1,509.75
110330	RESHETAR SYSTEM INC	ABATEMENT 16111 AZURITE	PV	92801	001	09101	7/30/2018	18-25151	735.00
	RESHETAR SYSTEM INC			Summary Total					735.00
	730 BUNKER LAKE BLVD								
	ANOKA MN 55303			Payment Amount					735.00
116092	ROADKILL ANIMAL CONTROL	1 DEER CALL	PV	92959	001	09101	8/16/2018	081618	93.00
	ROADKILL ANIMAL CONTROL			Summary Total					93.00
	520 HAROLD DRIVE								
	BURNSVILLE MN 55337			Payment Amount					93.00
113499	ROSENBAUER MINNESOTA LLC	PUMPER/HOSEBED DIVIDER	PV	92911	001	09101	7/31/2018	0000030187	425.00
	ROSENBAUER MINNESOTA LLC			Summary Total					425.00
	P O BOX 549								
	5181 260TH STREET								
	WYOMING MN 55092			Payment Amount					425.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100431	SAFETY KLEEN CORPORATION	RECYCLE OIL	PV	92960	001	09101	8/1/2018	CN07355513	110.97
	SAFETY KLEEN CORPORATION PO BOX 382066 PITTSBURGH PA 15250-8066						Summary Total		110.97
							Payment Amount		110.97
116553	SAMI DARE INC	HAPPY DAYS 2018	PV	93017	001	09297	8/15/2018	081518	720.00
	SAMI DARE INC 444 13TH STREET RED WING MN 55066						Summary Total		720.00
							Payment Amount		720.00
115583	SANDARIN, BARBARA	AUGUST 2018 YOGA CLASSES	PV	92802	001	09101	8/3/2018	080318	520.00
	BARBARA SANDARIN 1824 113TH LANE NW COON RAPIDS MN 55433						Summary Total		520.00
							Payment Amount		520.00
107711	SCHINDLER ELEVATOR	AUG-OCT 2018	PV	92803	001	09101	8/1/2018	8104853352	631.56
	SCHINDLER ELEVATOR P O BOX 93050 CHICAGO IL 60673-3050						Summary Total		631.56
							Payment Amount		631.56
100920	SHERWIN WILLIAMS	ATH WHITE	PV	92961	001	09101	8/1/2018	4668-0	93.48
	SHERWIN WILLIAMS 3564 MAIN STREET NW COON RAPIDS MN 55448-1002						Summary Total		93.48
							Payment Amount		93.48
111805	SNAP ON TOOLS	APOLLO EURO	PV	92804	001	09101	8/1/2018	08011834644	2,995.01
	SNAP ON TOOLS ACCOUNTING DEPARTMENT P O BOX 9001 CRYSTAL LAKE IL 60039						Summary Total		2,995.01
							Payment Amount		2,995.01

R04570

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
114269	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC	JULY 18 SERVICES	PV	92962	001	09101	7/24/2018	10770	4,901.40
	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC 18523 OLSON STREET NW ELK RIVER MN 55330					Summary Total			4,901.40
						Payment Amount			4,901.40
100456	ST CROIX RECREATION FUN PLAYGROUNDS	VALVE BODY/SANIMATIC KIT	PV	92912	001	09101	8/3/2018	19869	129.00
	ST CROIX RECREATION FUN PLAYGROUNDS INC 225 NORTH SECOND STREET STILLWATER MN 55082					Summary Total			129.00
						Payment Amount			129.00
100474	SUPERIOR STRIPING INC	CITY HALL-FRONT CURB PAINT	PV	92963	001	09101	8/9/2018	44523	150.00
	SUPERIOR STRIPING INC 14021 BASALT STREET NW RAMSEY MN 55303					Summary Total			150.00
						Payment Amount			150.00
100485	TIMESAVER OFF SITE SECRETARIAL INC	JULY 18 MEETINGS	PV	92805	001	09101	7/31/2018	M23999	935.50
	TIMESAVER OFF SITE SECRETARIAL INC 5291 RIVER OAK DRIVE SAVAGE MN 55378	AUG 2018 MEETINGS	PV	92989	001	09101	8/14/2018	M24041	761.50
						Summary Total			761.50
						Payment Amount			1,697.00
112688	TITAN MACHINERY	REPAIR HYDRAULIC LEAK	PV	92806	001	09101	7/28/2018	923655	1,823.00
	TITAN MACHINERY 14375 JAMES ROAD ROGERS MN 55374	REPAIR HYDRAULIC LEAK	PV	92806	002	09101	7/28/2018	923655	645.94
						Summary Total			2,468.94
						Payment Amount			2,468.94
112079	TOKLE INSPECTIONS INC	JULY 18 SERVICES	PV	92990	001	09101	8/10/2018	081018	3,311.81

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	TOKLE INSPECTIONS INC 1748 123RD AVENUE NW COON RAPIDS MN 55448			Summary Total					3,311.81
				Payment Amount					3,311.81
113367	TRAFFIC LOGIX CORPORATION	SIGN MATERIAL/BRACKETS	PV	92913	001	09101	7/20/2018	SIN01469	5,193.00
	TRAFFIC LOGIX CORPORATION 3 HARRIET LANE SPRING VALLEY NY 10977			Summary Total					5,193.00
				Payment Amount					5,193.00
116524	TWIN CITIES TRANSPORT AND RECOVERY INC	TOW	PV	92807	001	09101	7/26/2018	626449	199.00
	TWIN CITIES TRANSPORT AND RECOVERY INC 3760 FLOWERFIELD ROAD BLAINE MN 55014	TOW 18-194852		Summary Total					199.00
			PV	92991	001	09101	8/9/2018	080918	152.00
				Summary Total					152.00
				Payment Amount					351.00
107705	TWIN CITY GARAGE DOOR CO	PD GARAGE DOOR REPAIR	PV	92964	001	09101	8/9/2018	Z068868	261.00
	TWIN CITY GARAGE DOOR CO 5601 BOONE AVE N MINNEAPOLIS MN 55428			Summary Total					261.00
				Payment Amount					261.00
111742	TWIN CITY WATER CLINIC INC	JULY 18 WATER TESTS 15	PV	92914	001	09601	8/1/2018	11817	300.00
	TWIN CITY WATER CLINIC INC 617 13TH AVENUE SOUTH HOPKINS MN 55343			Summary Total					300.00
				Payment Amount					300.00
115935	UNITED STATES GEOLOGICAL SURVEY	2017 BILL- STEAMGAGE AT MISS	PV	92915	001	09605	7/13/2018	90652292	2,000.00
	UNITED STATES GEOLOGICAL SURVEY PO BOX 71362 PHILADELPHIA PA 19176			Summary Total					2,000.00
				Payment Amount					2,000.00

R04570

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
106990	USA BLUE BOOK	WIRE FLAGS	PV	92809	001	09101	7/30/2018	638891	149.67
				Summary Total					149.67
	USA BLUE BOOK PO BOX 9004 GURNEE IL 60031-9004								
				Payment Amount					149.67
111532	USA INFLATABLES	HAPPY DAYS 2018	PV	92992	001	09297	8/15/2018	081518	2,529.94
				Summary Total					2,529.94
	USA INFLATABLES 10964 MISSISSIPPI DRIVE N CHAMPLIN MN 55316								
				Payment Amount					2,529.94
105628	WELLS CATERING SERVICE	CC MEAL 8/6/2018	PV	92808	001	09101	8/6/2018	44407	90.80
				Summary Total					90.80
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108	EDA GOLF- BAL DUE	PV	92916	001	09230	8/7/2018	43895	2,517.24
	RAMSEY MN 55303			Summary Total					2,517.24
				Payment Amount					2,608.04
100539	WRIGHT TIRE SERVICE INC	2 TIRES 675	PV	92965	001	09101	8/13/2018	238484	226.92
				Summary Total					226.92
	WRIGHT TIRE SERVICE INC 710 WEST MAIN STREET	2 TIRES 403	PV	92966	001	09101	8/15/2018	61748	187.10
	ANOKA MN 55303			Summary Total					187.10
				Payment Amount					414.02
112515	WSB AND ASSOCIATES INC	COR AUAR JULY 18	PV	92993	001	09214	8/13/2018	R-011954-000-4	1,830.25
				Summary Total					1,830.25
	WSB AND ASSOCIATES INC 701 XENIA AVENUE SOUTH SUITE 300 MINNEAPOLIS MN 55416								
				Payment Amount					1,830.25
				Total Amount to be Processed					345,397.02
				Total Number of Payments to be Processed					120

R04570

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
116186	KILLMER ELECTRIC CO INC	PAY EST-FINAL WELL 3 GEN	PV	92917	001	09601	8/15/2018	081518	39,646.50
	KILLMER ELECTRIC CO INC 5141 LAKELAND AVENUE N CRYSTAL MN 55429						Summary Total		39,646.50
							Payment Amount		39,646.50
116334	MN BOARDWALK LLC	PAY EST- FINAL TROTT BRK BRDWK	PV	92918	001	09805	8/16/2018	081618	37,098.00
	MN BOARDWALK LLC 8617 80TH STREET GLENCOE MN 55336						Summary Total		37,098.00
							Payment Amount		37,098.00
106451	PEARSON BROTHERS INC	PAY EST 1-18 CRACK/SEALCOAT	PV	92919	001	09101	8/13/2018	081318	421,540.27
	PEARSON BROTHERS INC 11079 LAMONT AVE NE HANOVER MN 55341-4063						Summary Total		421,540.27
							Payment Amount		421,540.27
							Total Amount to be Processed		498,284.77
							Total Number of Payments to be Processed		3

NORTHLAND TRUST SERVICES
150 S. Fifth Street, Suite 3300
Minneapolis, MN 55402
Phone 612-851-4931
Fax 612-851-4933

*** EFFECTIVE FEBRUARY 11, 2018 OUR ADDRESS HAS CHANGED ***
(SEE ABOVE)

INVOICE

CITY OF RAMSEY
ATTN: FINANCE OFFICER
7550 SUNWOOD DRIVE NW
RAMSEY MN 55303-5137

07/11/2018
RAMS13A

RE: CITY OF RAMSEY, MINNESOTA
$635,000 GENERAL OBLIGATION EQUIPMENT
CERTIFICATES OF INDEBTEDNESS,
SERIES 2013A

9348 6802 6900 75
9348 6011 4818
64818 75

Debt Service: 09/01/2018

Principal:	60,000.00
Interest:	4,818.75
Total Principal & Interest:	64,818.75
Less Cash on Hand (Escrow Funds)	(0.00)
Paying Agent Annual Fee	0.00
Total Amount Due:	**64,818.75**

CHECK PAYMENTS due: 08-27-18

Make Checks payable to:
NORTHLAND TRUST SERVICES INC.

WIRE PAYMENTS due: 08-29-18

Wells Fargo Bank, San Francisco, CA
ABA: 121-000-248
ACCT: 143-6412710 Northland Trust Services
REF: Issuer name & series number

***MN SCHOOL DISTRICTS should wire funds 3 days prior to debt service date according to State Credit Enhancement requirements.**

Thank you for your business!

If you have questions please contact:

Rhonda Magee
PH:612-851-4931
rmagee@northlandtrust.com

Scott Miles
PH: 612-851-5914
smiles@northlandtrust.com

RECEIVED
JUL 12 2018

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-172

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF AUGUST 2, 2018 THROUGH AUGUST 22, 2018.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of August 2, 2018, through August 22, 2018, in the amount of $ 1,816,485.45 and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

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 cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period August 2, 2018, through August 22, 2018, in the amount of $ 1,816,485.45.

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 28th day of August 2018.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 7.**

Meeting Date: 08/28/2018

By: Bruce Westby, Engineering/Public Works

Information

Title

Adopt Resolution #18-173 Approving Americans with Disabilities Act (ADA) Transition Plan

Purpose/Background:

Purpose:

The purpose of this case is to approve the City of Ramsey's Americans with Disabilities Act (ADA) Transition Plan.

Background:

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990. Title II of ADA requires the City of Ramsey to meet the following general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [28 C.F.R. Sec. 35.150].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [28 C.F.R. Sec. 35.130 (a)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [28 C.F.R. Sec. 35.130(b) (7)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [28 C.F.R. Sec. 35.130(b)(iv) & (d)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [28 C.F.R. Sec. 35.160(a)].
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Attached is a draft copy of the City of Ramsey's Americans with Disabilities Act (ADA) Transition Plan, which addresses the City of Ramsey's plan for meeting these requirements over time as related to pedestrian facilities in public right-of-ways and easements.

On July 17, 2018, Staff reviewed a draft version of the ADA Transition Plan with the Public Works Committee and requested Committee input on several items within the plan, including the ADA compliance goals (see page 6) and public outreach (see page 7) portions of the plan. The Committee generally agreed with the compliance goals included in the draft ADA Transition Plan, and felt that public outreach is not necessary at this point since the draft plan simply addresses the minimum requirements of ADA Title II. However, the Public Works Committee did

discuss that Public Outreach should be an ongoing effort once the Plan is approved and implemented.

Following Council approval of the Plan, Staff will implement the Plan and will make it readily available to the public via the City website, and will publicize this in the next edition of the Ramsey Resident. Staff will also develop and discuss a public outreach plan with the Public Works Committee this winter, at which time adjustments can be made as necessary.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

It is important to note that the City must have an adopted ADA Transition Plan before it can accept any new federal funds. This Plan must therefore be adopted by the City Council before any new federal grants can be accepted for any projects including the Mississippi Skyway and any proposed Highway 10 improvements.

It is also important to note that while the ADA Transition Plan summarizes, evaluates, and prioritizes ADA related public improvements in specific areas of the City over time, the Plan does not directly plan for the completion of individual projects on a set schedule. Rather, it sets goals for improving the accessibility of pedestrian facilities within the City of Ramsey's jurisdiction over a specified period of time. Individual improvement projects intended to meet these goals will still be outlined in the City's Capital Improvement Plan and must be approved by the City Council on a project-by-project basis. No such projects exist within the 2019 CIP therefore the ADA Transition Plan has no budgetary impacts for 2019.

Alternatives:

Alternative #1 – Motion to adopt Resolution #18-173 approving the City of Ramsey's Americans with Disabilities Act (ADA) Transition Plan.

Funding Source:

Staff completed the ADA Transition Plan as part of its normal duties. The Plan does not carry any budgetary impacts through 2019.

Recommendation:

Staff recommends Alternative #1 to allow City Staff to continue applying for federal grant dollars to construct any number of City improvement projects.

The Public Works Committee reviewed the draft ADA Transition Plan at their regular meeting on July 17, 2018, and recommended City Council approval. It should be noted that the Committee did inquire whether the ADA Transition Plan was in agreement with any proposed improvements identified within the Parks Improvement Plan. Upon checking, it was determined that the Parks Plan included no proposed ADA related improvements.

Action:

Motion to adopt Resolution #18-173 approving the City of Ramsey's Americans with Disabilities Act (ADA) Transition Plan.

Attachments

Resolution 18-173

ADA Transition Plan

Form Review

Inbox	Reviewed By	Date

Len Linton	Len Linton	08/23/2018 02:01 PM
Bruce Westby (Originator)	Bruce Westby	08/23/2018 02:06 PM
Len Linton	Len Linton	08/23/2018 02:11 PM
Colleen Lasher	Colleen Lasher	08/23/2018 02:32 PM
Kurt Ulrich	Kurt Ulrich	08/23/2018 04:03 PM

Form Started By: Bruce Westby Started On: 08/22/2018 10:53 AM

Final Approval Date: 08/23/2018

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

RESOLUTION #18-173

**RESOLUTION APPROVING CITY OF RAMSEY
AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN**

WHEREAS, the Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability; and

WHEREAS, Title II of ADA pertains to the programs, activities and services public entities provide; and

WHEREAS, as a provider of public transportation services and programs, the City of Ramsey must comply with this section of the Act as it specifically applies to public service agencies; and

WHEREAS, as required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Ramsey has conducted a self-evaluation of its facilities within public rights of way and has developed a Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

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

The City Council hereby approves the Americans with Disabilities Act Transition Plan on behalf of the City of Ramsey.

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:

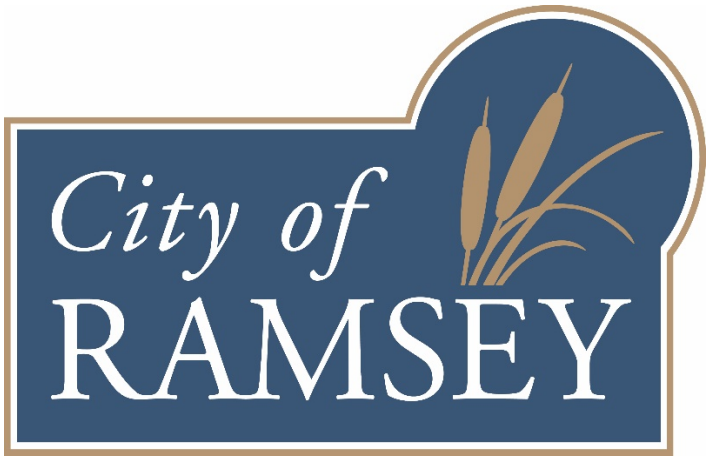
and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 28th day of August, 2018.

_____
Mayor

ATTEST:

_____
City Clerk



ADA TRANSITION PLAN

FINAL COPY

AUGUST 2018

Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Ramsey must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "…no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Ramsey has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to the City of Ramsey existing Transition Plan covering buildings, services, programs and activities.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Ramsey must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

This document has been created to specifically cover accessibility within the public rights of way and does not include information on City of Ramsey programs, practices, or building facilities not related to public rights of way.

Self-Evaluation

Overview

The City of Ramsey is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City of Ramsey implements these policies. The goal of the self-evaluation is to verify that, in implementing the City of Ramsey policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City of Ramsey Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City of Ramsey rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017, the City of Ramsey completed an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 21.6 miles of sidewalks
- 993 curb ramps
- 50.6 miles of trails
- 0 traffic control signals
- 1 bus stops

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, the City of Ramsey has striven to provide accessible pedestrian features as part of the City of Ramsey capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City of Ramsey updated their procedures to accommodate these methods.

The City has installed pedestrian ramps meeting the then current standards since the mid 1900's with each project were sidewalks or trails were installed.

Policy

The City of Ramsey goal is to continue to provide accessible pedestrian design features as part of the City of Ramsey capital improvement projects. The City of Ramsey has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Ramsey will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City of Ramsey will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City of Ramsey jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City of Ramsey. The City of Ramsey has developed a sidewalk and trail policy which will be followed when evaluating pedestrian facilities in the public right-of-way.

Requests for accessibility improvements can be submitted to the Public Right of Ways ADA Implementation Coordinator. Contact information for this person is located in Appendix E.

Improvement Schedule

Priority Areas

The City of Ramsey has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas as identified in the January 2018 self-evaluation are as follows:

- Area within 0.5 mile of the COR

The COR was designed to be pedestrian friendly.

- Area around the existing Southeast Commercial Node on TH 47.
- Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Numerous other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Ramsey. The City of Ramsey will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

The City of Ramsey has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City of Ramsey's jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by City of Ramsey staff would be ADA compliant.
- After 20 years, 80% of accessibility features within the jurisdiction of City of Ramsey would be ADA compliant.
- After 20 years, 100% of accessibility features constructed after January 26, 1991, would be ADA compliant.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the City of Ramsey has identified an ADA Title II Coordinator to oversee the City of Ramsey policies and procedures. Contact information for this individual is located in Appendix E.

Implementation Schedule

Methodology

The City of Ramsey will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is employing stand-alone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by City of Ramsey staff. The City of Ramsey CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Outreach

The City of Ramsey recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Ramsey.

Public outreach was not utilized during the creation of this document, but will be utilized during future updates.

This document will be available for public review and comment on the City of Ramsey's website following its adoption by the City Council. A summary of comments received and detailed information regarding future public outreach activities will be added in Appendix C.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of City of Ramsey facilities and services believe the City of Ramsey has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City of Ramsey has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document will continue to be updated as conditions within the City of Ramsey evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated every 5 years, with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

A. **Self-Evaluation Results**

B. **Schedule / Budget Information**

C. **Public Outreach**

D. **Grievance Procedure**

E. **Contact Information**

F. **Agency ADA Design Standards and Procedures**

G. **Glossary of Terms**

Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- 43 % of sidewalks met accessibility criteria
- 43 % of curb ramps met accessibility criteria
- 74 % intersections did not have any adjacent sidewalks or trails
- 43 % of trails met accessibility criteria
- 100 % of bus stops met accessibility criteria
- 100 % of bus stops had amenities that met accessibility criteria

Pedestrian Ramps

Street	Intersection	Id	Visited	Compliant
137th Ave	137th Ave. east of Garnet St. (north)	5	Jun-15	No
137th Ave	137th Ave. east of Garnet St. (south)	6	Jun-15	No
137th Ave	137th Ave. & Ebony St.	3	Jun-15	Yes
137th Ave	137th Ave. & Ironstone St.	4	Jun-15	No
139th Ave	6952-6968 139th Ave. (north)	420	Jun-15	No
139th Ave	6952-6968 139th Ave. (south)	421	Jun-15	No
139th Ave	6972-6986 139th Ave. (east)	422	Jun-15	No
139th Ave	6972-6986 139th Ave. (west)	423	Jun-15	No
139th Ave	6992-7006 139th Ave. (east)	424	Jun-15	No
139th Ave	6992-7006 139th Ave. (west)	425	Jun-15	No
139th Ave	7012-7026 139th Ave. (east)	426	Jun-15	No
139th Ave	7012-7026 139th Ave. (west)	427	Jun-15	No
139th Ave	7032-7048 139th Ave. (east)	428	Jun-15	No
139th Ave	7032-7048 139th Ave. (west)	429	Jun-15	No
139th Ave	7062-7078 139th Ave. (east)	430	Jun-15	No
139th Ave	7062-7078 139th Ave. (west)	431	Jun-15	No
139th Ave	7082-7098 139th Ave. (east)	432	Jun-15	No
139th Ave	7082-7098 139th Ave. (west)	433	Jun-15	No
139th Ave	7102-7108 139th Ave. (east)	434	Jun-15	No
139th Ave	7102-7108 139th Ave. (west)	435	Jun-15	No
139th Ave	7118-7122 139th Ave. (north)	436	Jun-15	No
139th Ave	7118-7122 139th Ave. (south)	437	Jun-15	No
139th Ave	139th Ave. & Riverdale Dr. (ne)	7	Jun-15	No
139th Ave	139th Ave. & Riverdale Dr. (nw)	8	Jun-15	No
139th Ave	139th Ave. & Riverdale Dr. (se)	9	Jun-15	No
139th Ave	139th Ave. & Riverdale Dr. (se)	10	Jun-15	No
139th Ln	139th Ln. west of Riverdale Dr. & Riverdale Dr. (east)	27	Jun-15	No
139th Ln	139th Ln. west of Riverdale Dr. & Riverdale Dr. (west)	28	Jun-15	No
139th Ln	139th Ln. east of Ironstone Trl. (east)	23	Jun-15	No
139th Ln	139th Ln. east of Ironstone Trl. (west)	24	Jun-15	No
139th Ln	Frederik's south entrance (ne)	631	Jun-15	No
139th Ln	Frederik's south entrance (nw)	632	Jun-15	No
139th Ln	Slumberland south entrance (east)	828	Jun-15	No
139th Ln	Slumberland south entrance (west)	829	Jun-15	No

Street	Intersection	Id	Visited	Compliant
139th Ln	139th Ln. & Garnet Ter. (west)	14	Jun-15	No
139th Ln	139th Ln. & Garnet Ter. (east)	13	Jun-15	No
139th Ln	139th Ln. & Hematite St. (nw)	15	Jun-15	No
139th Ln	139th Ln. & Hematite St. (se)	16	Jun-15	No
139th Ln	139th Ln. & Hematite St. (sw)	17	Jun-15	No
139th Ln	139th Ln. & Ironstone Ter. (west)	19	Jun-15	No
139th Ln	139th Ln. & Ironstone Trl. (east)	20	Jun-15	No
139th Ln	139th Ln. & Ironstone Trl. (west)	21	Jun-15	No
139th Ln	139th Ln. & Jaspar St.	22	Jun-15	No
139th Ln	139th Ln. west of Garnet Ter. (east)	25	Jun-15	No
139th Ln	139th Ln. west of Garnet Ter. (west)	26	Jun-15	No
140th Ave	140th Ave. & Dysprosium St. (n)	29	Jun-15	Yes
140th Ave	140th Ave. & Dysprosium St. (s)	30	Jun-15	Yes
140th Ct	140th Ct. & Sunfish Lake Blvd. (north)	31	Jun-15	Yes
140th Ct	140th Ct. & Sunfish Lake Blvd. (south)	32	Jun-15	Yes
141st Ave	141st Ave. & Dysprosium St. (ne)	33	Jun-15	Yes
141st Ave	141st Ave. & Dysprosium St. (se n/s)	35	Jun-15	Yes
142md Ave	142nd Ave. & St. Francis Blvd. (sw, w)	45	Jun-15	Yes
142nd Ave	West of 142nd Ave. & Xkimo St. (east)	980	Jun-15	No
142nd Ave	West of 142nd Ave. & Xkimo St. (west)	981	Jun-15	No
142nd Ave	142nd Ave. & Dysprosium St. (n)	38	Jun-15	Yes
142nd Ave	142nd Ave. & Dysprosium St. (s)	39	Jun-15	Yes
142nd Ave	Emerald Pond Park south entrance	1066	Jun-15	No
142nd Ave	Flintwood Terrace Park	1068	Jul-15	No
142nd Ave	142nd Ave. & St. Francis Blvd. (se)	43	Jun-15	No
142nd Ave	142nd Ave. & Xkimo St. (nw)	47	Jun-15	No
142nd Ave	142nd Ave. & Xkimo St. (sw)	49	Jun-15	Yes
142nd Cir	142nd Cir. & Dysprosium St. (ne n/s)	51	Jun-15	Yes
142nd Cir	142nd Cir. & Dysprosium St. (se)	53	Jun-15	Yes
142nd Ln	142nd Ln & Dysprosium St. (n)	54	Jun-15	Yes
142nd Ln	142nd Ln & Dysprosium St. (s)	55	Jun-15	Yes
142nd Ln	142nd Ln. & Sunfish Lake Blvd. (north)	56	Jun-15	Yes
142nd Ln	142nd Ln. & Sunfish Lake Blvd. (south)	57	Jun-15	Yes
143rd Ave	143rd Ave. & Dysprosium St. (se)	61	Jun-15	Yes
143rd Ave	143rd Ave. & Dysprosium St. (ne n/s)	59	Jun-15	Yes
143rd Ave	143rd Ave. & Xkimo St. (north)	62	Jun-15	No
143rd Ave	143rd Ave. & Xkimo St. (south)	63	Jun-15	No
143rd Ln	Quicksilver St (south side)	1065		No
143rd Ln	143rd Ln. & Sunfish Lake Blvd.	64	Jun-15	No
144th Ave	144th Ave. & Iodine St. (south)	71	Jun-15	No
144th Ave	144th Ave. & Iodine St. (north)	69	Jun-15	No
144th Ave	144th Ave. & Iodine St. (sw)	72	Jun-15	No
144th Ln	144th Ln. & Potassium St. (north)	73	Jun-15	No
144th Ln	144th Ln. & Potassium St. (south)	74	Jun-15	No
144th Way	144th Way @ east side of loop (north)	79	Jun-15	No
144th Way	144th Way @ east side of loop (south)	80	Jun-15	No
144th Way	144th Way & Iodine St. (e)	75	Jun-15	No
145th Ave	145th Ave. & Center St. (nw)	82	Jul-15	Yes
145th Ave	145th Ave. & Center St. (se)	83	Jul-15	Yes
145th Ave	145th Ave. & Center St. (sw n)	84	Jul-15	Yes
145th Ave	NAU Country east entrance on 145th Ave. (east)	668	Jul-15	No
145th Ave	NAU Country east entrance on 145th Ave. (west)	669	Jul-15	No
145th Ave	The DRAW softball field south entrance (east)	965	Jul-15	Yes

Street	Intersection	Id	Visited	Compliant
145th Ave	The DRAW softball field south entrance (west)	966	Jul-15	Yes
145th Ave	145th Ave. & Peridot St. (south)	91	Jul-15	No
145th Ave	145th Ave. & Peridot St. (north)	90	Jul-15	No
145th Ave	NAU Country west entrance on 145th Ave. (east)	670	Jul-15	Yes
145th Ave	NAU Country west entrance on 145th Ave. (west)	671	Jul-15	Yes
145th Ln	145th Ln. & Potassium St. (north)	94	Jun-15	No
145th Ln	145th Ln. & Potassium St. (south)	95	Jun-15	No
145th Ln	145th Ln. & Sunwood Dr.	96	Jun-15	Yes
145th Ln	145th Ln. & Tungsten Way (east)	97	Jul-15	No
145th Ln	145th Ln. & Tungsten Way (west)	98	Jul-15	No
145th Ter	145th Ter. & Olivine St. (north)	102	Jul-15	No
145th Ter	145th Ter. & Olivine St. (south)	103	Jul-15	No
146th Ave	146th Ln. & 146th Ave. (east)	137	Jun-15	No
146th Ave	146th Ave. & Nowthen Blvd. (north)	115	Jun-15	No
146th Ave	146th Ave. & Nowthen Blvd. (south)	116	Jun-15	No
146th Ave	146th Ave. & Peridot St. (nw)	119	Jul-15	Yes
146th Ave	146th Ave. & Potassium St. (north)	121	Jun-15	No
146th Ave	146th Ave & Sapphire Way	114	Jul-15	Yes
146th Ave	146th Ave. & Tungsten Way (south)	136	Jun-15	No
146th Ln	146th Ln. @ west park entrance (east)	149	Jun-15	No
146th Ln	146th Ln. @ west park entrance (west)	151	Jun-15	No
146th Ln	146th Ln. & Radium St. (north)	140	Jun-15	No
146th Ln	146th Ln. & Radium St. (south)	141	Jun-15	No
146th Ln	146th Ln. & Radium St. (south)	142	Jun-15	No
146th Ln	146th Ln. & Sodium St. (north)	143	Jun-15	No
146th Ln	146th Ln. & Sodium St. (south)	144	Jun-15	No
146th Ln	146th Ln. & Sunwood Dr. (ne)	145	Jun-15	No
146th Ln	146th Ln. & Sunwood Dr. (nw)	146	Jun-15	No
146th Ln	146th Ln. & Sunwood Dr. (se)	147	Jun-15	No
146th Ln	146th Ln. & Sunwood Dr. (sw)	148	Jun-15	No
147th Ave	147th Ave. & Sunwood Dr. (east)	168	Jun-15	No
147th Ave	147th Ave. & Sunwood Dr. (west)	169	Jun-15	No
147th Cir	147th Ln & 147th Cir. (ne e/w)	171	Jun-15	Yes
147th Cir	147th Ln & 147th Cir. (nw e/w)	173	Jun-15	Yes
147th Cir	147th Cir. & Argon St.	170	Jun-15	No
147th Ln	147th Ln & 147th Cir. (ne n/s)	172	Jun-15	Yes
147th Ln	147th Ln & 147th Cir. (sw e/w)	177	Jun-15	Yes
147th Ln	147th Ln & 147th Cir. (nw n/s)	174	Jun-15	Yes
147th Ln	147th Ln & 147th Cir. (se e/w)	175	Jun-15	Yes
147th Ln	147th Ln & 147th Cir. (se n/s)	176	Jun-15	Yes
147th Ln	147th Terr. & 147th Ln (north)	212	Jun-15	No
147th Ln	147th Terr. & 147th Ln (south)	213	Jun-15	No
147th Ln	7279-7307 147th Ln. (east)	440	Jun-15	No
147th Ln	7279-7307 147th Ln. (west)	441	Jun-15	No
147th Ln	7311-7339 147th Ln. (east)	442	Jun-15	No
147th Ln	7311-7339 147th Ln. (west)	443	Jun-15	No
147th Ln	7351-7365 147th Ln. (east)	444	Jun-15	No
147th Ln	7351-7365 147th Ln. (west)	445	Jun-15	No
147th Ln	7367-7373 147th Ln (east)	446	Jun-15	No
147th Ln	7367-7373 147th Ln (west)	447	Jun-15	No
147th Ln	147th Ln. & Ramsey Blvd. (north)	195	Jun-15	Yes
147th Ln	147th Ln & Rhinestone St. (ne)	183	Jun-15	No
147th Ln	147th Ln. & Xenolith St. (south)	206	Jun-15	Yes
147th Ln	147th Ln. & Xenolith St. (north)	205	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
147th Ln	147th Ln. & Zeolite St.	207	Jun-15	Yes
147th Pl	147th Place & Willemite St. (south)	209	Jun-15	No
147th Pl	147th Place & Willemite St. (north)	208	Jun-15	Yes
147th Terrace	7260-7230 147th Terr. (east)	438	Jun-15	No
147th Terrace	7260-7230 147th Terr. (west)	439	Jun-15	No
147th Terrace	West of 7260-7230 147th Terr. (east)	982	Jun-15	No
147th Terrace	West of 7260-7230 147th Terr. (west)	983	Jun-15	No
148th Ave	148th Ave. & Sunwood Dr. (east)	220	Jun-15	No
148th Ave	148th Ave. & Sunwood Dr. (west)	221	Jun-15	No
148th Ave	148th Ave. & Zuni St. (west)	222	Jun-15	No
148th Ave	148th Ave. & Zuni St. (east)	223	Jun-15	No
148th Lane	148th Ln. @ end of cul-de-sac	236	Jun-15	Yes
148th Lane	148th Ln. & Peridot St. west intersection	233	Jun-15	Yes
148th Ln	148th Ln. & Bison St.	224	Jun-15	Yes
149th Ave	149th Ave. & Bison St.	237	Jun-15	Yes
149th Ave	149th Ave. & Olivine St. (east)	238	Jun-15	Yes
149th Ave	149th Ave. & Olivine St. (west)	239	Jun-15	Yes
149th Ave	149th Ave. & Peridot St. (east)	240	Jun-15	Yes
149th Ave	149th Ave. & Peridot St. (west)	241	Jun-15	Yes
149th Ave	149th Ave. & Ramsey Blvd. (se e/w)	242	Jun-15	Yes
149th Ave	149th Ave. & Ramsey Blvd. (se n/s)	243	Jun-15	No
149th Ave	149th Ave. & Ramsey Blvd. (sw e/w)	244	Jun-15	Yes
149th Ave	149th Ave. & Ramsey Blvd. (sw n/s)	245	Jun-15	No
149th Ave	149th Ave. @ end of sidewalk east of Peridot St.	248	Jun-15	No
149th Ave	149th Ave. & Zeolite St. (east)	246	Jun-15	Yes
149th Ave	149th Ave. & Zeolite St. (west)	247	Jun-15	Yes
14th Lane	147th Ln. & Ramsey Blvd. (south)	196	Jun-15	Yes
150th Ln	150th Ln. & Waco St. (north)	256	Jun-15	No
150th Ln	150th Ln. & Waco St. (south)	257	Jun-15	No
150th Ln	150th Ln. & Helium St.	251	Jun-15	No
151st Ave	151st Ave. & Garnet St.	258	Jun-15	No
152nd Ln	Cobalt St. west of Barium St. 1st parking space (north)	617	Jun-15	No
152nd Ln	Cobalt St. west of Barium St. 1st parking space (south)	618	Jun-15	No
154th Ln	154th Ln. west of Fluorine St. (north)	302	May-15	No
154th Ln	154th Ln. west of Fluorine St. (south)	303	May-15	No
155th Ln	155th Ln. & Waco St. @ end of cul-de-sac	316	Jun-15	No
155th Ln	155th Ln. west of Yakima St. @ park entrance (east)	327	Jun-15	No
155th Ln	155th Ln. west of Yakima St. @ park entrance (west)	328	Jun-15	No
155th Ln	155th Ln. & Waco St. (east)	314	Jun-15	No
155th Ln	155th Ln. & Waco St. (west)	315	Jun-15	No
155th Ln	155th Ln. west of Yakima St. @ park entrance trail end (south)	330	Jun-15	No
155th Ln	155th Ln. west of Yakima St. @ park entrance trail end (east)	329	Jun-15	No
155th Ln	155th Ln. & Xkimo St. (ne)	317	Jun-15	No
155th Ln	155th Ln. & Xkimo St. (nw)	318	Jun-15	No
155th Ln	155th Ln. & Xkimo St. (sw)	319	Jun-15	No
155th Ln	155th Ln. & Yakima Ct. (east)	320	Jun-15	No
155th Ln	155th Ln. & Yakima Ct. (west)	321	Jun-15	No
155th Ln	155th Ln. & Yakima St. (east)	323	Jun-15	No
155th Ln	155th Ln. & Yakima St. (west)	325	Jun-15	No
156th Ln	156th Ln. & 157th Ave.	331	May-15	No
156th Ln	156th Ln. & Juniper Ridge Dr.	333	Jun-15	No
156th Ln	Woodland Green Park north entrance	1133	May-15	No
157th Ave	157th Ave. & Krypton St. (dead end intersection)	338	May-15	No
160th Ln	Elmcrest Park	1064	Jul-15	No

Street	Intersection	Id	Visited	Compliant
160th Ln	160th Ln. south of 160th Ct. (north)	346	May-15	No
160th Ln	160th Ln. south of 160th Ct. (south)	347	May-15	No
160th Ln	Northfork Park	1079	Jul-15	No
161st Ave	161st Ave. & Rhinestone St. (east)	349	May-15	No
161st Ave	161st Ave. & Rhinestone St. (west)	350	May-15	No
161st Ave	161st Ave. & Uranimite St. (east)	351	May-15	No
161st Ave	161st Ave. & Uranimite St. (west)	352	May-15	No
161st Ave	161st Ave. & Variolite St.	353	May-15	No
162md LN	162nd Ln. & Lithium St. (east)	355	May-15	Yes
162md LN	162nd Ln. & Lithium St. (west)	356	May-15	Yes
162nd Crossing	162nd Xing. & Junkite St. (west)	362	May-15	Yes
162nd Crossing	162nd Xing. & Junkite St. (east)	361	May-15	Yes
162nd Crossing	162nd Xing. & Lithium Ct. (east)	363	May-15	Yes
162nd Crossing	162nd Xing. & Lithium Ct. (west)	364	May-15	Yes
162nd Ln	162nd Ln. east of Wolverine St. (north)	357	Jun-15	No
162nd Ln	162nd Ln. east of Wolverine St. (south)	358	Jun-15	No
167th Ave	167th Ave. & Garnet St. (east)	373	May-15	Yes
167th Ave	167th Ave. & Garnet St. (west)	374	May-15	Yes
167th Ave	166th Ave. & Jaspar St. (east)	368	May-15	Yes
167th Ave	166th Ave. & Jaspar St. (west)	369	May-15	Yes
167th Ave	166th Ave. & Limonite St. (east)	370	May-15	Yes
167th Ave	166th Ave. & Limonite St. (west)	371	May-15	Yes
167th Ave	166th Ave. west of Limonite St.	372	May-15	Yes
167th Ave	167th Ave. & Nowthen Blvd.	375	May-15	Yes
167th Ln	167th Ln. east of Armstrong Blvd. (Itasca Trail north entrance)	378	May-15	No
167th Terrace	167th Ter. & Olivine St. (east)	381	May-15	Yes
167th Terrace	167th Ter. & Olivine St. (west)	382	May-15	Yes
168th Ln	168th Ln. & Kamacite St.	385	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (e 1st from north)	389	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (e 2nd)	390	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (e 3rd)	391	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (e 4th)	392	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (n 1st from east)	393	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (n 2nd)	394	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (n 3rd)	395	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (n 4th)	396	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (s 1st from east)	397	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (s 2nd)	398	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (s 3rd)	399	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (s 4th)	400	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (w 1st from north)	401	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (w 2nd)	402	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (w 3rd)	403	May-15	Yes
170th Ave	170th Ave. & Garnet St. Roundabout (w 4th)	404	May-15	Yes
170th Trl	170th Trl. & Garnet St. (east)	407	May-15	Yes
170th Trl	170th Trl. & Garnet St. (west)	408	May-15	Yes
170th Trl	170th Trl. & Limonite Ter. (north)	409	May-15	Yes
170th Trl	170th Trl. & Limonite Ter. (south)	410	May-15	Yes
170th Trl	170th Trl. & Marble St. (north)	411	May-15	Yes
170th Trl	170th Trl. & Marble St. (south)	412	May-15	Yes
170th Trl	170th Trl. east of Limonite Ter.	413	May-15	Yes
170th Trl	170th Trl. west of Garnet St. (north)	414	May-15	Yes
170th Trl	170th Trl. west of Garnet St. (south)	415	May-15	Yes
Alpine Drive	Alpine Dr. & 153rd Ct. (east)	448	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
Alpine Drive	Alpine Dr. & 153rd Ct. (west)	449	Jun-15	Yes
Alpine Drive	Alpine Dr. west of Barium St. Alpine Business Center east entrance (east)	527	Jun-15	No
Alpine Drive	Alpine Dr. west of Barium St. Alpine Business Center east entrance (west)	528	Jun-15	No
Alpine Drive	Alpine Dr. west of Barium St. Alpine Business Center west entrance (east)	529	Jun-15	No
Alpine Drive	Alpine Dr. west of Barium St. Alpine Business Center west entrance (west)	530	Jun-15	No
Alpine Drive	Alpine Dr. & Andrie St. (north)	450	May-15	Yes
Alpine Drive	Alpine Dr. & Andrie St. (south)	451	May-15	Yes
Alpine Drive	Alpine Dr. & Argon St.	452	Jun-15	No
Alpine Drive	Alpine Dr. east of St. Francis Blvd. Bill's east entrance (east)	521	Jun-15	No
Alpine Drive	Alpine Dr. east of St. Francis Blvd. Bill's east entrance (west)	522	Jun-15	No
Alpine Drive	Alpine Dr. east of St. Francis Blvd. Bill's west entrance (east)	523	Jun-15	No
Alpine Drive	Alpine Dr. east of St. Francis Blvd. Bill's west entrance (west)	524	Jun-15	No
Alpine Drive	Alpine Dr. & Cobalt St. (east)	455	Jun-15	No
Alpine Drive	Alpine Dr. & Cobalt St. (west)	456	Jun-15	No
Alpine Drive	Alpine Dr. north of Andrie St.	525	May-15	Yes
Alpine Drive	Alpine Dr. & Fluorine St. (east)	457	May-15	No
Alpine Drive	Alpine Dr. & Fluorine St. (west)	459	May-15	No
Alpine Drive	Alpine Dr. & Fluorine St. (west)	460	Jun-15	No
Alpine Drive	Alpine Dr. & Germanium St. (east)	461	May-15	No
Alpine Drive	Alpine Dr. & Germanium St. (east)	462	Jun-15	No
Alpine Drive	Alpine Dr. & Germanium St. (west)	463	May-15	No
Alpine Drive	Alpine Dr. & Germanium St. (west)	464	Jun-15	No
Alpine Drive	Alpine Dr. & Helium St. (east)	465	Jun-15	No
Alpine Drive	Alpine Dr. & Helium St. (north)	466	May-15	Yes
Alpine Drive	Alpine Dr. & Helium St. (south)	467	May-15	Yes
Alpine Drive	Alpine Dr. & Helium St. (west)	468	Jun-15	No
Alpine Drive	Alpine Dr. & Hematite St.	469	Jun-15	Yes
Alpine Drive	Alpine Dr.& Iguana St. (east)	531	May-15	Yes
Alpine Drive	Alpine Dr. & Iguana St. (west)	470	May-15	Yes
Alpine Drive	Alpine Dr. & Iodine St. (east)	471	May-15	No
Alpine Drive	Alpine Dr. & Iodine St. (west)	472	May-15	No
Alpine Drive	Alpine Dr. & Jackal (east)	473	May-15	Yes
Alpine Drive	Alpine Dr. & Jackal (west)	474	May-15	Yes
Alpine Drive	Alpine Dr. & Kangaroo St. (east)	475	May-15	Yes
Alpine Drive	Alpine Dr. & Kangaroo St. (west)	476	May-15	Yes
Alpine Drive	Alpine Dr. & Krypton St. (east)	477	May-15	No
Alpine Drive	Alpine Dr. & Krypton St. (west)	478	May-15	No
Alpine Drive	Alpine Dr. & Marmoset St. (east)	479	May-15	Yes
Alpine Drive	Alpine Dr. & Marmoset St. (west)	480	May-15	Yes
Alpine Drive	Alpine Dr. east of Krypton St.	520	May-15	No
Alpine Drive	Alpine Dr. & Zirconium St. (nw)	514	Jun-15	Yes
Alpine Drive	Alpine Dr. & Zirconium St. (sw)	515	Jun-15	Yes
Alpine Drive	Alpine Dr. between Waco St. & Ute St.	519	Jun-15	No
Alpine Drive	Alpine Dr. & St. Francis Blvd. (se)	497	Jun-15	No
Alpine Drive	Alpine Dr. & Nowthen Blvd. (ne)	481	Jun-15	Yes
Alpine Drive	Alpine Dr. & Nowthen Blvd. (se e/w)	483	Jun-15	Yes
Alpine Drive	Alpine Dr. & Nowthen Blvd. (se n/s)	484	Jun-15	Yes
Alpine Drive	Alpine Dr. & Nowthen Blvd. (sw e/w)	485	Jun-15	Yes
Alpine Drive	Alpine Dr. & Nowthen Blvd. (sw n/s)	486	Jun-15	Yes
Alpine Drive	Alpine Dr. & Nowthen Blvd. (nw)	482	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
Alpine Drive	Alpine Dr. & St. Francis Blvd. (nw)	496	Jun-15	No
Alpine Drive	Alpine Dr. & St. Francis Blvd. (sw)	498	Jun-15	No
Alpine Drive	St. Francis Blvd. & Alpine Dr.	852	Jun-15	No
Alpine Drive	Alpine Dr. & Nutria St. (west)	488	May-15	Yes
Alpine Drive	Alpine Dr. & Nutria St. (east)	487	May-15	Yes
Alpine Drive	Alpine Dr. & Okapi St. (east)	489	May-15	Yes
Alpine Drive	Alpine Dr. & Okapi St. (west)	490	May-15	Yes
Alpine Drive	Alpine Dr. & Puma St.	491	May-15	Yes
Alpine Drive	Alpine Dr. & Roanoke St.	492	Jun-15	No
Alpine Drive	Alpine Dr. south of Andrie St.	526	May-15	No
Alpine Drive	Alpine Dr. & Sodium St. (ne)	493	Jun-15	No
Alpine Drive	Alpine Dr. & Sodium St. (nw)	494	Jun-15	No
Alpine Drive	Alpine Dr. & Sodium St. (se)	495	Jun-15	No
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (ne e/w)	499	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (ne n/s)	500	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (nw e/w)	501	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (nw n/s)	502	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (se e/w)	503	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (se n/s)	504	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (sw e/w)	505	Jun-15	Yes
Alpine Drive	Alpine Dr. & Sunfish Lake Blvd. (sw n/s)	506	Jun-15	Yes
Alpine Drive	Alpine Dr. & Ute St. (north)	507	Jun-15	No
Alpine Drive	Alpine Dr. & Ute St. (south)	508	Jun-15	No
Alpine Drive	Alpine Dr. & Xkimo St. (north)	509	Jun-15	No
Alpine Drive	Alpine Dr. & Xkimo St. (south)	510	Jun-15	No
Alpine Drive	Alpine Dr. & Yakima St. (north)	511	Jun-15	No
Alpine Drive	Alpine Dr. & Yakima St. (south)	512	Jun-15	No
Alpine Drive	Alpine Dr. & Zirconium St. (ne)	513	Jun-15	Yes
Alpine Drive	Alpine Dr. & Zuni St. (north)	516	Jun-15	No
Alpine Drive	Alpine Dr. & Zuni St. (se)	517	Jun-15	No
Alpine Drive	Alpine Dr. & Zuni St. (sw)	518	Jun-15	No
Alpine Park	Alpine Park	1024		No
Alpine Park	Alpine Park	1025		No
Alpine Park	Alpine Park	1026		No
Alpine Park	Alpine park center path to Alpine Drive	532	Jun-15	Yes
Alpine Park	Alpine Park	1022		No
Alpine Park	Alpine Park	1021		No
Andrie Ct	Andrie Court @ south end in cul-de-sac	533	May-15	No
Andrie St	Northfork Park	1078	Jul-15	No
Argon St	148th Ave. & Argon St. (east)	218	Jun-15	No
Argon St	148th Ave. & Argon St. (west)	219	Jun-15	No
Armstrong Blvd	152nd Ln. & Armstrong Blvd. (north)	267	May-15	Yes
Armstrong Blvd	152nd Ln. & Armstrong Blvd. (south)	268	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 154th Ln. (north)	538	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 154th Ln. (south)	539	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 155th Ln. (north)	540	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 155th Ln. (south)	541	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 158th Ln. (north)	542	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 158th Ln. (south)	543	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 161st Ave. (south)	544	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 161st Ln. (north e/w)	545	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & 161st Ln. (north n/s)	546	May-15	Yes
Armstrong Blvd	Central Park	1030	Jul-15	No
Armstrong Blvd	Central Park	1031	Jul-15	No

Street	Intersection	Id	Visited	Compliant
Armstrong Blvd	Armstrong Blvd. & 167th Ln.	547	May-15	Yes
Armstrong Blvd	Alpine Dr. & Armstrong Blvd. (north)	453	May-15	Yes
Armstrong Blvd	Alpine Dr. & Armstrong Blvd. (south)	454	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (ne, e/w)	548	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (ne, n/s)	549	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (nw, e/w)	550	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (nw, n/s)	551	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (se, e/w)	552	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (se, n/s)	553	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (sw, e/w)	554	May-15	Yes
Armstrong Blvd	Armstrong Blvd. & Bunker Lake Blvd. (sw, n/s)	555	May-15	Yes
Barium St	152nd Ln. & Barium St.	269	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 1st St. west of Armstrong Blvd. (east)	560	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 1st St. west of Armstrong Blvd. (west)	561	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 2nd St. west of Armstrong Blvd. (east)	562	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 2nd St. west of Armstrong Blvd. (west)	563	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 3rd St. west of Armstrong Blvd. (east)	564	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & 3rd St. west of Armstrong Blvd. (west)	565	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Azurite St. (east)	566	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Azurite St. (west)	569	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Azurite St. (south)	568	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Azurite St. (north)	567	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Basalt St. (north)	570	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Basalt St. (south)	571	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. @ Casey's south entrance (east)	608	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. @ Casey's south entrance (west)	609	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Center St. (east)	572	Jul-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Center St. (west)	573	Jul-15	No
Bunker Lake Blvd	$5 Pizza exit on Bunker Lake Blvd. (east)	1	Jun-15	No
Bunker Lake Blvd	$5 Pizza exit on Bunker Lake Blvd. (west)	2	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. Connexus Energy entrance (east)	610	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. Connexus Energy entrance (west)	611	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Dysprosium St. (east)	574	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Dysprosium St. (west)	575	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Germanium St. (east)	576	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Germanium St. (west)	577	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Hematite St.	578	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Iodine St. (east)	579	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Iodine St. (west)	580	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Krypton St. (east)	581	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Krypton St. (west)	582	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Magnesium St. (east)	583	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Magnesium St. (west)	584	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Puma St. (east)	585	May-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Puma St. (west)	586	May-15	Yes
Bunker Lake Blvd	Ramsey Blvd. & Bunker Lake Blvd. (ne e/w)	745	Jun-15	Yes
Bunker Lake Blvd	Ramsey Blvd. & Bunker Lake Blvd. (ne n/s)	746	Jun-15	Yes
Bunker Lake Blvd	Ramsey Blvd. & Bunker Lake Blvd. (nw)	747	Jun-15	Yes
Bunker Lake Blvd	Ramsey Blvd. & Bunker Lake Blvd. (se)	748	Jun-15	Yes
Bunker Lake Blvd	Ramsey Blvd. & Bunker Lake Blvd. (sw)	749	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Rhinestone St. (ne)	587	Jul-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Rhinestone St. (nw)	588	Jul-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Rhinestone St. (se)	589	Jul-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Rhinestone St. (sw)	590	Jul-15	Yes

Street	Intersection	Id	Visited	Compliant
Bunker Lake Blvd	St. Francis Blvd. & Bunker Lake Blvd. (ne)	855	Jun-15	No
Bunker Lake Blvd	St. Francis Blvd. & Bunker Lake Blvd. (nw)	856	Jun-15	No
Bunker Lake Blvd	St. Francis Blvd. & Bunker Lake Blvd. (se)	857	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (ne e/w)	591	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (ne n/s)	592	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (nw e/w)	593	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (nw n/s)	594	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (se e/w)	595	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (se n/s)	596	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (sw e/w)	597	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunfish Lake Blvd. (sw n/s)	598	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Sunwood Dr. (ne)	599	Jun-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Sunwood Dr. (se)	601	Jun-15	No
Bunker Lake Blvd	Super America south entrance on Bunker Lake Blvd. (east)	946	Jun-15	No
Bunker Lake Blvd	Super America south entrance on Bunker Lake Blvd. (west)	947	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Tungsten St. (east)	602	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Tungsten St. (west)	603	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Wolfram St. (east)	604	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Wolfram St. (west)	605	Jun-15	Yes
Bunker Lake Blvd	Bunker Lake Blvd. & Zeolite St. (east)	606	May-15	No
Bunker Lake Blvd	Bunker Lake Blvd. & Zeolite St. (west)	607	May-15	No
Center St	145th Ave. & Center St. (ne)	81	Jul-15	Yes
Center St	147th Ln. & Town Center Dr.	199	Jun-15	Yes
Center St	E Town Center Dr. & E Ramsey Pkwy. (east)	624	Jul-15	No
Center St	E Town Center Dr. & E Ramsey Pkwy. (west)	625	Jul-15	Yes
Center St	between 147th ln & Bunker Lake Blvd.	557	Jul-15	No
Central Park	Central Park	1029	Jul-15	No
Central Park	Central Park under awning	614	Jul-15	Yes
Central Park Drive	Central Park	1033	Jul-15	No
Central Park Drive	Central Park	1037	Jul-15	No
Central Park Drive	Central Park	1035	Jul-15	No
Central Park Drive	Central Park	1032	Jul-15	No
Central Park Drive	Central Park	1034	Jul-15	No
Cobalt St	152nd Ln. & Cobalt St.	270	Jun-15	No
Cobalt St	Cobalt St. west of Barium St. 2nd parking space (north)	619	Jun-15	No
Cobalt St	Cobalt St. west of Barium St. 2nd parking space (south)	620	Jun-15	No
Dysprosium St	Terrace Hill entrance on Dysprosium St. (ne)	948	Jun-15	Yes
Dysprosium St	Terrace Hill entrance on Dysprosium St. (se)	950	Jun-15	Yes
Dysprosium St	142nd Ave. & Dysprosium St. (w)	40	Jun-15	Yes
Dysprosium St	142nd Cir. & Dysprosium St. (ne e/w)	50	Jun-15	Yes
Dysprosium St	142nd Cir. & Dysprosium St. (nw)	52	Jun-15	Yes
Dysprosium St	143rd Ave. & Dysprosium St. (nw)	60	Jun-15	Yes
Dysprosium St	143rd Ave. & Dysprosium St. (ne e/w)	58	Jun-15	Yes
Dysprosium St	Savannah Oaks entrance on Dysprosium St. (north)	825	Jun-15	Yes
Dysprosium St	Savannah Oaks entrance on Dysprosium St. (south)	826	Jun-15	Yes
Dysprosium St	141st Ave. & Dysprosium St. (sw)	36	Jun-15	Yes
Dysprosium St	Terrace Hill entrance on Dysprosium St. (nw)	949	Jun-15	No
Dysprosium St	Terrace Hill entrance on Dysprosium St. (sw)	951	Jun-15	No
Dysprosium Street	142nd Ave. & Dysprosium St. (e)	37	Jun-15	Yes
Dysprosium Street	141st Ave. & Dysprosium St. (se e/w)	34	Jun-15	Yes
E Ramsey Pkwy N	The DRAW (west-east 5)	956	Jul-15	No
E Ramsey Pkwy N	The DRAW (west-east 6)	957	Jul-15	No
E Ramsey Pkwy N	Olivine St. & E Ramsey Pkwy. (north ne)	690	Jul-15	No
E Ramsey Pkwy N	Olivine St. & E Ramsey Pkwy. (north nw)	691	Jul-15	No

Street	Intersection	Id	Visited	Compliant
E Ramsey Pkwy N	Olivine St. & E Ramsey Pkwy. (north se)	692	Jul-15	No
E Ramsey Pkwy N	Olivine St. & E Ramsey Pkwy. (north sw)	693	Jul-15	No
E Ramsey Pkwy N	Peridot St. & E Ramsey Pkwy. (north ne)	725	Jul-15	Yes
E Ramsey Pkwy N	Peridot St. & E Ramsey Pkwy. (north se)	726	Jul-15	No
E Ramsey Pkwy N	Peridot St. & E Ramsey Pkwy. (north sw)	727	Jul-15	No
E Ramsey Pkwy N	The DRAW (west-east 7)	958	Jul-15	No
E Ramsey Pkwy N	The DRAW (west-east 8)	959	Jul-15	No
E Ramsey Pkwy S	Olivine St. NW & E Ramsey Pkwy. (south ne)	707	Jul-15	No
E Ramsey Pkwy S	Olivine St. NW & E Ramsey Pkwy. (south nw)	708	Jul-15	No
E Ramsey Pkwy S	Olivine St. NW & E Ramsey Pkwy. (south se e/w)	709	Jul-15	No
E Ramsey Pkwy S	Olivine St. NW & E Ramsey Pkwy. (south se n/s)	710	Jul-15	No
E Ramsey Pkwy S	Olivine St. NW & E Ramsey Pkwy. (south sw)	711	Jul-15	No
E Ramsey Pkwy S	Peridot St. & E Ramsey Pkwy. (south ne)	728	Jul-15	No
E Ramsey Pkwy S	Peridot St. & E Ramsey Pkwy. (south nw)	729	Jul-15	No
E Ramsey Pkwy S	Peridot St. & E Ramsey Pkwy. (south se)	730	Jul-15	No
E Ramsey Pkwy S	Peridot St. & E Ramsey Pkwy. (south sw)	731	Jul-15	No
E Ramsey Pkwy S	The DRAW (west-east 1)	952	Jul-15	No
E Ramsey Pkwy S	The DRAW (west-east 2)	953	Jul-15	No
E Ramsey Pkwy S	The DRAW (west-east 3)	954	Jul-15	No
E Ramsey Pkwy S	The DRAW (west-east 4)	955	Jul-15	No
Ebony St	Ebony St. @ Super Bowl entrance (north)	627	Jun-15	Yes
Ebony St	Ebony St. @ Super Bowl entrance (south)	628	Jun-15	Yes
Elmcrest Park	Elmcrest Park	1056	Jul-15	No
Elmcrest Park	Elmcrest Park	1060	Jul-15	No
Elmcrest Park	Elmcrest Park	1057	Jul-15	No
Elmcrest Park	Elmcrest Park	1058	Jul-15	No
Elmcrest Park	Elmcrest Park	1059	Jul-15	No
Elmcrest Park	Elmcrest Park	1061	Jul-15	No
Elmcrest Park	Elmcrest Park	1062	Jul-15	No
Elmcrest Park	Elmcrest Park	1063	Jul-15	No
Elmcrest Park	Elmcrest Park	1054	Jul-15	No
Elmcrest Park	Elmcrest Park	1055	Jul-15	No
Elmcrest Park	Elmcrest Park	1051	Jul-15	No
Elmcrest Park	Elmcrest Park	1050	Jul-15	No
Elmcrest Park	Elmcrest Park	1053	Jul-15	No
Elmcrest Park	Elmcrest Park	1040	Jul-15	No
Elmcrest Park	Elmcrest Park	1041	Jul-15	No
Elmcrest Park	Elmcrest Park	1045	Jul-15	No
Elmcrest Park	Elmcrest Park	1042	Jul-15	No
Elmcrest Park	Elmcrest Park	1048	Jul-15	No
Elmcrest Park	Elmcrest Park	1049	Jul-15	No
Elmcrest Park	Elmcrest Park	1046	Jul-15	No
Elmcrest Park	Elmcrest Park	1044	Jul-15	No
Elmcrest Park	Elmcrest Park	1052	Jul-15	No
Erkium St	Solstice Park entrance on Erkium St.	844	Jun-15	No
Fluorine Ct	144th Ave. & Fluorine Ct. (east)	66	Jun-15	No
Fluorine Ct	144th Ave. & Fluorine Ct. (west)	67	Jun-15	No
Fluorine St	153rd Ct. & Fluorine St. (north)	278	May-15	No
Fluorine St	153rd Ct. & Fluorine St. (south)	279	May-15	No
Fluorine St	154th Ln. & Fluorine St. (north)	297	May-15	No
Fluorine St	154th Ln. & Fluorine St. (south)	298	May-15	No
Fluorine St	Flintwood Terrace Park	1069	Jul-15	No
Fluorine St	Flintwood Terrace Park	1070	Jul-15	No
Fluorine St	153rd Ter. & Fluorine St. (north)	287	May-15	No

Street	Intersection	Id	Visited	Compliant
Fluorine St	153rd Ter. & Fluorine St. (south)	288	May-15	No
Fluorine St	154th Ct. & Fluorine St. (north)	293	May-15	No
Fluorine St	154th Ct. & Fluorine St. (south)	294	May-15	No
Fluorine St	154th Ter. & Fluorine St. (north)	304	May-15	No
Fluorine St	154th Ter. & Fluorine St. (south)	305	May-15	No
Fluorine St	Fluorine St. south of 154th Ct.	1072	Jnu-15	No
Garnet St	169th Ln. & Garnet St. (nw)	387	May-15	Yes
Garnet St	169th Ln. & Garnet St. (ne)	386	May-15	Yes
Garnet St	169th Ln. & Garnet St. (se)	388	May-15	Yes
Garnet St	Rivenwick Park	1091	Jul-15	No
Garnet St	Rivenwick Park	1092	Jul-15	No
Germanium St	153rd Ct. & Germanium St. (north)	280	May-15	No
Germanium St	153rd Ct. & Germanium St. (south)	281	May-15	No
Germanium St	Germanium St. 15388-15410 (north)	640	May-15	No
Germanium St	Germanium St. 15388-15410 (south)	641	May-15	No
Helium St	152nd Ave. & Helium St. (north)	262	Jun-15	No
Helium St	152nd Ave. & Helium St. (south)	263	Jun-15	No
Helium St	152nd Ln. & Helium St. (ne)	271	Jun-15	No
Helium St	152nd Ln. & Helium St. (nw)	272	Jun-15	No
Helium St	152nd Ln. & Helium St. (se)	273	Jun-15	No
Helium St	152nd Way & Helium St. (nw)	276	Jun-15	No
Helium St	152nd Way & Helium St. (sw)	277	Jun-15	No
Iodine St	144th Ave. & Iodine St. (nw)	70	Jun-15	No
Iodine St	144th Ave. & Iodine St. (ne)	68	Jun-15	No
Iodine St	144th Way & Iodine St. (w)	78	Jun-15	No
Iodine St	154th Ave. & Iodine St. (east)	289	May-15	No
Iodine St	154th Ave. & Iodine St. (west)	290	May-15	No
Iodine St	154th Ln. & Iodine St. (north)	299	May-15	No
Iodine St	154th Ln. & Iodine St. (south)	300	May-15	No
Iodine St	155th Ln. & Iodine St. (east)	308	May-15	No
Iodine St	155th Ln. & Iodine St. (west)	309	May-15	No
Iodine St	156th Ln. & Iodine St.	332	May-15	No
Iodine St	160th Ln. & Iodine St. (east)	342	May-15	Yes
Iodine St	160th Ln. & Iodine St. (west)	343	May-15	Yes
Iodine St	162nd Xing. & Iodine St. (east)	359	May-15	Yes
Iodine St	162nd Xing. & Iodine St. (west)	360	May-15	Yes
Iodine St	Iodine St. 15301-15309 (north)	652	May-15	No
Iodine St	Iodine St. 15301-15309 (south)	653	May-15	No
Iodine St	Iodine Ct. east of Iodine St. @ end of cul-de-sac	649	May-15	No
Iodine St	Germanium St. & Iodine St. (north)	638	May-15	No
Iodine St	Germanium St. & Iodine St. (south)	639	May-15	No
Iodine St	Iodine St. & Iodine Ct. (north)	650	May-15	No
Iodine St	Iodine St. & Iodine Ct. (south)	651	May-15	No
Iodine St	South of 144th Ave. & Iodine St.	849	Jul-15	No
Jaspar St	North of Riverdale Dr. & Jaspar St. (north)	672	Jul-15	No
Jaspar St	North of Riverdale Dr. & Jaspar St. (south)	673	Jul-15	No
Jaspar St	South of 139th Ln. & Jaspar St. (north)	847	Jul-15	No
Jaspar St	South of 139th Ln. & Jaspar St. (south)	848	Jul-15	No
Junkite St	Flintwood Terrace Park	1071	Jul-15	No
Krypton St	154th Ave. & Krypton St. (north)	291	May-15	No
Krypton St	154th Ave. & Krypton St. (south)	292	May-15	No
Krypton St	155th Ln. & Krypton St. (ne)	310	May-15	No
Krypton St	155th Ln. & Krypton St. (se n/s)	312	May-15	No
Krypton St	155th Ln. & Krypton St. (sw)	313	May-15	No

Street	Intersection	Id	Visited	Compliant
Krypton St	155th Ln. & Krypton St. (se e/w)	311	May-15	No
Krypton St	Krypton St. @ north end of Flintwood Trail	654	Jun-15	Yes
Krypton St	Krypton St. north of 155th Ln. @ end of cul-de-sac	655	May-15	No
Krypton St	Krypton St. south of 154th Ave. (north)	656	May-15	No
Krypton St	Krypton St. south of 154th Ave. (south)	657	May-15	No
Limonite St	167th Ct. & Limonite St. (south)	377	May-15	Yes
Limonite St	167th Ct. & Limonite St. (north)	376	May-15	Yes
Limonite St	Limonite St. southeast of Marble St. (south)	661	May-15	Yes
Limonite St	Limonite St. southeast of Marble St. (north)	660	May-15	Yes
Limonite St	Limonite St. north of 167th Ct. (north)	658	May-15	Yes
Limonite St	Limonite St. north of 167th Ct. (south)	659	May-15	Yes
Limonite St	167th Ter. & Marble St. (east)	379	May-15	Yes
Limonite St	167th Ter. & Marble St. (west)	380	May-15	Yes
Lithium Ct	Lithium Ct. east of 162nd Xing. @ end of cu-de-sac	662	May-15	Yes
Lithium St	162nd Ln. & Lithium Ct.	354	May-15	Yes
Marble St	Marble St. north of 167th Ter. (south)	667	May-15	Yes
Marble St	Marble St. north of 167th Ter. (north)	666	May-15	Yes
Nowthen Blvd	150th Ln. & Nowthen Blvd. (east)	252	Jun-15	Yes
Nowthen Blvd	150th Ln. & Nowthen Blvd. (north)	253	Jun-15	No
Nowthen Blvd	150th Ln. & Nowthen Blvd. (south)	254	Jun-15	No
Nowthen Blvd	150th Ln. & Nowthen Blvd. (west)	255	Jun-15	Yes
Nowthen Blvd	151st Ln. & Nowthen Blvd. (north)	259	Jun-15	No
Nowthen Blvd	151st Ln. & Nowthen Blvd. (south)	260	Jun-15	No
Nowthen Blvd	170th Ave. & Nowthen Blvd. (north)	405	May-15	Yes
Nowthen Blvd	170th Ave. & Nowthen Blvd. (south)	406	May-15	Yes
Nowthen Blvd	Ramsey Dental Center (north)	770	Jun-15	No
Nowthen Blvd	Ramsey Dental Center (south)	771	Jun-15	No
Nowthen Blvd	Nowthen Blvd. & Dysprosium St. (north)	675	Jun-15	Yes
Nowthen Blvd	Nowthen Blvd. & Dysprosium St. (south)	676	Jun-15	Yes
Nowthen Blvd	Nowthen Blvd. & Iodine St. (north)	677	Jun-15	No
Nowthen Blvd	Nowthen Blvd. & Iodine St. (north)	678	Jun-15	No
Nowthen Blvd	Nowthen Blvd. & Iodine St. (south)	679	Jun-15	No
Nowthen Blvd	Nowthen Blvd. & Iodine St. (south)	680	Jun-15	No
Nowthen Blvd	Ramsey Fire Station #2 (north)	772	Jun-15	No
Nowthen Blvd	Ramsey Fire Station #2 (south)	773	Jun-15	No
Nowthen Blvd	Nowthen Blvd. @ Lord of Life north entrance (south)	685	Jun-15	No
Nowthen Blvd	Nowthen Blvd. south of 146th Ave. @ Lord of Life north entrance (north)	686	Jun-15	No
Nowthen Blvd	Ramsey Elementary School	1085	Jul-15	No
Nowthen Blvd	Ramsey Elementary School	1086	Jul-15	No
Nowthen Blvd	Ramsey Elementary School	1084	Jul-15	No
Nowthen Blvd	Ramsey Elementary School	1087	Jul-15	No
Nowthen Blvd	Ramsey Elementary School	1088	Jul-15	No
Nowthen Blvd	Nowthen Blvd. & Sunfish Lake Blvd.	674	Jun-15	No
Okapi St	164th Ave. & Okapi St.	367	May-15	No
Olivine St	Olivine St. & Olivine Trl. (south)	697	Jul-15	No
Olivine St	Olivine St. & Olivine Trl. (sw)	698	Jul-15	No
Olivine St	146th Ave. & Olivine St. (west)	118	Jul-15	No
Olivine St	147th Ln. & Olivine St. (ne e/w)	186	Jun-15	No
Olivine St	147th Ln. & Olivine St. (nw)	188	Jun-15	No
Olivine St	147th Ln. & Olivine St. (se e/w)	189	Jun-15	No
Olivine St	147th Ln. & Olivine St. (sw)	191	Jun-15	No
Olivine St	148th Ln. & Olivine St. (nw)	228	Jun-15	Yes
Olivine St	148th Ln. & Olivine St. (sw)	230	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
Olivine St	168th Curve. & Olivine St. (north)	383	May-15	Yes
Olivine St	168th Curve. & Olivine St. (south)	384	May-15	Yes
Olivine St	Olivine St. between 148th Ln. & 149th Ave. (se)	701	Jun-15	Yes
Olivine St	Olivine St. between 148th Ln. & 149th Ave. (sw)	702	Jun-15	Yes
Olivine St	Olivine St. south of 149th Ave. (north)	712	Jun-15	Yes
Olivine St	Olivine St. south of 149th Ave. (south)	713	Jun-15	Yes
Olivine St	Olivine St. between 148th Ln. & 149th Ave. (ne)	699	Jun-15	Yes
Olivine St	Olivine St. north of 148th Ln. (ne)	703	Jun-15	Yes
Olivine St	Olivine St. north of 148th Ln. (se)	705	Jun-15	Yes
Olivine St	Olivine St. between 148th Ln. & 149th Ave. (nw)	700	Jun-15	Yes
Olivine St	Olivine St. north of 148th Ln. (nw)	704	Jun-15	Yes
Olivine St	Olivine St. north of 148th Ln. (sw)	706	Jun-15	Yes
Olivine St	Olivine St. & Olivine Trl. (sw)	698	Jul-15	No
Olivine St	Olivine St. & Olivine Trl. (se)	696	Jul-15	No
Olivine St	Olivine St. & Olivine Trl. (north)	694	Jul-15	No
Olivine St	Olivine St. & Olivine Trl. (nw)	695	Jul-15	No
Park Entrance	142nd Ave. & Waco St.	46	Jun-15	No
Peridot St	147th Ln. & Peridot St. (ne)	192	Jun-15	No
Peridot St	147th Ln. & Peridot St. (nw)	193	Jun-15	No
Peridot St	148th Ln. & Peridot St. (east)	231	Jun-15	Yes
Peridot St	148th Ln. & Peridot St. (west)	232	Jun-15	Yes
Peridot St	PACT Charter south entrance (north)	718	Jul-15	No
Peridot St	PACT Charter south entrance (south)	719	Jul-15	Yes
Peridot St	PACT Charter north exit (south)	717	Jul-15	No
Peridot St	PACT Charter north exit (north)	716	Jul-15	No
Potassium St	Potassium St. north of 172nd Ln. (Fox Park N Entr.)	736	May-15	No
Potassium St	Potassium St. north of Potassium Ct. (Fox Park S Entr.)	737	May-15	No
Private Drive	14731-14753 Olivine St. (north)	160	Jun-15	No
Private Drive	14731-14753 Olivine St. (south)	161	Jun-15	No
Private Drive	147th Ter. & Olivine St. (east)	210	Jun-15	No
Private Drive	147th Ter. & Olivine St. (west)	211	Jun-15	No
Private Drive	147th Terr. South of 147th Ln. (east)	216	Jun-15	No
Private Drive	147th Terr. South of 147th Ln. (west)	217	Jun-15	No
Private Drive	144th Way & Iodine St. (n)	76	Jun-15	No
Private Drive	144th Way & Iodine St. (s)	77	Jun-15	No
Private Drive	148th Ln. & Olivine St. (ne)	227	Jun-15	Yes
Private Drive	148th Ln. & Olivine St. (se)	229	Jun-15	Yes
Private Drive	145th Pl. & Olivine Way (east)	100	Jul-15	No
Private Drive	145th Pl. & Olivine Way (west)	101	Jul-15	No
Private Drive	Olivine Trl. & Olivine Trl. (north)	714		No
Private Drive	Olivine Trl. & Olivine Trl. (south)	715		No
Private Drive	Olivine Trl. & Olivine Trl. (north)	714		No
Private Drive	Olivine St. & Olivine Trl. (nw)	695		No
Private Drive	Olivine St. & Olivine Trl. (nw)	695		No
Private Drive	Olivine Ln. & Olivine Trl. (west)	689		No
Private Drive	Village of Sunfish Lake Park (north)	1128		No
Private Drive	Village of Sunfish Lake Park (nw)	1129		No
Private Drive	Village of Sunfish Lake Park (se)	1130		No
Private Drive	Village of Sunfish Lake Park (sw)	1131		No
Private Drive	Village of Sunfish Lake Park (east)	1126		No
Private Drive	Village of Sunfish Lake Park (west)	1132		No
Quartz Way	146th Ave. & Quartz Way (east)	123	Jul-15	Yes
Quicksilver St	146th Ave. & Quicksilver St. (west)	126	Jun-15	No
Quicksilver St	151st Ln. & Quicksilver St.	261	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
Radium St	146th Ave. & Radium St. (east)	127	Jun-15	No
Radium St	146th Ave. & Radium St. (west)	128	Jun-15	No
Radium St	Radium St. 15398-15412 (north)	741	Jun-15	No
Radium St	Radium St. 15398-15412 (south)	742	Jun-15	No
Radium St	Radium St. 15422-15450 (north)	743	Jun-15	No
Radium St	Radium St. 15422-15450 (south)	744	Jun-15	No
Radium St	Quicksilver St. & Radium St.	738	Jun-15	No
Ramsey Blvd	Ramsey Blvd. & East Ramsey Pkwy. (north median)	750	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & East Ramsey Pkwy. (north)	751	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & East Ramsey Pkwy. (south median)	752	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & East Ramsey Pkwy. (south)	753	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. east of city hall (north)	768	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. east of city hall (south)	769	Jul-15	Yes
Ramsey Blvd	Holiday west entrance on Riverdale Dr. (north)	644	Jun-15	No
Ramsey Blvd	Holiday west entrance on Riverdale Dr. (south)	645	Jun-15	No
Ramsey Blvd	157th Ln. & Ramsey Blvd.	339	May-15	No
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (ne e/w)	754	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (ne n/s)	755	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (nw e median)	756	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (nw w median)	757	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (nw)	758	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (se e)	759	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (se n)	760	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (se se)	761	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (se w)	762	Jul-15	Yes
Ramsey Blvd	Ramsey Blvd. & Hwy. 10 (sw)	763	Jul-15	Yes
Removed	Central Park	1036		No
Rhinestone Commons Park	The DRAW north softball field entrance (east)	960	Jul-17	Yes
Rhinestone Commons Park	The DRAW north softball field entrance (west)	961	Jul-17	Yes
Rhinestone Commons Park	The DRAW ramps to bathroom (east)	962	Jul-17	Yes
Rhinestone Commons Park	The DRAW ramps to bathroom (west)	963	Jul-17	Yes
Rhinestone Commons Park	The DRAW softball field solo ramp	964	Jul-17	Yes
Rhinestone St	145th Ave. & Rhinestone St. (north)	92	Jul-15	Yes
Rhinestone St	145th Ave. & Rhinestone St. (south)	93	Jul-15	Yes
Rhinestone St	146th Ave. & Rhinestone St. (ne)	129	Jul-15	Yes
Rhinestone St	146th Ave. & Rhinestone St. (se)	131	Jul-15	Yes
Rhinestone St	146th Ave. & Rhinestone St. (sw)	132	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (north nw)	776	Jul-15	Yes
Rhinestone St	147th Ln & Rhinestone St. (se)	184	Jun-15	No
Rhinestone St	147th Ln & Rhinestone St. (sw)	185	Jun-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (north ne)	775	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (north se)	777	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (north sw)	778	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (south ne)	779	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (south nw)	780	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (south se)	781	Jul-15	Yes
Rhinestone St	Rhinestone St. NW & E Ramsey Pkwy. (south sw)	782	Jul-15	Yes
Rhinestone St	Rhinestone St. south of 161st Ave. @ end of cul-de-sac	783	May-15	No
Rhinestone St	161st Ave. & Rhinestone St.	348	May-15	No
Rhinestone St	Rhinestone St. & Sapphire St.	774	May-15	Yes
Rhinestone Terrace	146th Ave. & Rhinestone Ter. (east)	133	Jul-15	Yes
Rhinestone Terrace	146th Ave. & Rhinestone Ter. (west)	134	Jul-15	Yes
Riverdale Drive	Riverdale Dr. & Riverdale Dr. (sw)	794	Jun-15	No
Riverdale Drive	Riverdale Dr. & Riverdale Dr. (se)	793	Jun-15	Yes

Street	Intersection	Id	Visited	Compliant
Riverdale Drive	Riverdale Dr. & Riverdale Dr. (nw)	792	Jun-15	No
Riverdale Drive	Riverdale Dr. & Riverdale Dr. (ne)	791	Jun-15	Yes
Riverdale Drive	6912-6918 Riverdale Dr. (east)	416	Jun-15	No
Riverdale Drive	6912-6918 Riverdale Dr. (west)	417	Jun-15	No
Riverdale Drive	6922-6938 Riverdale Dr. (east)	418	Jun-15	No
Riverdale Drive	6922-6938 Riverdale Dr. (west)	419	Jun-15	No
Riverdale Drive	Riverdale Dr. & Alpaca St. (east)	784	Jul-15	Yes
Riverdale Drive	Riverdale Dr. & Alpaca St. (west)	785	Jul-15	Yes
Riverdale Drive	Riverdale Dr. @ Village Bank entrance (east)	800	Jun-15	No
Riverdale Drive	Riverdale Dr. @ Village Bank entrance (west)	801	Jun-15	No
Riverdale Drive	Riverdale Dr. @ Village Bank exit (east)	802	Jun-15	No
Riverdale Drive	Riverdale Dr. @ Village Bank exit (west)	803	Jun-15	No
Riverdale Drive	Riverdale Dr. east end of new path (north)	805	Jun-15	Yes
Riverdale Drive	Riverdale Dr. east end of new path (south)	806	Jun-15	Yes
Riverdale Drive	Riverdale Dr. @ Goodyear entrance (west)	798	Jun-15	No
Riverdale Drive	Riverdale Dr. @ Goodyear entrance (east)	797	Jun-15	No
Riverdale Drive	Riverdale Dr. & Ebony St.	786	Jun-15	Yes
Riverdale Drive	Comfort Suites south entrance on Riverdale Dr. (east)	622	Jun-15	Yes
Riverdale Drive	Comfort Suites south entrance on Riverdale Dr. (west)	623	Jun-15	Yes
Riverdale Drive	Garnet St. & Riverdale Dr. (ne)	635	Jun-15	No
Riverdale Drive	Garnet St. & Riverdale Dr. (sw)	637	Jun-15	No
Riverdale Drive	Garnet St. & Riverdale Dr. (se)	636	Jun-15	No
Riverdale Drive	Riverdale Dr. & Hematite St. (east)	787	Jun-15	No
Riverdale Drive	Riverdale Dr. & Hematite St. (west)	788	Jun-15	No
Riverdale Drive	Holiday Gas Station south entrance on Riverdale Dr. (east)	642	Jun-15	No
Riverdale Drive	Holiday Gas Station south entrance on Riverdale Dr. (west)	643	Jun-15	No
Riverdale Drive	Riverdale Dr. & Jaspar St. (east)	789	Jun-15	No
Riverdale Drive	Riverdale Dr. & Jaspar St. (west)	790	Jun-15	No
Riverdale Drive	Riverdale Dr. across from Kingdom Hall	804	Jun-15	Yes
Riverdale Drive	Riverdale Dr. on east end of path	809	Jun-15	Yes
Riverdale Drive	Riverdale Dr. & Traprock St. (east)	795		Yes
Riverdale Drive	Riverdale Dr. & Traprock St. (west)	796		Yes
Riverdale Drive	Sunfish Lake Blvd. & Riverdale Dr. (west)	870	Jun-15	Yes
Riverdale Drive	Sunfish Lake Blvd. & Riverdale Dr. (east)	869	Jun-15	Yes
Riverdale Drive	Riverdale Dr. east of Traprock St. (north)	807	Jul-15	Yes
Riverdale Drive	Riverdale Dr. east of Traprock St. (south)	808	Jul-15	Yes
Rivers Bend Park	River's Bend Park	1097		No
Rivers Bend Park	River's Bend Park	1099	Jul-15	No
Rivers Bend Park	River's Bend Park	1100	Jul-15	No
Rivers Bend Park	River's Bend Park	1102	Jul-15	No
Rivers Bend Park	River's Bend Park	1101	Jul-15	No
Rivers Bend Park	River's Bend Park	1096	Jul-15	No
Rivlyn Ave	East of Tungsten St. on Rivlyn Ave.	626	Jun-15	Yes
Roanoke St	154th Ln. & Roanoke St.	301	Jun-15	No
Sapphire St	Police north entrance (north)	732	Jul-15	Yes
Sapphire St	Police north entrance (south)	733	Jul-15	Yes
Sodium St	153rd Ln. & Sodium St. (north)	282	Jun-15	No
Sodium St	153rd Ln. & Sodium St. (south)	283	Jun-15	No
Sodium St	152nd Ave. & Sodium St.	264	Jun-15	No
Sodium St	Sodium St. 15477-15497 (north)	840	Jun-15	No
Sodium St	Sodium St. 15477-15497 (south)	841	Jun-15	No
Sodium St	Sodium St. 15503-15517 (north)	842	Jun-15	No
Sodium St	Sodium St. 15503-15517 (south)	843	Jun-15	No
Sodium St	Sodium St. & Radium St. (north)	830	Jun-15	No

Street	Intersection	Id	Visited	Compliant
Sodium St	Sodium St. & Radium St. (south)	832	Jun-15	No
Sodium St	Sodium St. & Tungsten St. (east)	836	Jun-15	No
Sodium St	Sodium St. & Sodium Way (east)	834	Jun-15	No
Sodium St	Sodium St. & Sodium Way (west)	835	Jun-15	No
Sodium St	Sodium St. & Tungsten St. (north)	837	Jun-15	No
Sodium St	Sodium St. & Tungsten St. (south)	838	Jun-15	No
Sodium St	Sodium St. & Tungsten St. (west)	839	Jun-15	No
St. Francis Blvd	148th Ln. & Nowthen Blvd. (north)	225	Jun-15	Yes
St. Francis Blvd	148th Ln. & Nowthen Blvd. (south)	226	Jun-15	Yes
St. Francis Blvd	156th Ln. & St. Francis Blvd. (north)	334	May-15	Yes
St. Francis Blvd	156th Ln. & St. Francis Blvd. (south)	335	May-15	Yes
St. Francis Blvd	157th Ln. & St. Francis Blvd. (north)	340	May-15	Yes
St. Francis Blvd	157th Ln. & St. Francis Blvd. (south)	341	May-15	Yes
St. Francis Blvd	160th Ln. & St. Francis Blvd. (north)	344	May-15	Yes
St. Francis Blvd	160th Ln. & St. Francis Blvd. (south)	345	May-15	Yes
St. Francis Blvd	St. Francis Blvd. & Barium St. (north)	853	Jun-15	No
St. Francis Blvd	St. Francis Blvd. & Barium St. (south)	854	Jun-15	No
St. Francis Blvd	River's Bend Apartment entrance on St. Francis Blvd. (north)	810	Jun-15	No
St. Francis Blvd	River's Bend Apartment entrance on St. Francis Blvd. (south)	811	Jun-15	No
St. Francis Blvd	St. Francis Blvd. & Nowthen Blvd. (nw)	860	Jun-15	No
St. Francis Blvd	St. Francis Blvd. & Nowthen Blvd. (sw e/w)	862	Jun-15	Yes
St. Francis Blvd	St. Francis Blvd. & Nowthen Blvd. (sw n/s)	863	Jun-15	Yes
St. Francis Blvd	Blue Velvet Ln. & St. Francis Blvd. (north)	558	Jun-15	No
St. Francis Blvd	Blue Velvet Ln. & St. Francis Blvd. (south)	559	Jun-15	No
St. Francis Blvd	south of 160th Ln. & St. Francis Blvd.	1108	May-15	No
St. Francis Blvd	Nowthen Blvd. & Sunwood Dr. (ne e/w)	681	Jun-15	Yes
St. Francis Blvd	Nowthen Blvd. & Sunwood Dr. (ne n/s)	682	Jun-15	Yes
St. Francis Blvd	Nowthen Blvd. & Sunwood Dr. (nw)	683	Jun-15	Yes
St. Francis Blvd	Nowthen Blvd. & Sunwood Dr. (se)	684	Jun-15	Yes
St. Francis Blvd	Sunwood Dr. & St. Francis Blvd. (ne)	911	Jun-15	No
St. Francis Blvd	Sunwood Dr. & St. Francis Blvd. (nw)	912	Jun-15	No
St. Francis Blvd	Sunwood Dr. & St. Francis Blvd. (se)	913	Jun-15	No
St. Francis Blvd	Sunwood Dr. & St. Francis Blvd. (sw)	914	Jun-15	No
St. Francis Blvd	St. Francis Blvd. & Nowthen Blvd. (ne)	859	Jun-15	Yes
St. Francis Blvd	St. Francis Blvd. & Nowthen Blvd. (se)	861	Jun-15	No
Sunfish Lake Blvd	152nd Ave. & Sunfish Lake Blvd. (north)	265	Jun-15	Yes
Sunfish Lake Blvd	152nd Ave. & Sunfish Lake Blvd. (south)	266	Jun-15	Yes
Sunfish Lake Blvd	153rd Ln. & Sunfish Lake Blvd. (north)	284	Jun-15	Yes
Sunfish Lake Blvd	153rd Ln. & Sunfish Lake Blvd. (south)	285	Jun-15	Yes
Sunfish Lake Blvd	Casey's west entrance on Sunfish Lake Blvd. (n)	612	Jun-15	Yes
Sunfish Lake Blvd	Casey's west entrance on Sunfish Lake Blvd. (s)	613	Jun-15	Yes
Sunfish Lake Blvd	Comfort Suites east entrance on Sunfish Lake Blvd.	621	Jun-15	Yes
Sunfish Lake Blvd	Sunfish Lake Blvd. & McKinley St. (north)	867	Jun-15	Yes
Sunfish Lake Blvd	Sunfish Lake Blvd. & McKinley St. (south)	868	Jun-15	Yes
Sunfish Lake Blvd	Sunfish Lake Blvd. & Sodium St. (north)	871	Jun-15	No
Sunfish Lake Blvd	Sunfish Lake Blvd. & Sodium St. (south)	872	Jun-15	No
Sunfish Lake Blvd	Sunfish Lake Blvd. & Hwy 10 (nw n/s)	865	Jun-15	Yes
Sunfish Lake Blvd	Sunfish Lake Blvd. & Hwy 10 (sw)	866	Jun-15	Yes
Sunfish Lake Blvd	Sunfish Lake Blvd. & Hwy 10 (nw e/w)	864	Jun-15	Yes
Sunfish Lake Blvd	Sidewalk end of vacant lot	827	Jun-15	Yes
Sunfish Lake Park	Sunfish Lake Park entrance	875		Yes
Sunwood Drive	Sunwood Dr. @ Allina Health entrance (east)	918	Jul-15	Yes
Sunwood Drive	Sunwood Dr. @ Allina Health entrance (west)	919	Jul-15	Yes
Sunwood Drive	Bunker Lake Blvd. & Sunwood Dr. (nw)	600	Jun-15	No

Street	Intersection	Id	Visited	Compliant
Sunwood Drive	Sunwood Dr. & Center St. (nw)	878	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Center St. (se)	879	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Center St. (sw)	880	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Cobalt St. (east)	881	Jun-15	No
Sunwood Drive	Sunwood Dr. & Cobalt St. (west)	882	Jun-15	No
Sunwood Drive	Intersection east of Armstrong Blvd. & Sunwood Dr. (se)	647	Jul-15	Yes
Sunwood Drive	Intersection east of Armstrong Blvd. & Sunwood Dr. (sw)	648	Jul-15	Yes
Sunwood Drive	Sunwood Dr. @ NAU exit (east)	926	Jul-15	No
Sunwood Drive	Sunwood Dr. @ NAU exit (west)	927	Jul-15	No
Sunwood Drive	Sunwood Dr. @ Class C Components entrance (east)	922	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Class C Components entrance (west)	923	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Class C Components exit (east)	924	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Class C Components exit (west)	925	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Vision-Ease Laser Corp. (east)	928	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Vision-Ease Laser Corp. (west)	929	Jun-15	No
Sunwood Drive	Sunwood Dr. north of Coborn's (ne)	936	Jul-15	Yes
Sunwood Drive	Sunwood Dr. north of Coborn's (nw)	937	Jul-15	Yes
Sunwood Drive	Sunwood Dr. north of Coborn's (se)	938	Jul-15	Yes
Sunwood Drive	Sunwood Dr. north of Coborn's (sw)	939	Jul-15	Yes
Sunwood Drive	Sunwood Dr. @ Anytime Fitness (west)	921	Jul-15	Yes
Sunwood Drive	Sunwood Dr. @ Anytime Fitness (east)	920	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 1)	813	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 2)	814	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Residence exit (east)	904	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Residence exit (west)	905	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Erkium St. (ne)	883	Jun-15	No
Sunwood Drive	Sunwood Dr. & Erkium St. (nw)	884	Jun-15	No
Sunwood Drive	Sunwood Dr. & Erkium St. (se)	885	Jun-15	No
Sunwood Drive	Sunwood Dr. & Erkium St. (sw)	886	Jun-15	No
Sunwood Drive	Sunwood Dr. & Fluorine St. (ne)	887	Jun-15	No
Sunwood Drive	Sunwood Dr. & Fluorine St. (nw)	888	Jun-15	No
Sunwood Drive	Sunwood Dr. & Fluorine St. (se)	889	Jun-15	No
Sunwood Drive	Sunwood Dr. & Fluorine St. (sw)	890	Jun-15	No
Sunwood Drive	Fountains of Ramsey entrance on Sunwood Dr. (east)	629	Jul-15	Yes
Sunwood Drive	Fountains of Ramsey entrance on Sunwood Dr. (west)	630	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Germanium St. (ne)	891	Jun-15	No
Sunwood Drive	Sunwood Dr. & Germanium St. (nw)	892	Jun-15	No
Sunwood Drive	Sunwood Dr. & Germanium St. (se)	893	Jun-15	No
Sunwood Drive	Sunwood Dr. & Germanium St. (sw)	894	Jun-15	No
Sunwood Drive	Sunwood Dr. & Krypton Ct. (east)	895	Jun-15	No
Sunwood Drive	Sunwood Dr. & Krypton Ct. (west)	896	Jun-15	No
Sunwood Drive	Sunwood Dr. west of St. Francis Blvd. (east)	942	Jun-15	No
Sunwood Drive	Sunwood Dr. west of St. Francis Blvd. (west)	943	Jun-15	No
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (e in median)	812	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (se)	819	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Municipal Parking entrance (east)	897	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Municipal Parking entrance (west)	898	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Peridot St. (east)	899	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Peridot St. (west)	900	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Potassium St. (sw)	903	Jun-15	No
Sunwood Drive	Sunwood Dr. & Potassium St. (nw)	902	Jun-15	No

Street	Intersection	Id	Visited	Compliant
Sunwood Drive	Sunwood Dr. & Potassium St. (ne)	901	Jun-15	No
Sunwood Drive	Radium St. & Sunwood Dr. (east)	739	Jun-15	No
Sunwood Drive	Radium St. & Sunwood Dr. (west)	740	Jun-15	No
Sunwood Drive	Ramsey Blvd. & Sunwood Dr. (ne)	764	Jul-15	Yes
Sunwood Drive	Ramsey Blvd. & Sunwood Dr. (nw)	765	Jul-15	Yes
Sunwood Drive	Ramsey Blvd. & Sunwood Dr. (se)	766	Jul-15	Yes
Sunwood Drive	Ramsey Blvd. & Sunwood Dr. (sw)	767	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Rhinestone St. (east)	906	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Rhinestone St. (west)	907	Jul-15	Yes
Sunwood Drive	Sunwood Dr. east of Cobalt St. (east)	932	Jun-15	No
Sunwood Drive	Sunwood Dr. east of Cobalt St. (west)	933	Jun-15	No
Sunwood Drive	Sunwood Dr. & Sapphire St. (ne)	908	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Sapphire St. (se)	909	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Sapphire St. (sw)	910	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (sw)	821	Jul-15	Yes
Sunwood Drive	Sunfish Lake Blvd. & Sunwood Dr. (east)	873		No
Sunwood Drive	Sunfish Lake Blvd. & Sunwood Dr. (west)	874		No
Sunwood Drive	Sunfish Lake Park entrance (east)	876		Yes
Sunwood Drive	Sunfish Lake Park entrance (west)	877		Yes
Sunwood Drive	147th Ln. & Sunwood Dr. (east)	197	Jun-15	No
Sunwood Drive	147th Ln. & Sunwood Dr. (west)	198	Jun-15	No
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 3)	815	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 4)	816	Jul-15	Yes
Sunwood Drive	Intersection east of Armstrong Blvd. & Sunwood Dr. (ne)	646	Jul-15	No
Sunwood Drive	Sunwood Dr. west of Yakima St. (north)	944	Jun-15	No
Sunwood Drive	Sunwood Dr. west of Yakima St. (south)	945	Jun-15	No
Sunwood Drive	Sunwood Dr. in front of "The Residence" (west)	935	Jul-15	Yes
Sunwood Drive	Sunwood Dr. in front of "The Residence" (east)	934	Jul-15	Yes
Sunwood Drive	Waco St. & Sunwood Dr.	979	Jun-15	Yes
Sunwood Drive	Sunwood Dr. @ Water Tower # 2 (east)	930	Jun-15	No
Sunwood Drive	Sunwood Dr. @ Water Tower # 2 (west)	931	Jun-15	No
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 5)	817	Jul-15	Yes
Sunwood Drive	Roundabout on Sunwood Dr. east of Armstrong Blvd. (east s to n 6)	818	Jul-15	Yes
Sunwood Drive	Xkimo St. & Sunwood Dr. (east)	985	Jun-15	No
Sunwood Drive	Xkimo St. & Sunwood Dr. (west)	986	Jun-15	No
Sunwood Drive	Sunwood Dr. west of "The Residence" (east)	940	Jul-15	Yes
Sunwood Drive	Sunwood Dr. west of "The Residence" (west)	941	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Zeolite St. (nw)	915	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Zeolite St. (se)	916	Jul-15	Yes
Sunwood Drive	Sunwood Dr. & Zeolite St. (sw)	917	Jul-15	Yes
Sunwood Drive	Zuni St. & Sunwood Dr. (east)	991	Jun-15	No
Sunwood Drive	Zuni St. & Sunwood Dr. (west)	992	Jun-15	No
Titterud Park		1125		No
Tungsten St	Tungsten St. 15464-15474 (north)	971	Jun-15	No
Tungsten St	Tungsten St. 15464-15474 (south)	972	Jun-15	No
Tungsten St	Tungsten St. 15476-15486 (north)	973	Jun-15	No
Tungsten St	Tungsten St. 15476-15486 (south)	974	Jun-15	No
Tungsten St	Tungsten St. 15488-15492 (north)	975	Jun-15	No
Tungsten St	Tungsten St. 15488-15492 (south)	976	Jun-15	No
Tungsten St	Tungsten St. & Tungsten Way (north)	969	Jun-15	No

Street	Intersection	Id	Visited	Compliant
Tungsten St	Tungsten St. & Tungsten Way (south)	970	Jun-15	No
Tungsten St	Emerald Pond Park west entrance	1067	Jun-15	No
Uranium St	Elmcrest Park	1039	Jul-15	No
Vanadium St	153rd Ln. & Vanadium St.	286	Jun-15	No
Vanadium St	154th Ct. & Vanadium St. (north)	295	Jun-15	No
Vanadium St	154th Ct. & Vanadium St. (south)	296	Jun-15	No
Vanadium St	Vanadium St. between 153rd Ln. & 154th Ct. (north)	977	Jun-15	No
Vanadium St	Vanadium St. between 153rd Ln. & 154th Ct. (south)	978	Jun-15	No
Vanadium St	155th Ave. & Sunfish Lake Blvd. (north)	306	Jun-15	No
Vanadium St	155th Ave. & Sunfish Lake Blvd. (south)	307	Jun-15	No
Variolite St	163rd Ave. & Variolite St. (north)	365	May-15	No
Variolite St	163rd Ave. & Variolite St. (south)	366	May-15	No
Veterans Drive	The Residence south entrance (east)	967	Jul-15	Yes
Veterans Drive	The Residence south entrance (west)	968	Jul-15	Yes
Veterans Drive	Parking ramp (north)	720	Jul-15	Yes
Veterans Drive	Parking ramp (south)	721	Jul-15	Yes
Veterans Drive	Apartment pet area at The Residence (ne)	534	Jul-15	Yes
Veterans Drive	Apartment pet area at The Residence (nw)	535	Jul-15	Yes
Veterans Drive	Apartment pet area at The Residence (se)	536	Jul-15	Yes
Veterans Drive	Apartment pet area at The Residence (sw)	537	Jul-15	Yes
Veterans Drive	City Hall entrance (east)	615	Jul-15	Yes
Veterans Drive	City Hall entrance (west)	616	Jul-15	Yes
Veterans Drive	Parking ramp west entrance (ne)	722	Jul-15	Yes
Veterans Drive	Parking ramp west entrance (nw)	723	Jul-15	Yes
Veterans Drive	Parking ramp west entrance (se)	724	Jul-15	Yes
Veterans Drive	Police south entrance (east)	734	Jul-15	Yes
Veterans Drive	Police south entrance (west)	735	Jul-15	Yes
Veterans Drive	Sapphire St. & Veterans Dr. (east)	823	Jul-15	Yes
Veterans Drive	Sapphire St. & Veterans Dr. (west)	824	Jul-15	Yes
Waco St	150th Ave. & Waco St. (east)	249	Jun-15	No
Waco St	150th Ave. & Waco St. (west)	250	Jun-15	No
Willemite St	147th Ln. & Willemite Way (east)	203	Jun-15	Yes
Willemite St	147th Ln. & Willemite Way (west)	204	Jun-15	Yes
Willemite St	147th Ln. & Willemite St. (sw)	202	Jun-15	Yes
Willemite St	147th Terr. & Willemite St.	214	Jun-15	Yes
Willemite Way	147th Ln. & Willemite St. (ne)	200	Jun-15	Yes
Willemite Way	147th Ln. & Willemite St. (nw)	201	Jun-15	Yes
Xenolith St	147th Terr. & Xenolith St.	215	Jun-15	Yes
Xkimo St	142nd Ave. & Xkimo St. (se)	48	Jun-15	No
Xkimo St	143rd Ln. & Xkimo St.	65	Jun-15	No
Xkimo St	Xkimo St. south of 143rd Ave. (north)	987	Jun-15	No
Xkimo St	Xkimo St. south of 143rd Ave. (south)	988	Jun-15	No
Xkimo St	Xkimo Ct. & Xkimo St.	984	Jun-15	No
Yakima Ct	155th Ln. & Yakima Ct. @ end of cul-de-sac	322	Jun-15	No
Yakima St	155th Ln. & Yakima St. (west)	326	Jun-15	No
Yakima St	155th Ln. & Yakima St. (east)	324	Jun-15	No
Yakima St	157th Ave. & Krypton St. (dead end intersection)	338	May-15	No
Yakima St	Yakima St. & Zuni Ct. (north)	989	Jun-15	No
Yakima St	Yakima St. & Zuni Ct. (south)	990	Jun-15	No
Zeolite St	148th Ln. & Zeolite St. (east)	234	Jun-15	Yes
Zeolite St	148th Ln. & Zeolite St. (west)	235	Jun-15	Yes
Zeolite St	Little Dukes north entrance (north)	663	Jul-15	Yes
Zeolite St	Little Dukes north entrance (south)	664	Jul-15	Yes
Zeolite St	Little Dukes south entrance	665	Jul-15	Y

Appendix B – Schedule / Budget Information

Cost Information

Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2018 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- $5,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- $2,500 per corner

Sidewalk / Trail ADA improvement retrofit: +/- $5.00 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- $3.50 per SF

Bus Stop ADA improvement retrofit: +/- $400 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- $250 per stop

Priority Areas

Based on the results of the self-evaluation, the estimated costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- COR Area Upgrade Pedestrian Ramps $225,000 – $450,000 (Integrated with other capital projects – Standalone projects)
- SE Business Area Upgrade Pedestrian Ramps $140,000 – $280,000 (Integrated with other capital projects – Standalone projects)
- Entire Jurisdiction Upgrade Pedestrian Ramps $1,077,500 – $2,155,000 (Integrated with other capital projects – Standalone projects)

Based on the results of the self-evaluation, the estimated costs associated with providing ADA accessibility within the entire jurisdiction $2,155,000. This amount signifies a significant investment that City of Ramsey is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of Ramsey budget for improvements to the public right of way.

Appendix C – Public Outreach

Public outreach will be considered in the future based on requests received or observations by staff of the need for public outreach..

Appendix D – Grievance Procedure

As part of the ADA requirements, the City of Ramsey has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, City of Ramsey will not discriminate against qualified individuals with disabilities on the basis of access to City of Ramsey services, programs, facilities or activities.

Employment: The City of Ramsey does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City of Ramsey will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Ramsey programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Ramsey will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City of Ramsey programs, services, and activities. For example, individuals with service animals are welcomed in City of Ramsey offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City of Ramsey program, service, or activity, should contact the office of ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Ramsey to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City of Ramsey will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Grievance Procedure under the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Ramsey. The City of Ramsey's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Colleen Lasher
Administrative Services Director/ ADA Coordinator
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Within 15 calendar days after receipt of the complaint, **Colleen Lasher** or her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Colleen Lasher or her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the **City of Ramsey** and offer options for substantive resolution of the complaint.

If the response by Colleen Lasher or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the or his designee.

Within 15 calendar days after receipt of the appeal, the **City Administrator** or his/ her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the **City Administrator** or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by **Colleen Lasher** or her designee, appeals to the **City Administrator** or his/ her designee, and responses from these two offices will be retained by the **City of Ramsey** for at least three years.

City of Ramsey Grievance Procedure

Those wishing to file a formal written grievance with City of Ramsey may do so by one of the following methods:

Internet

Visit the City of Ramsey website (website) and click the "ADA" link to the ADA Grievance Form. Fill in the form online and click "submit." A copy of The ADA Grievance Form is included in this Appendix.

Telephone

Contact the pertinent City of Ramsey staff person listed in the **Contact Information** section of Appendix E to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the pertinent City of Ramsey staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the county's grievance form, complete the form, and submit it to the Responsible Party. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance.

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance).

A **description and location of the alleged violation and the nature of a remedy sought**, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

The City of Ramsey will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. The City of Ramsey will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern a City of Ramsey facility, the City of Ramsey will work with the complainant to contact the agency that has jurisdiction.

Within 60 calendar days of receipt, City of Ramsey engineering staff will conduct an investigation to determine the validity of the alleged violation. As a part of the investigation, engineering staff will conduct an engineering study to help determine the City of Ramsey response. Engineering staff will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. Engineering staff will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City of Ramsey will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City of Ramsey will consider all specific grievances within its particular context or setting. Furthermore, the City of Ramsey will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others: and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to City of Ramsey.

Accordingly, the resolution by the City of Ramsey of any one grievance does not constitute a precedent upon which the City of Ramsey is bound or upon which other complaining parties may rely.

File Maintenance

The City of Ramsey shall maintain ADA grievance files for a period of seven years. Complaints of Title II violations may also be filed with the Department of Justice (DOJ) within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the DOJ. The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.
For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Title II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973
Discrimination Complaint Form

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on page 3.

Complainant:

Address:

City, State and Zip Code:

Telephone: Home:

Business:

Person Discriminated Against:
(if other than the complainant)

Address:

City, State, and Zip Code:

Telephone: Home:
Business:

Government, or organization, or institution which you believe has discriminated:

Name:

Title II Discrimination Complaint Form

Address:

County:

City:

State and Zip Code:

Telephone Number:

When did the discrimination occur? Date:

Describe the acts of discrimination providing the name(s) where possible of the individuals who discriminated (use space on page 3 if necessary):

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution?

Yes_____ No_____

If yes: what is the status of the grievance?

Title II Discrimination Complaint Form

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes_____ No_____

If yes:

Agency or Court:

Contact Person:

Address:

City, State, and Zip Code:

Telephone Number:

Date Filed:

Do you intend to file with another agency or court?
Yes_____ No_____

Agency or Court:

Address:

Title II Discrimination Complaint Form

City, State and Zip Code:

Telephone Number:

Additional space for answers:

Signature: _____

Date: _____

Return to:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, NW
Disability Rights - NYAV
Washington, D.C. 20530

Appendix E – Contact Information

ADA Title II Coordinator

Name: Colleen Lasher
Address: 7550 Sunwood Drive NW
Ramsey, MN 55303
Phone: 763 433-9867
Fax: 763 576-4386
E-mail: clasher@cityoframsey.com

Public Right of Ways ADA Implementation Coordinator

Name: Bruce Westby
Title: City Engineer
Address: 7550 Sunwood Drive NW
Ramsey, MN 55303
Phone: 763 433-9825
Fax: 763 433-9848
E-mail: bwestby@cityoframsey.com

Appendix F – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City of Ramsey staff.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City of Ramsey staff.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

City of Ramsey has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in the following pages of this appendix.

NOTICE OF AVAILABILITY OF DRAFT PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES

The Americans with Disabilities Act (ADA) recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. To ensure that buildings and facilities are accessible to and usable by people with disabilities, the ADA establishes accessibility requirements for State and local government facilities, places of public accommodation, and commercial facilities. Under the ADA, the Access Board has developed and continues to maintain design guidelines for accessible buildings and facilities known as the ADA Accessibility Guidelines (ADAAG). ADAAG covers a wide variety of facilities and establishes minimum requirements for new construction and alterations.

The Board maintains a similar responsibility for accessibility guidelines under the Architectural Barriers Act (ABA). The ABA requires access to certain facilities designed, built, altered, or leased with Federal funds. Like ADAAG, the Board's ABA accessibility guidelines apply to new construction and alterations.

The Board's guidelines become enforceable when they are adopted by the standard setting agency for the ADA and the ABA. The agencies responsible for standards under the ADA are the Department of Justice (DOJ) and the Department of Transportation (DOT). The agencies responsible for standards under the ABA are the General Services Administration (GSA), the Department of Defense (DOD), the Department of Housing and Urban Development (HUD), and the United States Postal Service (USPS).

The Board plans to undertake rulemaking to supplement its ADA and ABA accessibility guidelines, which primarily cover facilities on sites, by adding new provisions specific to public rights-of-way. The Board's aim is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. The guidelines would not require alterations to existing public rights-of-way, but would apply where a pedestrian route or facility is altered as part of a planned project to improve existing public rights-of-way.

BACKGROUND

The Need for Guidelines on Public Rights-of-Way

Local jurisdictions, and other entities covered by the ADA or ABA, must ensure that the facilities they build or alter are accessible to people with disabilities. The Board's ADA and ABA accessibility guidelines specify the minimum level of accessibility in new construction and alteration projects and serve as the basis for enforceable standards maintained by other agencies. Currently, the Board's guidelines, like the industry standards from which they derive, focus mainly on facilities on sites. While they address certain features common to public sidewalks, such as curb ramps, accessible routes, ground and floor surfaces, and bus stops and shelters, further guidance is necessary to address conditions unique to public rights-of-way. Various

constraints posed by space limitations at sidewalks, roadway design practices, slope, and terrain raise valid questions on how and to what extent access can be achieved. Access for blind pedestrians at street crossings and wheelchair access to on-street parking are typical of the issues for which additional guidance is needed. In addition, new trends in roadway design, such as the growing use of traffic roundabouts, pose additional challenges to access, while various technological innovations, particularly those pertaining to pedestrian signaling devices, offer new solutions.

The Board previously proposed guidelines for public rights-of-way under the ADA which were published for public comment in 1992 and 1994. Based on the comments received, the Board determined that it should further coordinate with the transportation industry and State and local governments before continuing its rulemaking. Consequently, the Board undertook an outreach and training program on accessible public rights-of-way. Under this program, the Board developed a series of videos, an accessibility checklist, and a design guide on accessible public rights-of-way. In addition, the Board sponsored research on tactile warnings at street crossings, accessible pedestrian signals, and traffic roundabouts. The Board has made this information widely available to the public. The interest in these materials has underscored the need for criteria for public rights-of-way that are definitive and enforceable so that local jurisdictions and others are clear on their obligations when constructing or altering streets and sidewalks.

Public Rights-of-Way Access Advisory Committee

In resuming its rulemaking effort, the Board chartered an advisory committee in 1999 to develop recommendations on guidelines for accessible public rights-of-way. Use of advisory committees has become a standard practice in the Board's process for developing and updating design requirements. Through such committees, interested groups, including those representing designers, industry, and people with disabilities, play a substantive role in recommending to the Board the content of the guidelines to be developed. These committees provide significant sources of expertise while enhancing the level of consensus among stakeholders in advance of proposing a rule for public comment.

The Public Rights-of-Way Access Advisory Committee was composed of 33 members representing disability organizations, public works departments, transportation and traffic engineering groups, design professionals and civil engineers, government agencies, and standards-setting bodies. The committee coordinated its efforts with leading trade organizations represented on the committee, such as the American Association of State Highway and Transportation Officials, and federal agencies, such as the Federal Highway Administration, to ensure that its recommendations were consistent with generally accepted practice among design professionals. The committee organized several subcommittees focused on key issue areas. The subcommittee structure enabled members to continue work on a tight time schedule between meetings of the full committee and allowed for greater public participation in the process.

The advisory committee met regularly over a year's time, usually in Washington, D.C. but also in Austin and San Francisco. Its work culminated in the issuance of a report, "Building a True Community," which was submitted to the Board in January 2001 (http://www.access-board.gov/prowac/commrept/index.htm). The committee's report provides criteria for the construction or alteration of public rights-of-way that reflects the broad spectrum of expertise

represented by committee members. The report follows a "toolbox" approach to the establishment of guidelines designed to facilitate implementation and to promote an understanding of the needs of all users of public rights-of-ways. The report comprehensively covers the various components of public streets and sidewalks and provides criteria for sidewalks, street fixtures and furnishings, street crossings, vehicular ways, parking, and other components of public rights-of-way. In addition, the report includes advisory notes, figures, and discussion of issues that merit further study or special attention in the Board's rulemaking.

June 17, 2002 Release of Draft Guidelines

An ad hoc group of Board members reviewed the committee's report in depth and crafted a set of draft guidelines based on the committee's recommendations. Because the draft guidelines departed from the advisory committee's report in several areas, the Board made an advance draft of the guidelines available for comment by the public. The notice of availability of the draft guidelines was published in the Federal Register on June 17, 2002. The Board requested information and feedback on the draft guidelines, including usability and cost data. In addition to seeking written comment, the Board held a public hearing in Portland, Oregon.

Over 1,400 comments were received from the public in response to the publication of the draft. Of this total, almost 900 comments were tabulated from persons with disabilities and groups representing them; the great preponderance of comments in this category came from people who indicated that they were blind or had low vision. Slightly over 200 comments were submitted by respondents from the transportation industry: design engineers and consultants, State and local government departments of transportation, and the organizations and groups that represent them. Another 100 were received from State and local government administrative agencies. Comments are posted on the Board's website at http://www.access-board.gov/prowac/comments/index.htm.

Almost all of the commenters from the two major blindness organizations, the American Council of the Blind (ACB) and the National Federation of the Blind (NFB), and persons who were not affiliated with either organization addressed only the use of detectable warnings and/or accessible pedestrian signals (APS) and virtually all of them supported the requirement for these features in at least some locations (detectable warnings at islands and medians and at all low-slope sidewalk connections to the street; APS at complex intersections, irregular intersections, intersections with compound turning movements, and intersections with leading pedestrian intervals). Some commenters misunderstood the effect of the scoping provisions for these features, believing that all intersections would have to be retrofitted at tremendous cost. In fact, only future new projects would be subject to these guidelines. With respect to APS in particular, only pedestrian crossings that provide pedestrian signals would be required to include APS. Some commenters, expressing concerns about the noise output of APS, were apparently unfamiliar with the quiet, pedbutton-integrated devices now available in the United States (these devices are installed at the departure curb, near the listening user, rather than overhead).

Ten key issues from comment were identified for detailed analysis: crosswalk width; on-street parking; walking speed and pedestrian signal phase timing; elevators at pedestrian overpasses and underpasses; same-side alternate circulation routes; cross slope in crosswalks; detectable warnings; accessible pedestrian signals; roundabouts and roundabout signalization; and

alterations. These issues have been addressed in this second draft. Changes include the following:

- referenced Manual on Uniform Traffic Control Devices (MUTCD) for crosswalk width;
- reduced scoping in on-street parking to be consistent with parking lots;
- set walking speed at 3.5 fps (consistent with new recommendations currently under consideration by the National Committee on Uniform Traffic Control Devices);
- eliminated the provision requiring elevators to provide pedestrian access at overpasses and underpasses (either ramps, lifts, or elevators may be used);
- modified scoping and technical provisions for alternate circulation routes to be consistent with current MUTCD requirements and alterations requirements, which would permit opposite side routes if same-side routes are not feasible;
- provided relief (up to 5%) for maximum cross slope limits in pedestrian crosswalks at midblock and through-street locations where the roadway slope will necessarily exceed 2%;
- clarified the placement of detectable warnings on curb ramps, landings, and blended transitions;
- clarified the scoping in new construction and alterations of accessible pedestrian signals (APS);
- limited pedestrian signalization at roundabouts and channelized turn lanes to pedestrian crossings (to the splitter) of two lanes of traffic or more; and
- clarified the scope of alterations to include only that work included in the limits, boundaries, or scope of a planned project; clarified that there is no obligation in the guidelines to expand the scope or limits of a project to include other or adjacent work.

Other changes included the addition of significant advisory material throughout the document. Advisory notes are for informational purposes only.

The Board also considered industry recommendations that the guidelines be re-formatted to use transportation metrics and language and to be better coordinated with industry standards and documents, particularly the Manual on Uniform Traffic Control Devices (MUTCD).

This draft is now formatted as a stand-alone document that expresses its dimensioning requirements first in international units, as is done in other industry documents. Its provisions have been harmonized with current MUTCD standards, support, options, and guidance. Industry terms and phrases have been adopted, and industry practices recognized where feasible.

The Board is placing the revised draft in the docket to facilitate the gathering of cost data necessary for the next step in this rulemaking which is the preparation of a regulatory assessment for government review and approval prior to issuing a Notice of Proposed Rulemaking (NPRM). In order to develop an accurate picture of the potential costs and benefits of this rulemaking, the Board must work closely with the transportation industry representatives who have data on both current cost and industry practices and the knowledge and skills to assess potential effects.

The Board is not seeking comments on this draft. Readers will have an opportunity to provide input when the NPRM is published. Additional figures will be included in the NPRM.

Rulemaking Process
The Board reviewed the comments received to the draft guidelines and revised the guidelines in accordance with the comments received. The revisions are briefly discussed below in the section-by-section analysis.

The proposed rule will provide another opportunity for public comment on the guidelines. The Board will then proceed to finalize the guidelines based on public comments received in response to the proposed rule. The Board's guidelines serve as the basis for enforceable standards maintained by other agencies under the ADA and the ABA. The Department of Justice and the Department of Transportation maintain standards based on the Board's guidelines that apply to facilities covered by the ADA. Design standards for federally funded facilities covered by the ABA are maintained by the Department of Defense, the Department of Housing and Urban Development, the General Services Administration, and the U.S. Postal Service. These enforceable standards must be consistent with the Board's guidelines.

Relationship to ADA and ABA Accessibility Guidelines/Format
On July 23, 2004, the Board completed an update of ADAAG, the first comprehensive revision of the document since its publication in 1991. The revised ADAAG features a new format and numbering system and a host of updated scoping and technical provisions. On the same date, the Board updated its ABA Accessibility Guidelines along similar lines so that both of the documents are more consistent. The revised ADA and ABA Accessibility Guidelines may be found on the Board's website at http://www.access-board.gov/news/ada-aba.htm.

The draft guidelines for public rights-of-way published on June 17, 2002 were formatted to supplement the ADA and ABA guidelines and not as a stand-alone document. The guidelines were intended to ultimately comprise a new chapter on public rights-of-way. The current draft guidelines made available in this document are now formatted as a stand-alone document using transportation industry standards, terms, and measures in response to recommendations in industry comments. The document is identified by the prefix R in its provisions and has four chapters:

Chapter R1: Application and Administration covers purpose, effect on existing facilities, equivalent facilitation, conventions, figures, units of measurement, referenced documents, and definitions, harmonized with transportation industry usage.

Chapter R2: Scoping Requirements address what items of new construction and alteration are covered by this document and references technical sections that follow in Chapters R3 and R4. Key scoping provisions in R2 include: R204 Pedestrian Access Route; R205 Alternate Pedestrian Access Route; R206 Pedestrian Crossings; R207 Curb Ramps and Blended Transitions; R208 Accessible Pedestrian Signals; R209 Protruding Objects; R210 Pedestrian Signs; R211 Street Furniture; R212 Bus Stops; R213 Stairways; R214 Handrails; R215 Vertical Access; R216 On-street Parking; R217 Passenger Loading Zones; R218 Call Boxes; R219 Transit Platforms; R220 Escalators; R221 Detectable Warning Surfaces; and R222 Doors, Doorways, and Gates.

Coverage extends to temporary as well as permanent facilities. Chapter R2 also includes special provisions for historic facilities and contains a limited series of general exemptions from accessibility.

Chapter R3: Technical Provisions contains detailed specifications for new construction and alterations scoping in Chapter R2. Construction detailed in Chapter R3 is specific to public sidewalk, street crossing, and roadway projects, and covers the building blocks of pedestrian accessibility: the pedestrian access route (analogous to the accessible route on a site), curb ramps and blended transitions, pedestrian crossings (including those at roundabouts and channelized turn lanes), pedestrian signals, street furniture, and parking.

Chapter R4: Supplementary Technical Provisions include specifications adapted from the ADA and ABA Accessibility Guidelines (2004) for rights-of-way application, including such features as maneuvering clearances at doorways; drinking fountain, and telephone provisions; reach ranges; operable parts; handrails; and other items of broader application.

DISCUSSION OF PROVISIONS

DRAFT GUIDELINES FOR PUBLIC RIGHTS-OF-WAY

Clarifications, modifications, and changes that have been incorporated in this draft in response to public comment from industry, consumers, and State and local government agencies are briefly discussed below.

R1: APPLICATION AND ADMINISTRATION
R104.2.1 MUTCD. This draft references the 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Access Board works closely with the MUTCD team at the Federal Highway Administration (FHWA) to harmonize standards and advisory material and to sponsor needed research. Changes in future MUTCD provisions for accessible pedestrian signals, markings (including detectable warnings), and temporary traffic zones are in process. A joint FHWA/ American Traffic Safety Services Association (ATSSA)/Access Board demonstration project identified desirable characteristics for pedestrian channelizing devices. FHWA research projects on pedestrian usability at roundabouts and contrast in detectable warnings are underway, and the Board has proposed a FY 2006 project on pedestrian demand signals for use at multi-lane roundabout crossings.

R105 Definitions. This draft uses definitions drawn from key industry references where they exist.

R2: SCOPING REQUIREMENTS
R201 Application. Text and advisory material has been added to clarify the application of these guidelines to new or altered work (permanent or temporary) put in place within the scope or limits of a planned project in the public right-of-way.

Other requirements, including those for existing facilities, maintenance of accessible features, and effective communication that derive from the ADA title II implementing regulations (28 CFR part 35) or Federal highway-aid funding (49 CFR part 27), are not addressed in these guidelines for new construction and alteration. Advisory notes have been added to clarify this difference.

This draft now includes a reference to the revised ADA and ABA Accessibility Guidelines (36 CFR part 1191) to cover buildings and facilities newly constructed or altered within the public right-of-way.

R202 Alterations and Additions to Existing Facilities. Text and advisory notes have been added to this draft to clarify the application of new construction guidelines to an alteration project. New work put in place within an existing developed right-of-way must comply with these guidelines to the maximum extent feasible; see Advisory R202.3. Transitional segments that connect undisturbed improvements with new work can facilitate compliance (R202.1.1). Where items are placed within an existing developed streetscape and the circulation route is not altered, items required to be accessible shall be located for optimal usability and access (R202.1.2).

An alteration is a change in a space or element that affects, or could affect, the accessibility or usability of that space or element. In general, when a feature in the public right-of-way is altered, the requirements for new construction in this document must be applied to the maximum extent feasible within the scope or boundary of the project that has been planned. This document does not contain a 'path of travel' obligation to expand a given scope of work to include other items or elements that are adjacent to the alteration project nor does it cover an agency's obligations to achieve program access in its existing facilities that are not being altered.

In response to the comments received, the Board has developed answers to frequently asked questions regarding the application of the alterations requirements. Those questions and the Board's responses have been included at the end of this discussion.

R204 Pedestrian Access Route (technical provisions at R301). This draft clarifies the requirement for a 1.2-meter-wide (4 ft) accessible route of travel within a pedestrian circulation path, which may be a wider sidewalk, shoulder (if pedestrian use is not prohibited), shared street, or street crossing. A provision requiring periodic passing spaces 1.5 m (5 ft) in width, omitted in the first draft, has been re-instituted. Because of the constraints imposed by right-of-way width, the pedestrian access route (PAR) is relieved of the slope limits that would apply to an accessible route on a site provided it matches the general grade of the adjacent roadway (R301.4). Where the PAR is supported by structure, as in an underpass, overpass, or bridge, this draft requires compliance with ADAAG requirements for ramps.

Technical provisions in the June 2002 draft that would have required a 30-inch separation between changes in level in the PAR have been replaced in this draft with provisions requiring a planar surface (R305.1) and limiting surface discontinuities (R301.5.2). An advisory note discourages the use of heavily textured, rough, or excessively chamfered unit pavings. Research undertaken by the Research and Rehabilitation Training Center (RRTC) at the University of Pittsburgh, under contract to a group of unit masonry associations, measured the vibration effects of various chamfer spacings on wheeled mobility devices and found that chamfers of less than 1.25 mm (.5 in), if flush, were not distinguishable from cast-in-place concrete sidewalks with a broom finish.

A series of related provisions in the June 2002 draft has been reorganized into R301.7 Horizontal Openings, which now includes walkway joints, gratings, flangeway gaps at rail crossings, and sill gaps at elevators and lifts. (Platform and car gaps at transit facilities are addressed at 36 CFR part 1191).

R205 Alternate Pedestrian Access Route. This draft clarifies that the establishment of an alternate pedestrian route is an alteration that must comply to the maximum extent feasible with technical provisions for the pedestrian access route, including curb ramps or blended transitions. MUTCD requirements and advisory material at Part 6D.01 and 6D.02 are referenced and an advisory note added to highlight the safety benefits of same-side alternate routes. Specifications for pedestrian channelizing devices and barricades at 302.4 include a reference to the MUTCD.

R206 Pedestrian Crossings (technical provisions at R305). This draft omits a provision in the June 2002 draft that would have required 2.4 m-wide (8 ft) markings at crosswalks. The MUTCD minimum of 1.8 m (6 ft) has been proposed at 305.2.1 of this draft.

Measurements on which pedestrian signal phase timing are based have been modified in response to industry comment. Calculations now proposed in R305.3 in the current draft would require the distance to be the full street width and the pedestrian walking speed to be 1.1 m/s (3.5 fps).

The June 2002 draft also proposed that the approaches to overpasses and underpasses be provided with elevators where the grade change was 1.5 m (5 ft) or greater. Both industry and persons with disabilities opposed this requirement with persons with disabilities expressing a preference for ramps, even if lengthy, to ensure the availability of a crossing. Elevators in single installations provide no access at all when out of service. Industry expressed concerns about cost and maintenance requirements. The current draft applies ramp provisions at R305.5 (but permits elevators, LULAs, and lifts).

Newly available research and the comments of both industry and consumer representatives confirm the Access Board's concerns about the usability of pedestrian crossings at roundabouts and channelized turn lanes. However, access to additional data has indicated that well-designed roundabouts and channelized turn lanes with single-lane crossings can provide cues that make non-visual use possible. Accordingly, this draft (R305.6.2) provides that signals (including accessible pedestrian signal features) be required only at multi-lane pedestrian crossings of roundabouts. The Board does not prescribe the signal operation here and has proposed that FHWA conduct research to identify appropriate technologies. Two-head signals that flash amber, then flash red and go to steady red, are in use in Australia and the United Kingdom. US motorists are familiar with pre-emptive signals installed for emergency vehicles. Utah has at least one roundabout that uses standard railway gates across the roadway when light rail cars pass through the roundabout. The Board believes that the occasional use of a properly-designed pedestrian demand signal may actually reduce delay at pedestrian crossings.

R207 Curb Ramps and Blended Transitions (technical provisions at R303). Additional text, advisory, and illustrations have been added to this draft to describe curb ramp types (perpendicular, parallel, and their combination) and to distinguish them from blended transitions, for which a definition has now been provided at R105. Blended transitions are connections between the PAR and the street that have a running slope of 1:20 or less. Level landings, gently sloped transitions, and raised crosswalks fall into this category. Parallel and perpendicular curb ramps have a running slope between 1:20 and 1:12 (steeper slopes are not permitted in new construction).

Non-visual wayfinding cues can be provided by the orientation of curb ramps, particularly if they are in-line with the path of pedestrian travel along a sidewalk. Curb ramps installed at tangent points rather than on the corner radius provide more usable cues and locate the shortest crossing point. The Access Board is collaborating with the Institute of Transportation Engineers (ITE) on a project to standardize sidewalk/ramp/crossing schemes for optimal non-visual cuing based

upon a range of corner radii and attached/separated sidewalk configurations. An advisory note (R303.1) in this draft notes the benefits for pedestrians.

Cross slope provisions at midblock curb ramps (R303) have been revised in response to industry comment to permit warping to meet roadway grade. Similar changes have been made to technical provisions at pedestrian crossings (R305.2.2). Crossings of streets without stop control would be permitted a 1:20 maximum cross slope.

Running slope limits at crosswalks (R305.2.3) are maintained at 1:20 maximum in this draft. Many commenters noted that design practices that approach this limit in new construction may have to mill the roadway crown before resurfacing in order to retain usable crossings.

R208 Accessible Pedestrian Signals (technical provisions at R306). APS provisions in this draft differ only slightly from those of the June 2002 draft. Many commenters to the June 2002 draft expressed concerns about the costs of retrofitting intersections with APS, which is not required by these or prior proposals, which guide only new construction and alterations. Where new pedestrian signals are being installed or added, scoping in this document would require that they incorporate audible and vibrotactile features.

Comments from disability organizations and individuals to the June 2002 draft were diverse. Many who believed that retrofitting was required objected to what they understood to be excessive cost. And even those who did not support a general requirement that all future pedestrian signals incorporate audible and vibrotactile formats nevertheless saw the need for them at certain types of intersections including irregular crossings, lengthy crossings, and at complex intersections with multiple vehicle turning phases or leading pedestrian interval phasing. Although many responders noted the utility of non-visual cues, a clear majority of commenters who identified themselves as blind supported universal pedestrian signals.

R209 Protruding Objects (technical provisions at R401). Advisory notes have been added at several places in this document to remind users of the need to consider projections into the pedestrian circulation route when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel. Protruding objects provisions in this draft have been revised only to accommodate the new format and add advisory information.

R210 Pedestrian Signs (technical provisions at R409). An advisory note has been added to clarify requirements for visual legibility in signs that indicate sidewalk closure, pedestrian detour, and tourist route signage covered in MUTCD. Braille street name signage is required only on APS pedbuttons (R306.4.2).

Signage provisions in this draft have been revised only to accommodate the new format and add advisory information.

R211 Street Furniture (technical provisions at R307). Advisory notes have been added at several places in this document to remind users of the need to consider the dimensions and use of

pedestrian circulation routes when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel.

Street furniture provisions in this draft have been revised only to accommodate the new format and add advisory information.

R212 Bus Stops (technical provisions at R410.2). An advisory note has been added to clarify the difference between establishing a bus stop by installing signage (signage must comply with R210.2) and constructing a bus stop (boarding/alighting areas, if provided, must comply with R410, bus shelters with R410.2).

Bus stop provisions in this draft have been revised only to accommodate the new format and add advisory information.

R213 Stairways (technical provisions at R407). Stairway provisions in this draft have been revised only to accommodate the new format.

R214 Handrails (technical provisions at R408). Handrail provisions in this draft have been revised only to accommodate the new format and add an advisory note on alterations and protruding objects.

R215 Vertical Access (technical provisions in ADAAG). Vertical access provisions in this draft have been revised only to accommodate the new format and add an advisory note on elevator use in extremes of terrain.

R216 On-Street Parking (scoping at Table R216; technical provisions at R308). Table R216 in this draft has been adapted from the table in ADAAG based upon the overall number of spaces provided within a block (or analog). Commenters strongly objected to scoping based upon the numbers of parking spaces on a block face, which could, in many places, require very high numbers of spaces disproportionate to those required in lots.

Additionally, this draft clarifies when, in new construction or alterations, the presence of a sidewalk or border wider than 4.3 m (14 ft) can accommodate an access aisle that is indented into the curb for protected transfer space, a construction that is similar to that of an on-street loading zone provided at an office, hotel, convention center, arena, or airport (R308.2.1).

Advisory notes have been added at several places in this section to convey additional information about indented, end-of-block, perpendicular or angled spaces, and signage.

R218 Call Boxes (technical provisions at R309). Call box provisions in this draft have been revised only to accommodate the new format and add an advisory note at R309.1 about the applicability of accessible call box technology to other types of communications systems, such as on-street security systems.

R219 Transit Platforms (technical provisions at R414). Transit provisions from the ADA and ABA Accessibility Guidelines (204) have been newly incorporated in this draft.

R220 Escalators. Escalator provisions in this draft have been revised only to accommodate the new format.

R221 Detectable Warning Surfaces (technical provisions at R304). Transportation industry and State and local government agency commenters expressed concern about the durability, maintainability, and contrast of detectable warning materials required at curb ramps and blended transitions in the June 2002 draft. Recent research by several State departments of transportation and by the Transportation Research Board identified several high-performing products suitable for both new construction and alterations. Approximately 20 manufacturers now produce detectable warning products in metal, concrete, tile, pavers, resilient sheets, and membrane types. The FHWA is currently overseeing human factors research intended to test the contrast effectiveness of 13 different detectable warning colors when viewed by people who have low vision.

Comments from disability organizations and individuals were divided in much the same way as consumer comments on accessible pedestrian signals. Many expressed concern about cost but, valued detectable warnings as a way to provide a cue at certain locations such as pedestrian waiting areas at roadway medians, islands, and roundabout splitter islands and at low-slope blended transitions to street crossings. A majority of these commenters favored the June 2002 draft provision requiring detectable warnings at flush transitions between sidewalks and street crossings.

The rows of domes in the detectable warning material (technical provisions at R304.2.2) must be aligned with the path of wheelchair travel, which is required to be perpendicular to the grade break at the toe of the ramp to permit tracking between dome rows. On blended transitions, dome orientation is not significant.

A new advisory note (R304.1.1) covers the use of radial dome patterns.

Detectable warnings provisions in this draft have also been clarified with respect to their permitted setback from the grade break marking the face of a curb. One corner of the detectable warning must be within 205 mm (8 in) of the grade break; no other point on the leading edge of the detectable warning may be more than 1.5 m (5 ft) from the grade break (R304.2.1).

R222 Doors, Doorways, and Gates (technical provisions at R411). These provisions have been added to this draft from the ADA and ABA Accessibility Guidelines (2004). Because public sidewalks serve the entrances and other facilities of abutters covered by title III of the ADA, coordination of slope, cross slope, and maneuvering space requirements is typically required. In many places, developers provide sidewalk improvements as part of a project. State and local governments must include accessibility compliance in such work.

TECHNICAL ASSISTANCE Q&A FOR ALTERATIONS PROJECTS

Alterations are projects planned for implementation by a jurisdiction. Program access obligations for existing facilities are not a part of the Board's accessibility guidelines, and the Board's responses to the following questions do not address program access issues (see title II of the ADA at 28 CFR 35.149 and 35.151).

CURB RAMPS

Question: A multi-block length of roadway is being resurfaced. The corners have curb ramps that meet some but not all of the current specifications; for example the cross slope may be too steep or the curb ramps do not have detectable warnings. Must the curb ramps be reconstructed as part of the resurfacing project?
Answer: Yes, if it is technically feasible to provide complying features. The work should be done at the same time the resurfacing is being done.

Question: New curb ramps are being installed at an existing developed corner. New construction standards require the curb ramp to be within the crosswalk, but an existing underground utility vault is located where the ramp should be. Must the utility vault be moved?
Answer: The scope of this project will determine the answer. If utilities are being moved for other reasons within the project limits, it may be possible to alter or relocate the vault. If project construction will not involve the vault, it may be technically infeasible to locate the curb ramp optimally. It may be possible to widen the crosswalk markings to include the curb ramp.

Question: What if the curb ramp can be placed over the vault, but the access cover would be located on the curb ramp?
Answer: If the access cover must be located on the curb ramp, it should meet the surface requirements of the pedestrian access route.

Question: One corner of an intersection is being altered by curb and gutter reconstruction and paired curb ramps are being installed as part of this project. The other three corners of the intersection are not being altered. Must curb ramps be provided at the unaltered corners as part of this work?
Answer: No. The scope of the project requires curb ramps only at the altered corner.

SIDEWALKS

Question: A project will be undertaken to connect a series of sidewalk segments near a school. Must the existing segments of sidewalk be modified if they do not meet width or cross slope provisions?
Answer: Yes, to the maximum extent feasible within the scope of the project. Agencies are not required to expand a planned scope of work to include other items of accessibility.

Question: A new sidewalk is being built along an existing road that contains driveway access points. Must those driveways be modified if their cross slope exceeds 2%?
Answer: Yes, to the maximum extent feasible within the scope of the project.

Question: A city is rebuilding a sidewalk along Main Street. The distance between the edge of the right-of-way and the existing road does not provide sufficient room for a 4-foot-wide pedestrian access route. Does the municipality have to acquire more right-of-way on private property or narrow the roadway to provide the necessary space?
Answer: No, these guidelines do not require the municipality to obtain right-of-way or to narrow roadways. A municipality may decide to do either for other reasons (for instance, the roadway may be narrowed as a larger traffic calming effort or as part of a larger project in the roadway).

SIGNALS

Question: Curb ramps are being installed at a signalized intersection as part of a roadway improvement project. Existing pedestrian signals are pedestrian actuated but the pushbuttons are not accessible or placed in accessible locations. Must accessible pedestrian signals be installed at the existing pedestrian signals?
Answer: If work on pedestrian pushbuttons is not planned as part of this project, there is no need to expand its scope to include APS.

Question: The pedestrian signals in a corridor are being replaced with new combined count-down signals. Must APS be included in the new system?
Answer: Yes. The installation of a new system is an alteration that requires compliance with the new construction guidelines to the maximum extent feasible. However, the addition of a new feature, such as a countdown face or larger display, to an existing installed system does not require that the scope of work be expanded to include other features.

Question: Count-down signal displays are being added to the existing pedestrian signal heads at an intersection, but the software and signal controller are not being altered. Must APS be installed?
Answer: No, simply adding a display to the existing WALK/DON'T WALK signal would not involve the system changes needed to implement APS.

Question: An intersection is being signalized and will include APS. The installation of stub poles on the existing sidewalks to mount the new pedbuttons will not involve disturbing the roadway or sidewalk. Must curb ramps be installed if none existed?
Answer: No. This is a project to install pedbuttons; it is not an alteration to the sidewalk or street that would require the installation of curb ramps, as required by 28 CFR 35.151(e).

Question: The pushbutton on an existing pedestrian signal is being replaced with a sturdier model. Must APS be installed?
Answer: No, but the new pushbutton must meet applicable requirements (i.e., location, height, operable parts).

Question: An intersection with sidewalks and pedestrian signals is being widened to include a right turn lane. Must APS be installed as a consequence of the widening project?

Answer: No, installing APS is not within scope of the project. Any new pedestrian pushbuttons installed in the course of the work must meet applicable requirements. Note that this project is an alteration to the street and sidewalk and thus must provide compliant curb ramps.

GENERAL

Question: The local public transit agency has designated a bus stop by placing a sign in the ground along a roadway with no sidewalk. Must a concrete or other improved surface be installed?

Answer: No, the placement of a bus stop sign alone does not require other site improvements. When other site improvements are provided they should meet the applicable access requirements.

CHAPTER R1: APPLICATION AND ADMINISTRATION

R101 Purpose

R101.1 General. This document contains scoping and technical requirements for accessibility to facilities for pedestrian circulation and use located in the public right-of-way. Advisory notes are for informational purposes only. These requirements are to be applied during the design, construction, additions to, and alterations of facilities in the public right-of-way to the extent required by regulations issued by Federal agencies.

Advisory R101.1 General. Access requirements are also addressed in the Manual on Uniform Traffic Control Devices (MUTCD), FHWA/US DOT, 2003 (http://mutcd.fhwa.dot.gov). MUTCD is a reference standard in this guideline.

Key transportation industry guidance documents also address accessibility in the public right-of-way and can provide useful information on design and construction. They include 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 (www.aashto.org) and 'Designing Sidewalks and Trails for Access', FHWA/US DOT September 2001 (http://www.fhwa.dot.gov/environment/sidewalk2/index.htm).

R101.2 Effect on Existing Facilities. This document does not address existing facilities unless they are included in the scope of an alteration undertaken at the discretion of a covered entity. The U.S. Department of Justice and U.S. Department of Transportation have issued and enforce separate regulations for existing facilities subject to their requirements for program accessibility under the Americans with Disabilities Act.

Advisory R101.2 Effect on Existing Facilities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

Federal agencies and entities receiving federal funds may also have an obligation for program accessibility under section 504 of the Rehabilitation Act of 1973 as amended. For example, state departments of transportation that receive Federal-aid Highway funds must comply with program accessibility requirements issued by the U.S. Department of Transportation at 49 CFR part 27.

R102 Equivalent Facilitation

Nothing in these requirements prevents the use of designs, products, or technologies as alternatives to those prescribed, provided they result in substantially equivalent or greater accessibility and usability.

R103 Conventions

R103.1 Dimensions. Dimensions that are not stated as "maximum" or "minimum" are absolute.

> **R103.1.1 Construction and Manufacturing Tolerances.** All dimensions are subject to conventional industry tolerances except where the requirement is stated as a range with specific minimum and maximum end points.

Advisory R103.1.1 Construction and Manufacturing Tolerances. Conventional industry tolerances recognized by this provision include those for field conditions and those that may be a necessary consequence of a particular manufacturing process. Recognized tolerances are not intended to apply to design work.

Information on specific tolerances may be available from industry or trade organizations, code groups and building officials, and published references.

R103.2 Calculation of Percentages. Where the required number of elements or facilities to be provided is determined by calculations of ratios or percentages and remainders or fractions result, the next greater whole number of such elements or facilities shall be provided. Where the determination of the required size or dimension of an element or facility involves ratios or percentages, rounding down for values less than one half shall be permitted.

R103.3 Figures. Unless specifically stated otherwise, figures are provided for informational purposes only.

R103.4 Units of Measurement. Measurements are presented in this document in both metric and U.S. customary units and were developed independently within each system. The relationship between the metric and U.S. customary values is neither an exact (soft) conversion nor a completely rationalized (hard) conversion. The metric values are those that would have been used had the requirements been presented exclusively in metric units; the U.S. customary values are those that would have been used had the requirements been presented exclusively in U.S. customary units. Therefore, the user is advised to work entirely in one system and not attempt to convert directly between the two.

R104 Referenced Guidelines and Standards

R104.1 General. The guidelines and standards listed in R104.2 are incorporated by reference in this document and are part of the requirements to the prescribed extent of each such reference. The Director of the Federal Register has approved these guidelines and standards for incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of the referenced guidelines and standards may be inspected at the Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004; at the Department of Justice, Civil Rights Division,

Disability Rights Section, 1425 New York Avenue, NW, Washington, DC; at the Department of Transportation, 400 Seventh Street, SW, Room 10424, Washington DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: **http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html**.

R104.2 Referenced Guidelines and Standards. The specific edition of the guidelines and standards listed below are referenced in this document. Where differences occur between this document and the reference, this document applies.

R104.2.1 MUTCD. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2003 edition. Copies of the referenced standard may be obtained on-line from the Federal Highway Administration at **http://mutcd.fhwa.dot.gov**. (see R205 and R302.4).

R104.2.2 ANSI/BHMA. Copies of the referenced standards may be obtained from the Builders Hardware Manufacturers Association, 355 Lexington Avenue, 17th floor, New York, NY 10017 (http://www.buildershardware.com).

ANSI/BHMA A156.10-1999 American National Standard for Power Operated Pedestrian Doors (see R411.3).

ANSI/BHMA A156.19-1997 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

ANSI/BHMA A156.19-2002 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

R104.2.3 ASME. Copies of the referenced standard may be obtained from the American Society of Mechanical Engineers, Three Park Avenue, New York, NY 10016 (http://www.asme.org).

ASME A17.1-2000 Safety Code for Elevators and Escalators, including ASME A17.1a-2002 Addenda and ASME A17.1b-2003 Addenda (see R220; R305.5.5).

R105 Definitions

R105.1 General. For the purpose of this document, the terms defined in R105.5 have the indicated meaning.

R105.2 Terms Defined in Referenced Guidelines and Standards. Terms not defined in R105.5 or in regulations issued by Federal agencies, but specifically defined in a referenced guideline or standard, shall have the specified meaning from the referenced guideline or standard unless otherwise stated.

R105.3 Undefined Terms. The meaning of terms not specifically defined in R105.5 or in regulations issued by Federal agencies or in referenced guidelines and standards shall be as defined by collegiate dictionaries in the sense that the context implies.

R105.4 Interchangeability. Words, terms and phrases used in the singular include the plural and those used in the plural include the singular.

R105.5 Defined Terms.

Accessible. Describes a facility in the public right-of-way that complies with this part.

Accessible Pedestrian Signal. A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration. A change to a facility in the public right-of-way that affects or could affect access, circulation, or use.

Blended Transition. A connection with a grade of 5 percent or less between the level of the pedestrian walkway and the level of the crosswalk.

Channelization. The separation or regulation of conflicting traffic movements into definite paths of travel by devices such as cones, tubular markers, vertical panels, drums, barricades, temporary raised islands and barriers, to facilitate the orderly movements of traffic, to separate vehicles and pedestrians, and to protect them from construction or hazardous areas.

Channelized Intersection. An at-grade intersection in which traffic is directed into definite paths by islands.

Crosswalk. (Shall have the meaning in MUTCD Section 1A13.18).

Cross Slope. The grade that is perpendicular to the direction of accessible pedestrian travel. On a sidewalk, shoulder, or blended transition, it is measured perpendicular to the curb line or edge of the street or highway; on a curb ramp, it is measured perpendicular to the running grade.

Curb Line. A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp. A perpendicular or parallel ramp and its landing that cuts through or is built up to the curb.

Detectable Warning. A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to vehicular way.

Element. An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility. All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in a public right-of-way.

Grade Break. The meeting line of two adjacent surface planes of different grade.

Highway. (Shall have the meaning in MUTCD Section 1A13.32).

Intersection. (Shall have the meaning in MUTCD Section 1A13.39).

Island. (Shall have the meaning in MUTCD Section 1A13.40).

Median. (Shall have the meaning in MUTCD Section 1A13.48).

Operable Part. A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

Pedestrian. (Shall have the meaning in MUTCD Section 1A13.55).

Pedestrian Access Route. A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Path. A prepared exterior or interior way of passage provided for pedestrian travel.

Pushbutton Locator Tone. A repeating sound that identifies the pushbutton location and indicates the need to actuate pedestrian timing.

Public Right-of-Way. Public land or property, usually in interconnected corridors, that is acquired for or devoted to transportation purposes.

Roundabout Intersection. (Shall have the meaning in MUTCD Section 1A13.68).

Running Slope. The grade that is parallel to the direction of travel, expressed as a ratio of rise to run or as a percent.

Sidewalk. (Shall have the meaning in MUTCD Section 1A13.73).

Splitter Island. A flush or raised island that separates entering and exiting traffic in a roundabout intersection.

Street. (Shall have the meaning in MUTCD Section 1A13.84).

Street Furniture. Sidewalk equipment or furnishings.

Vibrotactile. A vibrating surface, located on the accessible pedestrian signal button, that communicates information through touch.

Walk Interval. That phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a WALK message or the walking person symbol and its audible equivalent.

Walkway. The continuous portion of the pedestrian access route that is connected to street crossings by curb ramps or blended transitions.

CHAPTER R2: SCOPING REQUIREMENTS

R201 Application

R201.1 Scope. All newly designed and newly constructed facilities located in the public right-of-way shall comply with these requirements. All altered portions of existing facilities located in the public right-of-way shall comply with these requirements to the maximum extent feasible.

Advisory R201.1 Scope. This document (see R101.1General) covers facilities for pedestrian circulation and use in the right-of-way. Examples of facilities include, but are not limited to, walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. Examples of facilities not included are manholes and utility vaults.

These requirements are to be applied to all areas of a facility within the scope or limits of the planned project unless expressly exempted or limited with respect to the number of multiple elements required to be accessible. For example, not all benches are required to be accessible; those that are not required to be accessible are not required to comply with these requirements or to be served by a pedestrian access route.

R201.2 Temporary and Permanent Facilities. These requirements shall apply to temporary and permanent facilities.

Advisory R201.2 Temporary and Permanent Facilities. Temporary facilities covered by these requirements include, but are not limited to, temporary routes around work zones, portable toilets in the public right-of-way, sidewalk vending facilities, street fair booths, performance stages and reviewing stands, and the pedestrian access routes that serve them. As permitted in R203.1.1, structures and equipment directly associated with the actual processes of construction are not required to be accessible.

Elements are often placed on a sidewalk without coordination by different agencies or entities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

R201.3 Requirements for Buildings and Structures. Buildings, structures, and similar facilities constructed in the public right-of-way but not specified in this document shall comply with the applicable requirements in 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R201.3.1 Buildings and Structures Covered by the Americans with Disabilities Act. Buildings, structures, and similar facilities covered by the Americans with Disabilities Act (ADA) shall comply with Appendices B and D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R201.3.2 Buildings and Structures Covered by the Architectural Barriers Act. Buildings, structures, and similar facilities covered by the Architectural Barriers Act (ABA) shall comply with Appendices C and D to 36 CFR part 1191.

R202 Alterations and Additions to Existing Facilities

R202.1 General. Additions and alterations to existing facilities shall comply with R202.

Advisory R202.1 General. Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility.

The U.S. Department of Justice Title II regulation at 28 CFR 35.151(e) requires that curb ramps be installed whenever pedestrian walkways on sidewalks and across streets are newly constructed or altered. A 1993 case, Kinney v. Yerusalim, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994), held that resurfacing of a street constitutes an alteration that requires the installation of curb ramps (for text see http://www.ada.gov/deldot.htm).

Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

R202.1.1 Transitional Segments. Transitional segments connecting to existing unaltered segments shall comply with R301 to the maximum extent feasible.

Advisory R202.1.1 Transitional Segments. It is often possible to construct transitional segments that blend between existing undisturbed facilities and newly-altered elements. This may permit the work of the alteration to more nearly meet the new construction standards. At a later time, when other walkway segments are altered, the non-complying transitional segments can be removed and replaced with complying work.

R202.1.2 Added Elements. Where elements are added and the circulation path is not altered, a pedestrian access route is not required.

Advisory R202.1.2 Added Elements. This provision does not eliminate the requirements specified for a particular element. For example, a bench that is installed on an existing sidewalk must have the necessary clearances and clear floor space specified in section 307. Where possible added elements should connect to an existing pedestrian access route.

R202.2 Additions. Each addition to an existing facility shall comply with the requirements for new construction. Where an existing pedestrian circulation path is extended, the extension shall contain a pedestrian access route complying with R301.

R202.3 Alterations. Where existing elements or spaces are altered, each altered element or space within the limits or scope of the project shall comply with the applicable requirements for new construction to the maximum extent feasible.

Advisory R202.3 Alterations. From the U.S. Department of Justice title III regulation at 28 CFR 36.402 Alterations: "The phrase 'to the maximum extent feasible,' … applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. Any altered features of the facility that can be made accessible shall be made accessible. If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would not be feasible, the facility shall be made accessible to persons with other types of disabilities (e.g., those who use crutches, those who have impaired vision or hearing, or those who have other impairments)."

Existing conditions (e.g., underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, the presence of a notable natural or historic feature) may limit choices in an alterations project. In determining the maximum feasible accessibility that can be achieved for pedestrians with disabilities within a given alterations project, covered entities may consider constructability limits commensurate with those of the project as a whole.

There is no 'path-of-travel' obligation in these guidelines; covered entities shall apply the guidelines to achieve the maximum feasible accessibility within the limits of the planned project boundary or scope. However, the alteration of multiple elements or spaces within a facility may provide a cost-effective opportunity to make the entire facility, or a significant portion of it, accessible. When undertaking right-of-way alterations, jurisdictions should consult their transition plans to determine if related work has been identified as needed to achieve program accessibility in existing facilities at the same location.

Most rights-of-way work occurs as an alteration in a complex environment also regulated for vehicle operation and safety and subject to the well-established industry practice of applying 'engineering judgment'. These techniques can also be used to evaluate the feasibility of accessibility solutions.

R202.3.1 Prohibited Reduction in Required Access. An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

Advisory R202.3.1 Prohibited Reduction in Access. Sidewalk improvements that correct existing excessive cross slope should be carefully planned to avoid the imposition of barriers elsewhere, as, for example, creating excessive slope in a curb ramp or adding a step at an existing building entrance. Solutions that have been successfully implemented include:

1)split sidewalks that serve entrances and roadway at separate levels;
2)sidewalk widths of greater cross slope at street edge, with a pedestrian access route at lesser cross slope along building entrances;
3)a pedestrian access route along the curb, with ramped entrances along the shop fronts.

Where facilities are newly-constructed or altered along an existing sidewalk, it may not always be possible to provide the required level landing at an entrance or other feature required to be accessible without altering the sidewalk. Often, the jurisdiction will require the developer of a new or altered facility on a site served by the sidewalk to redesign and replace the public sidewalk as a part of the permit for construction. Careful coordination between public and private planning is the usual practice.

R202.3.2 Extent of Application. An alteration of an existing element, space, or area of a facility shall not impose a requirement for accessibility greater than required for new construction.

R202.3.3 Alterations to Qualified Historic Facilities. Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with these requirements would threaten or destroy the historic significance of a qualified facility or element, compliance shall be required to the maximum extent that does not threaten or destroy the historic significance.

Advisory R202.3.3 Alterations to Qualified Historic Facilities. It is the element or facility subject to the alteration which must have historic significance. Furthermore, it must be determined that compliance with these requirements would threaten or destroy the historic significance, not merely alter the appearance.

R202.3.3.1 Historic District. Location of the facility or element within an historic district is not a sufficient condition for qualification as an historic facility.

Advisory R202.3.3.1 Historic District. Altered street crossings, sidewalks, and pedestrian facilities that are not historic but are merely located in historic areas must meet new construction requirements to the maximum extent feasible.

R202.3.3.2 Reproductions or Replications. Reproductions or replications of historic facilities shall not qualify as historic facilities.

R203 General Exceptions

R203.1 General. Facilities, sites, spaces, and elements are exempt from these requirements to the extent specified by R203.

R203.1.1 Construction Sites. Structures and sites directly associated with the actual processes of construction, including but not limited to, scaffolding, bridging, materials hoists, materials storage, portable toilet units provided for use exclusively by construction personnel, and construction trailers, shall not be required to comply with this part.

R203.1.2 Limited Access Spaces. Spaces accessed only by ladders, catwalks, crawl spaces, or very narrow passageways shall not be required to comply with this part.

R203.1.3 Machinery Spaces. Spaces or elements frequented only by service personnel for maintenance, repair, or occasional monitoring of equipment shall not be required to comply with this part. Machinery spaces include, but are not limited to, elevator pits or elevator penthouses; mechanical, electrical or communications equipment cabinets and vaults; electric substations and transformer vaults; and highway and tunnel utility facilities.

R203.1.4 Single Occupant Structures. Single occupant structures accessed only by passageways below grade or elevated above standard curb height, including but not limited to toll booths that are accessed only by underground tunnels, shall not be required to comply with this part.

R204 Pedestrian Access Route

Pedestrian circulation paths shall contain a pedestrian access route complying with R301 which connects to facilities, elements, and spaces required to be accessible by Chapter R2 and to accessible routes required to connect to public streets and sidewalks by section 206.2.1 of appendix B to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) or section F206.2.1 of appendix C of 36 CFR 1191 (the ADA and ABA Accessibility Guidelines). Where a pedestrian circulation path is provided in the street, along a highway, or within a shoulder, it shall contain a pedestrian access route.

Advisory R204 Pedestrian Access Route. The pedestrian access route is a portion of the general pedestrian circulation path, which may include walkways, sidewalks, street crossings and crosswalks, and overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps and landings. Where sidewalks are not provided, pedestrian circulation paths maybe provided in the street, highway, or shoulder unless pedestrian use is prohibited. This provision does not require a pedestrian access route if a pedestrian circulation path is not provided. -

R205 Alternate Pedestrian Access Route

When an existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary conditions, an alternate pedestrian access route complying to the maximum extent feasible with R301, R302, and Section 6D.01 and 6D.02 of the MUTCD (incorporated by reference; see R104.2.1) shall be provided.

Advisory R205 Alternate Pedestrian Access Route. Same-side travel is preferred because it does not increase pedestrian exposure and risk of accident consequent upon added street crossings. A route that uses vehicle lane width may be shorter, safer, and more usable than one that requires two street crossings, even if the roadway surface is imperfect. Part 6D.01 of the MUTCD requires alternate routes to provide the best elements of accessibility provided in the pedestrian circulation route before its disruption.

R206 Pedestrian Crossings

Where a pedestrian street or rail track crossing is provided, it shall contain a pedestrian access route complying with R301 and the applicable provisions of R305. Where a pedestrian rail crossing is not contained within a street or highway, a detectable warning shall be provided in compliance with R304.

Advisory R206 Pedestrian Crossings. When tracks are located in a street or highway that has a pedestrian route, the detectable warnings at the curb ramps make a second set of detectable warnings at the rail unnecessary in most applications. When rail tracks are not associated with a street or highway, they must have detectable warnings across the pedestrian access route on either side.

R207 Curb Ramps and Blended Transitions

A curb ramp or blended transition complying with R303, or a combination of curb ramps and blended transitions, shall connect the pedestrian access route to each pedestrian street crossing within the width of each crosswalk.

R208 Accessible Pedestrian Signals (APS)

Where pedestrian signals are provided at pedestrian street crossings, they shall comply with R306.

R209 Protruding Objects

Protruding objects along or overhanging any portion of a pedestrian circulation path shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

Advisory R209 Protruding Objects. Banners, awnings, tree branches, and temporary street or highway signs may also be hazards if not placed or maintained properly.

R210 Pedestrian Signs

R210.1 General. Signs designed primarily for pedestrian use shall comply with R210.

R210.2 Bus Route Identification. Bus route identification signs shall comply with R409.5.1 through R409.5.4, and R409.5.7 and R409.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with R409.5.5. Bus route identification signs located at bus shelters shall provide raised and braille characters complying with R409.2, and shall have rounded corners. Signs shall not be required to comply with R409.2 where audible signs are user- or proximity-actuated or are remotely transmitted to a portable receiver carried by an individual. Bus schedules, timetables and maps that are posted at the bus stop or bus shelter are not required to comply.

R210.3 Directional, Informational, and Warning Signs. Directional, informational, and warning signs shall comply with R409.5.

Advisory R210.3 Directional, Informational, and Warning Signs. This provision applies legibility criteria to text signs. Examples of covered signs include, but are not limited to, sidewalk closure and pedestrian detour signing required by MUTCD, tourist information signing, and pedestrian route signing along an historic trail. Standard highway street-name signage is not covered by this part.

Braille identification of street names is a required feature where APS are provided (see R306).

A proximity-,-user-, or button-activated audible sign can provide this information in audible formats for pedestrians who don't read print. Such devices are now being manufactured for rights-of-way applications.

R211 Street Furniture

Street furniture intended for use by pedestrians and installed on or adjacent to a pedestrian circulation path shall comply with R307.

Advisory R211 Street Furniture. This scoping applies usability and operability criteria to certain items intended for pedestrian use in the public right-of-way. Where multiple items of a single type are provided at a single location, only a proportion may be required to be accessible and to be located on a pedestrian access route. Types of street furniture for which usability and operational criteria are provided include elements such as drinking fountains; public telephones; public toilet facilities; and tables, counters, and benches in R211; parking meters in R308.6; bus stops and shelters in R212; and signage, including bus stop signage, in R210. Where applicable, usability and operability provisions shall be satisfied in the design and construction of other items installed on or along a public right-of-way for pedestrian use (see sections R307, R401, and R405).

Some items intended for pedestrian use are installed on private property bounded by a public right-of-way and are intended for use from the right-of-way. Such items include wall-mounted ATMs, overnight mail kiosks, and walk-up service windows. Other items may be placed within a public sidewalk under the terms of a public space permit, such as the tables, chairs, and enclosures used by sidewalk cafes and restaurants or sidewalk vending carts and machines. The ADA and ABA Accessibility Guidelines cover these street furniture items, which should not be permitted to intrude on the required pedestrian access route or to violate protruding objects provisions.

Some street furniture, such as fire hydrants, signal control boxes, signal and sign poles, and overhead awnings and signs, is not intended for pedestrian operation. These and similar items shall not intrude on the required pedestrian access route or violate protruding objects provisions (see sections R301 and R401).

The location of bicycle racks on a public sidewalk should consider their footprint in use, since a bicycle carelessly fixed to a rack can become a barrier to accessible travel along a pedestrian access route or a protruding object along it.

Careful coordination is required between agencies and divisions authorized to install items on and along sidewalks in order to avoid inadvertent conditions that may constitute barriers. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

R212 Bus Stops

Where provided, bus boarding and alighting areas shall comply with R410. Where provided, bus shelters shall comply with R410.2.

Advisory R212 Bus Stops. Where bus stops are marked along existing streets by the placement of signage, benches, or shelters, other features necessary to accessibility, such as surface improvements and curb ramps, will be subject to the program access requirements of the U.S. Department of Justice title II regulation at 28 CFR 35.151 or the U.S. Department of Transportation 504 regulation at 49 CFR Part 27. Transportation, public works, and transit agencies should consider including needed improvements in their transition plans and other program accessibility planning.

Furthermore, the placement of such items is subject to usability and protruding objects provisions that apply to street furniture. Bus stop benches and shelters shall not intrude into an existing pedestrian access route.

Signage required at bus stops is scoped at R210.2 Bus Route Identification.

R213 Stairways
Where provided on a pedestrian circulation path, stairways shall comply with R407. Stairways shall not be part of a pedestrian access route.

R214 Handrails
Where provided, handrails shall comply with R408.

Advisory R214 Handrails. It may not be feasible to install handrails with fully complying features on existing developed rights-of-way if the full horizontal handrail extension would narrow a required pedestrian access route or be a hazard to cross traffic. Handrail design should not constitute a protruding object (see R401).

R215 Vertical Access
Where provided, elevators, limited-use/limited-application elevators, and platform lifts shall comply with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and shall provide for independent operation. Vertical access shall remain unlocked during the operating hours of the facility served.

Advisory R215 Vertical Access. Elevators in public and private buildings accessible from the public right-of-way have been successfully used to provide low-effort routes between sidewalk levels in hilly terrain.

R216 On-Street Parking
Where on-street parking is marked or metered, accessible parking spaces complying with R308 shall be provided on the block perimeter in accordance with Table R216.

Advisory R216 On-Street Parking. Accessible on-street parking spaces are best located where the street has the least crown and grade and close to key destinations. Adjacent sidewalk space should be free of obstructions (including curb ramps) to permit deployment of a van side-lift.-

Table R216 Accessible Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2

51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

R217 Passenger Loading Zones
Where passenger loading zones are provided, a minimum of one passenger loading zone complying with R412 shall be provided in every continuous 30 m (100 ft) of loading zone space or fraction thereof.

R218 Call Boxes
Where provided, roadside call boxes shall comply with R309.

R219 Transit Platforms
Where provided, transit platforms shall comply with R414.

R220 Escalators
Where provided, escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see 104.2.2).

R221 Detectable Warning Surfaces
Detectable warning surfaces shall comply with R304.

Advisory R221 Detectable Warning Surfaces. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.

R222 Doors, Doorways, and Gates
Where provided, doors, doorways, and gates shall comply with R411.

CHAPTER R3: TECHNICAL PROVISIONS

R301 Pedestrian Access Route

R301.1 General. Pedestrian access routes shall comply with R301 and shall connect pedestrian elements and facilities required to be accessible.

R301.2 Components. Pedestrian access routes shall consist of one or more of the following components: walkways, ramps, curb ramps (excluding flared sides) and landings, blended transitions, crosswalks, and pedestrian overpasses and underpasses, elevators, and platform lifts. Stairways and escalators shall not be part of a pedestrian access route. All components of a pedestrian access route shall comply with the applicable portions of this document.

R301.3 Width.

R301.3.1 Continuous Width. The minimum continuous and unobstructed clear width of a pedestrian access route shall be 1.2 m (4.0 ft), exclusive of the width of the curb.

Advisory R301.3.1 Continuous Width. The pedestrian access route provides a minimum accessible route of passage within a sidewalk or other walkway that may not comprise the full width of the pedestrian circulation route, particularly in urban areas. Industry-recommended sidewalk widths can be found in 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 (www.aashto.org). The minimum width must be maintained without obstruction.

Where a pedestrian access route turns or changes direction, it should accommodate the continuous passage of a wheelchair or scooter. As with street or highway design for vehicles, additional maneuvering width or length may be needed at recesses and alcoves, doorways and entrances, and along curved or angled routings, particularly where the grade exceeds 5%. Individual segments of pedestrian access routes should have a minimum straight length of 1.2 m (4.0 ft).

Street furniture, including fixed or movable elements such as newspaper and sales racks, cafe seating and tables, bus shelters, vender carts, sidewalk sculptures, and bicycle racks, shall not reduce the required width of the pedestrian access route.

Provisions for protruding objects apply across the entire width of the pedestrian circulation path, not just the pedestrian access route.

R301.3.2 Width at Passing Spaces. Walkways in pedestrian access routes that are less than 1.5 m (5.0 ft) in clear width shall provide passing spaces at intervals of 61 m (200 ft) maximum. Pedestrian access routes at passing spaces shall be 1.5 m (5.0 ft) wide for a distance of 1.5m (5.0 ft).

R301.3.3 Width at Elevators and Lifts. The pedestrian access route at elevators and platform lifts shall be permitted to comply with the applicable requirements of section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R301.3.4 Width at Doors, Doorways, and Gates. The pedestrian access route through doors, doorways, and gates shall be permitted to comply with R411.2.3.

R301.4 Walkway Grade and Cross Slope.

R301.4.1 Cross Slope. The cross slope of the walkway of a pedestrian access route shall be 2 percent maximum.

R301.4.2 Street or Highway Grade. Where the walkway of a pedestrian access route is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.

R301.4.3 Supported Slope. Where the walkway of a pedestrian access route is supported by a structure, it shall comply with R305.5.

Advisory R301.4.3 Supported Slope. This provision covers pedestrian access routes on bridges, overpasses, underpasses and similar facilities.

R301.5 Surface. The surface of the pedestrian access route shall be firm, stable and slip resistant.

Advisory R301.5 Surface. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).-

R301.5.1 Vertical Alignment. Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the pedestrian access route, and within clear spaces required for accessible pedestrian signals, street furniture, and operable parts. Grade breaks shall be flush. Where the pedestrian access route crosses rail tracks at grade, the surface of the pedestrian access route shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail.

R301.5.2 Surface Discontinuities. Surface discontinuities shall not exceed 13 mm (0.50 in) maximum. Vertical discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) maximum shall be beveled at 1:2 minimum. The bevel shall be applied across the entire level change.

Advisory R301.5.2 Surface Discontinuities. Surfaces with individual units laid out of plane and those that are heavily textured, rough, or chamfered, will greatly increase rolling resistance and will subject pedestrians who use wheelchairs, scooters, and rolling walkers to the stressful (and often painful) effects of vibration. It is highly desirable to minimize surface discontinuities; when discontinuities on the pedestrian access route are unavoidable, they should be widely separated.

R301.7 Horizontal Openings.

R301.7.1 Walkway Joints and Gratings. Openings shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

R301.7.2 Clearances at Elevator and Platform Lift Sills. Clearances between elevator car platform sills and associated hoistways and between a platform lift sill and any landing shall comply with the applicable requirements in sections 407.4.3, 408.4.3, and 410.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R301.7.3 Flangeway Gaps at Non-Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of non-freight rail track shall be 64 mm (2.5 in) maximum.

R301.7.4 Flangeway Gaps at Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of freight rail track shall be 75 mm (3 in) maximum.

R302 Alternate Circulation Path

R302.1 General. Alternate circulation paths shall comply with R302 and shall contain a pedestrian access route complying with R301.

Advisory R302.1 General. Temporary routes are alterations to an existing developed pedestrian environment and are required to achieve the maximum accessibility feasible under existing conditions.

R302.2 Location. To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route.

Advisory R302.2 Location. Where it is not feasible to provide a same-side alternate circulation path and pedestrians will be detoured, section 6D.02 of the MUTCD specifies that the alternate path provide a similar level of accessibility to that of the existing disrupted route. This may include the incorporation of accessible pedestrian signals (APS), curb ramps, or other accessibility features.

R302.3 Protection. Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with R302.4.

Advisory R302.3 Protection. When it is necessary to block travel at the departure curb to close a crosswalk that is disrupted by excavation, construction, or construction activity, care must be taken to preserve curb ramp access to the perpendicular crosswalk. This may require additional pedestrian channelization if only a single diagonal curb ramp

serves the corner.

Figures 6H-28 and 6H-29 of the MUTCD specify notification signage for pedestrian closings and detours. Audible signage triggered by proximity switches can provide information to pedestrians who do not use print signs.

R302.4 Pedestrian Barricades and Channelizing Devices. Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see R104.2.4).

R302.4.1 Detectable Base. A continuous bottom edge shall be provided 150 mm (6 in) maximum above the ground or walkway surface.

R302.4.2 Height. Devices shall provide a continuous surface or upper rail at 0.9 m (3.0 ft) minimum above the ground or walkway surface. Support members shall not protrude into the alternate circulation path.

R303 Curb Ramps and Blended Transitions

R303.1 General. Curb ramps and blended transitions shall comply with R303.

Advisory R303.1 General. Curb ramps can be a key source of wayfinding information for pedestrians who travel without vision cues if they are installed in-line with the direction of pedestrian travel at crossings. This is most easily accomplished by locating the ramp at the tangent point of the curb return, using either a small curb radius in an attached sidewalk or, in larger radii, a border or setback from the street edge. The Institute of Transportation Engineers (www.ite.org) has undertaken an industry-wide effort to develop and standardize intersection plans that optimize wayfinding. The challenge for practitioners is to provide usability for pedestrians in wheelchairs and scooters with a rectangular ramp plan that can also be directional.

R303.2 Types. Perpendicular curb ramps shall comply with R303.2.1 and R303.3; parallel curb ramps shall comply with R303.2.2 and R303.3; blended transitions shall comply with R303.2.3 and R303.3.

Advisory R303.2 Types. This provision permits a combination of ramps and blended transitions.

It will sometimes be necessary to limit the run of a parallel or perpendicular ramp in order to avoid 'chasing grade' indefinitely. In new construction at standard curb heights, required level landings can provide a datum for measuring most curb ramp slopes.

Limiting new ramps to an 8.3% slope on steep routes will result in a slight increase in grade on the balance of the route, but will facilitate street crossing and a timely and manageable ascent to the sidewalk, particularly important when crossing in traffic.

R303.2.1 Perpendicular Curb Ramps. Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.

R303.2.1.1 Running Slope. The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

R303.2.1.2 Cross Slope. The cross slope at intersections shall be 2 percent maximum. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.1.3 Landing. A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. Running and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.1.4 Flares. Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp.

Advisory R303.2.1.4 Flares. Sides of ramps may be returned, providing useful directional cues, if protected from cross travel by landscaping, street furniture, poles, or equipment.

R303.2.2 Parallel Curb Ramps. Parallel curb ramps shall comply with R303.2.2, and shall have a running slope that is in-line with the direction of sidewalk travel.

R303.2.2.1 Running Slope. The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

.

R303.2.2.2 Cross Slope. The cross slope shall be 2 percent maximum.

R303.2.2.3 Landing. A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear floor or ground space. Running slope and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.2.4 Diverging Sidewalks. Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected.

R303.2.3 Blended Transitions. Blended transitions shall comply with R303.3. Running slope shall be 5 percent maximum and cross slope shall be 2 percent maximum.

R303.3 Common Elements. Curb ramps and blended transitions shall comply with R303.3.

R303.3.1 Width. The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 1.2 m (4.0 ft) minimum.

R303.3.2 Detectable Warnings. Detectable warning surfaces complying with R304 shall be provided, where a curb ramp, landing, or blended transition connects to a street.

R303.3.3 Surfaces. Surfaces of curb ramps, blended transitions, and landings shall comply with R301. Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.

R303.3.4 Grade Breaks. Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.

R303.3.5 Counter Slopes. The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum.

R303.3.6 Clear Space. Beyond the curb face, a clear space of 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided within the width of the crosswalk and wholly outside the parallel vehicle travel lane.

R304 Detectable Warning Surfaces

R304.1 General. Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern and shall comply with R304.

R304.1.1 Dome Size. Truncated domes in a detectable warning surface shall have a base diameter of 23 mm (0.9 in) minimum to 36 mm (1.4 in) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 5 mm (0.2 in).

Advisory R304.1.1 Dome Size. Where domes are arrayed radially, they may differ in diameter within the ranges specified.

R304.1.2 Dome Spacing. Truncated domes in a detectable warning surface shall have a center-to-center spacing of 41 mm (1.6 in) minimum and 61 mm (2.4 in) maximum, and a base-to-base spacing of 17 mm (0.65 in) minimum, measured between the most adjacent domes.

Advisory R304.1.2 Dome Spacing. Where domes are arrayed radially, they may differ in center-to-center spacing within the range specified.

R304.1.3 Contrast. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surface, either light-on-dark or dark-on-light.

Advisory R304.1.3 Contrast. Contrast may be provided on the full ramp surface but should not extend to the flared sides. Many pedestrians use the visual contrast at the toe of the ramp to locate the curb ramp opening from the other side of the street.

R304.1.4 Size. Detectable warning surfaces shall extend 610 mm (24 in) minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

R304.2 Location and Alignment.

R304.2.1 Perpendicular Curb Ramps. Where both ends of the bottom grade break complying with R303.3.4 are 1.5 m (5.0 ft) or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 1.5 m (5.0 ft) from the back of curb, the detectable warning shall be located on the lower landing.

Advisory R304.2.1 Perpendicular Curb Ramps. Detectable warnings are intended to provide a tactile equivalent underfoot of the visible curbline; those placed too far from the street edge because of a large curb radius may compromise effective crossing analysis.

R304.2.2 Landings and Blended Transitions. The detectable warning shall be located on the landing or blended transition at the back of curb.

R304.2.3 Alignment. The rows of truncated domes in a detectable warning surface shall be aligned to be perpendicular or radial to the grade break between the ramp, landing, or blended transition and the street.

Advisory R304.2.3 Alignment. Where a ramp, landing, or blended transition provides access to the street continuously around a corner, the vertical rows of truncated domes in a detectable warning surface should be aligned to be perpendicular or radial to the grade break between the ramp and the street for a 1.2 meter-wide (4.0 ft) width for each crosswalk served.

R304.2.3 Rail Crossings. The detectable warning surface shall be located so that the edge nearest the rail crossing is 1.8 m (6 ft) minimum and 4.6 m (15 ft) maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel.

R305 Pedestrian Crossings

R305.1 General. Pedestrian crossings shall comply with R305.

R305.2 Crosswalks. Crosswalks shall comply with R305.2 and shall contain a pedestrian access route that connects to departure and arrival walkways through any median or pedestrian refuge island.

R305.2.1 Width. Marked crosswalks shall be 1.8 m (6 ft) wide minimum.

R305.2.2 Cross Slope.

R305.2.2.1 Crossings with Stop Control. The cross slope shall be 2 percent maximum.

R305.2.2.2 Crossings without Stop Control. The cross slope shall be 5 percent maximum.

R305. 2.2.3 Midblock Crossings. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R305.2.3 Running Slope. The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crosswalk.

R305.3 Pedestrian Signal Phase Timing. All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 1.1 m/s (3.5 ft/s) maximum. The crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk.

R305.4 Medians and Pedestrian Refuge Islands. Medians and pedestrian refuge islands in crosswalks shall comply with R305.4 and shall contain a pedestrian access route, including passing space, complying with R301 and connecting to each crosswalk.

R305.4.1 Length. Medians and pedestrian refuge islands shall be 1.8 m (6.0 ft) minimum in length in the direction of pedestrian travel.

Advisory R305.4.1 Length. The edges of cut-throughs and curb ramps are useful as cues to the direction of a crossing. This should be considered when planning an angled route through a median or island. Curb ramps in medians and islands can add difficulty to the crossing for some users. There are many factors to consider when deciding whether to ramp or cut-through a median or island. Those factors may include slope and cross slope of road, drainage, and width of median or island.

R305.4.2 Detectable Warnings. Medians and pedestrian refuge islands shall have detectable warnings complying with R304 at curb ramps and blended transitions. Detectable warnings at cut-through islands shall be located at the curbline in-line with the face of curb and shall be separated by a 61 cm (2.0 ft) minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.

R305.5 Pedestrian Overpasses and Underpasses. Pedestrian overpasses and underpasses shall comply with R305.5.

R305.5.1 Pedestrian Access Route. Pedestrian overpasses and underpasses shall contain a pedestrian access route complying with R301.

R305.5.2 Approach. Where the approach slope exceeds 5 percent, the approach shall be a ramp 1.2 m (4.0 ft) minimum in width complying with R406 or an elevator, a limited use/limited application elevator, or platform lift complying with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and providing for independent operation.

Advisory R305.5.2 Approach. This provision leaves the decision of type of accessible vertical access up to the jurisdiction. Long ramps can present difficulties for some persons with disabilities and may require snow clearance. Elevators or lifts entail a maintenance obligation.

R305.5.3 Stairs. Stairs shall comply with R407.

R305.5.4 Escalators. Escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see R104.2.3) and shall have a clear width of 82 cm (32 in) minimum.

R305.6 Roundabout Intersections. Where pedestrian facilities are provided at roundabout intersections, they shall comply with R305.6 and shall contain a pedestrian access route complying with R301.

R305.6.1 Separation. If walkways are curb-attached, there shall be a continuous and detectable edge treatment along the street side of the walkway wherever pedestrian crossing is not intended. Where chains, fencing, or railings are used, they shall have a bottom element 38 cm (15 in) maximum above the pedestrian access route.

Advisory R305.6.1 Separation. Because the pedestrian crossings are located off to the side of the pedestrian route around the street or highway and noise from continuously circulating traffic may mask useful audible cues. Carefully delineated crosswalk approaches with plantings, low enclosures, curbs, or other defined edges can be effective in identifying the crossing location(s). European and Australian roundabout intersections extend a 6- cm (24-inch) width of tactile surface treatment from the centerline of the ramp or blended transition across the full width of the sidewalk to provide an underfoot cue. Several manufacturers make a surface of raised bars for this use. The detectable warning surface should not be used, since it indicates the edge of a street or highway.

Schemes that remove cyclists from the circulating street or highway by means of a ramp that angles from the curb lane to the sidewalk and then provide re-entry by means of a similar ramp beyond the pedestrian crossing may provide false cues about the location of a crossing to pedestrians who are using the edge of the sidewalk for wayfinding. Designers should consider ways to mitigate this hazard.

R305.6.2 Signals. At roundabouts with multi-lane crossings, a pedestrian activated signal complying with R306 shall be provided for each segment of each crosswalk, including the splitter island. Signals shall clearly identify which crosswalk segment the signal serves.

Advisory R305.6.2 Signals. There are many suitable demand signals for this application. Crossings at some roundabout intersections in Australia and the United Kingdom

incorporate such systems, in which the driver first sees a flashing amber signal upon pedestrian activation and then a solid red while the pedestrian crosses to the splitter island (there is no green). These types of signals are also used in some U.S. cities at pedestrian crossings of arterial street or highways. The pedestrian pushbutton should be identifiable by a locator tone, and an accessible pedestrian signal incorporated to provide audible and vibrotactile notice of the gap created by the red signal. If properly signed, it need only be used occasionally by those who do not wish to rely solely on visual gap selection.

Roundabout intersections with single-lane approach and exit legs are not required to provide signals.

R305.7 Channelized Turn Lanes at Intersections. Where pedestrian crosswalks are provided at multi-lane right or left channelized turn lanes at intersections with pedestrian signal indications, a pedestrian activated signal complying with R306 shall be provided.

Advisory R305.7 Channelized Turn Lanes at Intersections. Accessible pedestrian signal devices installed at splitter and 'pork chop' islands must be carefully located and separated so that signal spillover does not give conflicting information about which crossing has the WALK indication displayed.

Additional guidance on signal types is provided in Advisory R305.6.2.

R306 Accessible Pedestrian Signals (APS)

R306.1 General. Pedestrian signals shall comply with R306.

R306.2 Pedestrian Signals. Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal which includes audible and vibrotactile indications of the WALK interval. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal and shall comply with R306.2.

Advisory R306.2 Pedestrian Signals. Signals should generally sound and vibrate throughout the WALK interval. Where signals rest in WALK, audible operation may be limited to a repetition at short intervals rather than continuous sounding for several minutes.

R306.2.1 Location. Accessible pedestrian signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear floor or ground space that is in line with the crosswalk line adjacent to the vehicle stop line.

R306.2.1.1 Crossings. Accessible pedestrian signal devices shall be 3.0 m (10.0 ft) minimum from other accessible pedestrian signals at a crossing. The control face of the accessible pedestrian signal shall be

installed to face the intersection and be parallel to the direction of the crosswalk it serves.

R306.2.1.2 Medians and Islands. Accessible pedestrian signals located in medians and islands shall be 1.5 m (5.0 ft) minimum from other accessible pedestrian signals.

R306.2.2 Reach and Clear Floor or Ground Space. Accessible pedestrian pushbuttons shall be located within a reach range complying with R404. A clear floor or ground space complying with R402 shall be provided at the pushbutton and shall connect to or overlap the pedestrian access route.

R306.2.3 Audible Walk Indication. The audible indication of the WALK interval shall be by tone or speech message.

R306.2.3.1 Tones. Tones shall consist of multiple frequencies with a dominant component at 880 Hz. The duration of the tone shall be 0.15 s and shall repeat at intervals of 0.15 s.

Advisory R306.2.3.1 Tones. Many new accessible pedestrian signal installations in the US use speech messages, which are perceived as being more user-friendly than tones. However, such messages may not be intelligible under high-ambient-noise conditions or to non-English speakers. Electronic tones are more universal and unambiguous. Section 4E.06 of the MUTCD specifies content of speech messages.

R306.2.3.2 Volume. Tone or voice volume measured at 92 cm (3.0 ft) from the pedestrian signal device shall be 2 dB minimum and 5 dB maximum above ambient noise level in standard operation and shall be responsive to ambient noise level changes.

Advisory R306.2.3.2 Volume. Where additional volume or beaconing features are available on pedestrian activation, they will momentarily exceed volume limits.

R306.3 Pedestrian Pushbuttons. Pedestrian pushbuttons shall comply with R306.3.

R306.3.1 Operation. Pedestrian pushbuttons shall comply with R405.4.

R306.3.2 Pushbutton Locator Tone. Pedestrian pushbuttons shall incorporate a locator tone at the pushbutton. Pushbutton locator tone volume measured at 92 cm (3.0 ft) from the pushbutton shall be 2 dB minimum and 5 dB maximum above ambient noise level and shall be responsive to ambient noise level changes. The duration of the locator tone shall be 0.15 s maximum and shall repeat at intervals of one second. The locator tone shall operate during the DON'T WALK and flashing DON'T WALK intervals only and shall be deactivated when the pedestrian signal is not operative.

R306.3.3 Size and Contrast. Pedestrian pushbuttons shall be a minimum of 0.5 cm (2 in) across in one dimension and shall contrast visually with their housing or mounting.

R306.3.4 Optional Features. An extended button press shall be permitted to activate additional features. Buttons that provide additional features shall be marked with three braille dots forming an equilateral triangle in the center of the pushbutton.

R306.4 Directional Information and Signs. Pedestrian signal devices shall provide tactile and visual signs complying with 306.4 on the face of the device or its housing or mounting to indicate crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

R306.4.1 Arrow. Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 0.8 mm (.03 inch) minimum and shall be 4 mm (1.5 in) minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background.

R306.4.2 Street Name. Accessible pedestrian signals (APS) shall include street name information aligned parallel to the crosswalk direction and shall comply with R409.3 or shall provide street name information in audible format.

R306.4.3 Crosswalk Configuration. Where provided, graphic indication of crosswalk configuration shall be tactile.

R307 Street Furniture

R307.1 General. Street furniture shall comply with R307.

Advisory R307.1 General. Elements are often placed on a sidewalk without coordination by different agencies or entities. Covered entities must ensure that the usability of the pedestrian access route is maintained.

Where items are added to an existing developed streetscape and the pedestrian walkway is not being replaced or altered within the scope of the project, locations should be carefully selected for minimum slope and cross slope and adequate width and maneuvering space to optimize usability.

R307.2 Clear Floor or Ground Space. Street furniture shall have clear space complying with R402 and shall be connected to the pedestrian access route.

R307.3 Drinking Fountains. Where drinking fountains are provided, they shall comply with R413.

R307.4 Public Telephones. Where public telephones are provided, they shall comply with R307.4.

R307.4.1 Single Telephone. Where a single public telephone is provided, it shall comply with sections 704.2 and 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.4.2 Multiple Telephones. Where a bank of public telephones is provided, at least one telephone shall comply with section 704.2 of Appendix D to 36 CFR part 1191, and at least one additional telephone shall comply with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.4.3 Volume Controls. All public telephones shall provide volume controls complying with section 704.3 of Appendix D to 36 CFR 1191.

R307.5 Public Toilet Facilities. Permanent or portable public toilet facilities shall comply with section 603 of Appendix D to 36 CFR part 1191. At least one fixture of each type provided shall comply with sections 604 through 610 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines). Operable parts, dispensers, receptacles, or other equipment shall comply with R405. Where multiple single-user toilet facilities are clustered at a single location, at least 5 percent, but no fewer than one single-user toilet at each cluster shall comply with section 603 of Appendix D to 36 CFR part 1191 and shall be identified by the International Symbol of Accessibility complying with R409.7.2.1.

R307.6 Tables, Counters, and Benches. Tables, counters, and benches shall comply with R307.6.

R307.6.1 Tables. Where tables are provided in a single location, at least 5 percent but no fewer than one, shall comply with section 902 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.6.2 Counters. Where provided, counters shall comply with section 904 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.6.3 Benches.

R307.6.3.1 Clear Space for Wheelchairs at Benches. Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall provide clear space complying with R402 positioned at the end of the bench seat and located for shoulder-to-shoulder seating.

R307.6.3.2 Benches. Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall have a seat

height at the front edge of 43 cm (17 in) minimum and 49 cm (19 in) maximum above the ground or floor space.

Advisory R307.6.3.2 Benches. Benches will be most useful if they have full back support and armrests to assist in sitting and standing.

R308 On-Street Parking

R308.1 General. On-street parking spaces shall comply with R308.

R308.2 Parallel Parking Spaces.

R308.2.1 Wide Walkways. Where the width of the adjacent walkway exceeds 4.3 m (14 ft), an access aisle at least 1.5 m (5.0 ft) wide shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. The access aisle shall not encroach on the vehicular travel lane.

Advisory R308.2.1 Wide Walkways. The walkway adjacent to an accessible parallel parking space should be free of obstructions such as signage, plantings, or equipment that would preclude deployment of a vehicle side-lift onto the access aisle or walkway.

A vehicle may park at the curb or at the parking lane boundary in order to locate the access aisle for individual use.

R308.2.2 Narrow Walkways. An access aisle is not required where the width of the adjacent walkway is less than or equal to 4.3 m (14 ft). When an access aisle is not provided, the parking space shall be located at either end of the block face.

Advisory R308.2.2 Narrow Walkways. An end-of-block space can be served by the curb ramps at the street crossing.

R308.3 Perpendicular or Angled Parking Spaces. Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. Access aisles shall be marked so as to discourage parking in them.

Advisory R308.3 Perpendicular or Angled Parking Spaces. All accessible angled and perpendicular on-street parking is treated as van parking with wide access aisles. In many cases, two spaces on either side of a single access aisle will satisfy scoping requirements. Where backing into the space (to locate the access aisle on the side needed) is not permitted, an access aisle for each accessible space should be provided.

R308.4 Curb Ramps or Blended Transitions. A curb ramp or blended transition complying with R303 shall connect the access aisle to the pedestrian access route.

R308.5 Signs. Parking space identification signs shall include the International Symbol of Accessibility complying with R409.5.10. Signs shall be located at the head or foot of the parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

Advisory R308.5 Signs. Accessible parallel parking spaces located at the foot of a block can serve vans that have rear lifts or cars with scooter platforms.

R308.6 Parking Meters. Where parking meters are provided, they shall comply with R308.6. Operable parts shall comply with R405.

R308.6.1 Meters at Parking Spaces. A parking meter shall be located at the head or foot of a parallel parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

R308.6.2 Remote Meters. Where payment for parking in a space is included in a centralized collection box or paying station, the space shall be connected to the centralized collection point with a pedestrian access route.

R308.6.3 Displays and Information. Displays and information shall be visible from a point located 1.0 m (3.3 ft) maximum above the center of the clear floor space in front of the meter.

R309 Call Boxes

R309.1 General. Call boxes shall comply with R309. Where provided, labeling shall comply with R409.2 and R409.3.

Advisory R309.1 General. These provisions may be helpful in making other types of emergency communication devices accessible such as on street security phone systems.

R309.2 Operable Parts.

R309.2.1 Electronic Operation. Operable parts shall comply with R405.

R309.2.2 Mechanical Operation. Operable parts shall comply with R404 and R405.2. Mechanically operated systems in which the signal is initiated by a lever pull shall be permitted to have an activating force of 53.4 N (12 lbs) maximum.

R309.3 Edge Protection. Edge protection complying with R406.8 shall be provided where the use area at the call box is adjacent to an abrupt level change.

R309.4 Motor Vehicle Turnouts. Where provided, a motor vehicle turnout shall have a minimum paved area of 4.9 m (16 ft) wide minimum and 7.0 m (23 ft) long minimum and shall connect to the clear space at the call box with a pedestrian access route complying with R301. Where shoulder texturing is used, it shall be discontinued at the turnout.

R309.5 Two-Way Communication. Where provided, two-way voice communication shall comply with R309.5, and with sections 708.2 and 708.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

> **R309.5.1 Volume Controls.** Volume controls complying with section 704.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.
>
> **R309.5.2 TTY.** A TTY complying with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.

CHAPTER R4: SUPPLEMENTARY TECHNICAL PROVISIONS

R401 Protruding Objects

R401.1 General. Protruding objects on sidewalks and other pedestrian circulation paths shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

Advisory R401.1 General. Banners, awnings, tree branches, sidewalk sculpture, and temporary street or highway signs can become protruding objects if not placed or maintained properly.

R401.2 Protrusion Limits. Objects with leading edges more than 685 mm (27 in) and not more than 2 m (80 in) above the finish surface or ground shall protrude 100 mm (4 in) maximum horizontally into the pedestrian circulation path.

R401.3 Post-Mounted Objects. Objects mounted on free-standing posts or pylons, 685 mm (27 inches) minimum and 2030 mm (80 inches) maximum above the finish surface or ground, shall overhang circulation paths 100 mm (4 inches) maximum beyond the post or pylon base measured 150 mm (6 inches) minimum above the finish surface or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 305 mm (12 in), the lowest edge of such sign or obstruction shall be 685 mm (27 in) maximum or 2 m (80 in) minimum above the finish surface.

R401.4 Reduced Vertical Clearance. Guardrails or other barriers shall be provided where the vertical clearance is less than 2 m (80 in) high. The leading edge of such

guardrail or barrier shall be located 685 mm (27 in) maximum above the finish surface or ground.

R402 Clear Space

R402.1 General. Clear space at accessible pedestrian signals (APS), street furniture, and operable parts shall comply with R402.

R402.2 Surface Characteristics. Surfaces of clear spaces shall comply with R301.5 and shall have a slope and cross slope of 2 percent maximum.

R402.3 Size. The clear space shall be 760 mm (30 in) minimum by 1220 mm (48 in) minimum.

R402.4 Knee and Toe Clearance. Unless otherwise specified, clear space shall be permitted to include knee and toe clearance complying with R403.

R402.5.Position. Unless otherwise specified, clear space shall be positioned for either forward or parallel approach to an element.

R402.6 Approach. One full unobstructed side of the clear space shall adjoin a pedestrian access route or adjoin another clear space.

R402.7 Maneuvering Space. Where a clear space is located in an alcove or otherwise confined on all or part of three sides, additional maneuvering space shall be provided in accordance with R402.7.1 and R402.7.2.

> **R402.7.1 Forward Approach.** Alcoves shall be 915 mm (36 in) wide minimum where the depth exceeds 610 mm (24 in).
>
> **R402.7.2 Parallel Approach.** Alcoves shall be 1525 mm (60 in) wide minimum where the depth exceeds 380 mm (15 in).

R403 Knee and Toe Clearance

R403.1 General. Where space beneath an element is included as part of clear space, the space shall comply with R403. Additional space shall not be prohibited beneath an element but shall not be considered as part of the clear space.

Advisory R403.1 General. Clearances are measured in relation to the usable clear space, not necessarily to the vertical support for an element. When determining clearance under an object for required maneuvering space, care should be taken to ensure the space is clear of any obstructions.

R403.2 Toe Clearance.

R403.2.1 General. Space under an element between the finish surface and 230 mm (9 in) above the finish surface shall be considered toe clearance and shall comply with R403.2.

R403.2.2 Maximum Depth. Toe clearance shall extend 635 mm (25 in) maximum under an element.

R403.2.3 Minimum Required Depth. Where toe clearance is required at an element as part of a clear space, the toe clearance shall extend 430 mm (17 in) minimum under the element.

R403.2.4 Additional Clearance. Space extending more than 150 mm (6 in) beyond the available knee clearance at 230 mm (9 in) above the finish surface shall not be considered toe clearance.

R403.2.5 Width. Toe clearance shall be 760 mm (30 in) wide minimum.

R403.3 Knee Clearance.

R403.3.1 General. Space under an element between 230 mm (9 in) and 685 mm (27 in) above the finish surface shall be considered knee clearance and shall comply with R403.3.

R403.3.2 Maximum Depth. Knee clearance shall extend 635 mm (25 in) maximum under an element at 230 mm (9 in) above the finish surface.

R403.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear space, the knee clearance shall be 280 mm (11 in) deep minimum at 230 mm (9 in) above the finish surface, and 205 mm (8 in) deep minimum at 685 mm (27 in) above the finish surface.

R403.3.4 Clearance Reduction. Between 230 mm (9 in) and 685 mm (27 in) above the finish surface, the knee clearance shall be permitted to reduce at a rate of 25 mm (one inch) in depth for each 150 mm (6 in) in height.

R403.3.5 Width. Knee clearance shall be 760 mm (30 in) wide minimum.

R404 Reach Ranges

R404.1 General. Reach ranges shall comply with R404.

R404.2 Forward Reach.

R404.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (48 in) maximum and the low forward reach shall be 380 mm (15 in) minimum above the finish surface.

R404.2.2 Obstructed High Reach. Where a high forward reach is over an obstruction, the clear space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 1220 mm (48 in) maximum where the reach depth is 510 mm (20 in) maximum. Where the reach depth exceeds 510 mm (20 in), the high forward reach shall be 1120 mm (44 in) maximum and the reach depth shall be 635 mm (25 in) maximum.

R404.3 Side Reach.

R404.3.1 Unobstructed. Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 1220 mm (48 in) maximum and the low side reach shall be 380 mm (15 in) minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 255 mm (10 in) maximum.

R404.3.2 Obstructed High Reach. Where a clear space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 865 mm (34 in) maximum and the depth of the obstruction shall be 610 mm (24 in) maximum. The high side reach shall be 1220 mm (48 in) maximum for a reach depth of 255 mm (10 in) maximum. Where the reach depth exceeds 266 mm (10 in), the high side reach shall be 1170 mm (46 in) maximum for a reach depth of 610 mm (24 in) maximum.

R405 Operable Parts

R405.1 General. Operable parts shall comply with R405.

R405.2 Clear Space. A clear space complying with R402 shall be provided.

R405.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in R404.

R405.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 22 N (5 lbs) maximum.

R406 Ramps

R406.1 General. Ramps shall comply with R406.

R406.2 Slope. Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum.

Advisory R406.2 Slope. To accommodate the widest range of users, provide ramps with

the least possible running slope and, wherever possible, accompany ramps with stairs for use by those individuals for whom distance presents a greater barrier than steps, for example, people with heart disease or limited stamina.

R406.3 Cross Slope. Cross slope of ramp runs shall be 2 percent maximum.

R406.4 Surfaces. Ramp run surfaces shall comply with R301.5.

R406.5 Rise. The rise for any ramp run shall be 76 cm (30 in) maximum.

R406.6 Landings. Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with R406.6.

R406.6.1 Slope. Perpendicular and parallel ramp landing slopes shall be 2 percent maximum.

R406.6.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

R406.6.3 Length. The landing clear length shall be 1.5 m (5.0 ft) long minimum.

R406.6.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 1.5 m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum.

R406.7 Handrails. Ramp runs with a rise greater than 15 cm (6 in) shall have handrails complying with R408.

R406.8 Edge Protection. Edge protection complying with R406.8.1 or R406.8.2 shall be provided on each side of ramp runs. Edge protection shall not be required on curb ramps and their landings.

R406.8.1 Extended Ramp Surface. The surface of the ramp run or landing shall extend 31 cm (12 in) minimum beyond the inside face of a handrail complying with R408.

Advisory R406.8.1 Extended Ramp Surface. The extended surface prevents wheelchair casters and crutch tips from slipping off the ramp surface.

R406.8.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 100 mm (4 in) diameter sphere, where any portion of the sphere is within 100 mm (4 in) of the ramp surface.

R407 Stairways

R407.1 General. Stairways shall comply with R407.

R407.2 Treads and Risers. All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 100 mm (4 in) high minimum and 180 mm (7 in) high maximum. Treads shall be 28 cm (11 in) deep minimum.

R407.3 Open Risers. Open risers are not permitted.

R407.4 Tread Surface. Stairway treads shall comply with R301.5. Stairway treads shall have a 51 mm (2 in) minimum wide strip that contrasts visually with the tread and riser. The strip shall be located at the front of each tread and run the full width of the tread.

R407.5 Nosings. The radius of curvature at the leading edge of the tread shall be 13 mm (0.5 inch) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 38 mm (1.5 in) maximum over the tread below.

R407.6 Handrails. Stairs shall have handrails complying with R408.

R408 Handrails

R408.1 General. Handrails provided along walking surfaces complying with R301, required at ramps complying with R406, and required at stairs complying with R407 shall comply with R408.

Advisory R408.1 General. Handrails are required on ramp runs with a rise greater than 150 mm (6 in) and on certain stairways. Handrails are not required on walking surfaces with running slopes less than 5 percent. However, if handrails are provided on walking surfaces with running slopes less than 5 percent, they must comply with R408. Sections R408.2, R408.3, and R408.10 do not apply to handrails provided on walking surfaces with running slopes less than 5 percent as those sections only reference requirements for ramps and stairs.

R408.2 Where Required. Handrails shall be provided on both sides of stairs and ramps.

R408.3 Continuity. Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs.

R408.4 Height. Top of gripping surfaces of handrails shall be 87 cm mm (34 in) minimum and 97 cm (38 in) maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces.

R408.5 Clearance. Clearance between handrail gripping surfaces and adjacent surfaces shall be 38 mm (1.5 in) minimum.

R408.6 Gripping Surface. Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 38 mm (1.5 in) minimum below the bottom of the handrail gripping surface.

Advisory R408.6 Gripping Surface. People with disabilities, older people, and others benefit from continuous gripping surfaces that permit users to reach the fingers outward or downward to grasp the handrail.

R408.7 Cross Section. Handrail gripping surfaces shall have a cross section complying with R408.7.1 or R408.7.2.

R408.7.1 Circular Cross Section. Handrail gripping surfaces with a circular cross section shall have an outside diameter of 32 mm (1.25 in) minimum and 51 mm (2 in) maximum.

R408.7.2 Non-Circular Cross Sections. Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 100 mm (4 in) minimum and 160 mm (6.25 in) maximum, and a cross-section dimension of 57 mm (2.25 in) maximum.

R408.8 Surfaces. Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.

R408.9 Fittings. Handrails shall not rotate within their fittings.

R408.10 Handrail Extensions. Handrail gripping surfaces shall extend beyond and in the same direction of stair flights and ramp runs in accordance with R408.10. Extensions shall not be required for continuous handrails at the inside turn of switchback or dogleg stairs and ramps.

R408.10.1 Top and Bottom Extension at Ramps. Ramp handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

R408.10.2 Top Extension at Stairways. At the top of a stair flight, handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R408.10.3 Bottom Extension at Stairways. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R409 Signs

R409.1 General. Signs shall comply with R409. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

R409.2 Raised Characters. Raised characters shall comply with R409.2 and shall be duplicated in braille complying with R409.3. Raised characters shall be installed in accordance with R409.4.

Advisory R409.2 Raised Characters. Signs that are designed to be read by touch should not have sharp or abrasive edges.

R409.2.1 Depth. Raised characters shall be 0.8 mm (.03 in) minimum above their background.

R409.2.2 Case. Characters shall be uppercase.

R409.2.3 Style. Characters shall be sans serif. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R409.2.4 Character Proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R409.2.5 Character Height. Character height measured vertically from the baseline of the character shall be 16 mm (0.625 in) minimum and 51 mm (2 in) maximum based on the height of the uppercase letter "I". Where separate raised and visual characters with the same information are provided, raised character height shall be permitted to be 13 mm (0.5 in) minimum.

R409.2.6 Stroke Thickness. Stroke thickness of the uppercase letter "I" shall be 15 percent maximum of the height of the character.

R409.2.7 Character Spacing. Character spacing shall be measured between the two closest points of adjacent raised characters within a message, excluding word spaces. Where characters have rectangular cross sections, spacing between individual raised characters shall be 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum. Where characters have other cross sections, spacing between individual raised characters shall be 1.6 mm (.625 in)

minimum and 4 times the raised character stroke width maximum at the base of the cross sections, and 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum at the top of the cross sections. Characters shall be separated from raised borders and decorative elements 9.5 mm (.375 in) minimum.

R409.2.8 Line Spacing. Spacing between the baselines of separate lines of raised characters within a message shall be 135 percent minimum and 170 percent maximum of the raised character height.

R409.3 Braille. Braille shall be contracted (Grade 2) and shall comply with R409.3 and R409.4.

R409.3.1 Dimensions and Capitalization. Braille dots shall have a domed or rounded shape and shall comply with Table R409.3.1. The indication of an uppercase letter or letters shall only be used before the first word of sentences, proper nouns and names, individual letters of the alphabet, initials, and acronyms.

R409.3.1 Braille Dimensions

Measurement Range	Minimum in Millimeters Maximum in Millimeters
Dot base diameter	1.5 mm (0.059 in) to 1.6 mm (0.063 in)
Distance between two dots in the same cell[1]	2.3 mm (0.090 in) to 2.5 mm (0.100 in)
Distance between corresponding dots in adjacent cells[1]	6.1 mm (0.241 in) to 7.6 mm (0.300 in)
Dot height	0.6 mm (0.025 in) to 0.9 mm (0.037 in)
Distance between corresponding dots from one cell directly below[1]	10 mm (0.395 in) 10.2 mm to (0.400 in)

1. Measured center to center.

R409.3.2 Position. Braille shall be positioned below the corresponding text. If text is multi-lined, braille shall be placed below the entire text. Braille shall be separated 9.5 mm (.375 in) minimum from any other tactile characters and 9.5 mm (.375 in) minimum from raised borders and decorative elements. Braille provided on elevator car controls shall be separated 4.8 mm (.1875 in) minimum and shall be located either directly below or adjacent to the corresponding raised characters or symbols.

R409.4 Installation Height and Location. Signs with tactile characters shall comply with R409.4.

R409.4.1 Height Above Finish Floor or Ground. Tactile characters on signs shall be located 1.2 m (4.0 ft) minimum above the finish floor or ground surface, measured from the baseline of the lowest tactile character and 1.5 m (5.0 ft) maximum above the finish floor or ground surface, measured from the baseline of the highest tactile character. Tactile characters for elevator car controls shall not be required to comply with R409.4.1.

R409.5 Visual Characters. Visual characters shall comply with R409.5. Where visual characters comply with R409.2 and are accompanied by braille complying with R409.3, they shall not be required to comply with R409.5.2 through R409.5.9.

R409.5.1 Finish and Contrast. Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

Advisory R409.5.1 Finish and Contrast. Signs are more legible for persons with low vision when characters contrast as much as possible with their background. Additional factors affecting the ease with which the text can be distinguished from its background include shadows cast by lighting sources, surface glare, and the uniformity of the text and its background colors and textures.

R409.5.2 Case. Characters shall be uppercase or lowercase or a combination of both.

R409.5.3 Style. Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R409.5.4 Character Proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R409.5.5 Character Height. Minimum character height shall comply with Table R409.5.5. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".

R409.5.5 Visual Character Height

Height to Finish Floor or Ground From Baseline of Character	Horizontal Viewing Distance	Minimum Character Height
1.0 m (3.3 ft) to less than or equal to 1.8 m	less than 1.8 m (6 ft)	16 mm (0.625 in)
	1.8 m (6 ft) and	16 mm (0.625 in), plus 3.2 mm (0.125

(5.8 ft)	greater	in) per 0.3 m (one ft) of viewing distance above 1.8 m (6 ft)
Greater than 1.8 m (5.8 ft) to less than or equal to 3.0 m (10 ft)	less than 4.6 m (15 ft)	51 mm (2 in)
	4.6 m (15 ft) and greater	51 mm (2 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 4.6 m (15 ft)
greater than 3.0 m (10 ft)	less than 6.4 m (21 ft)	75 mm (3 in)
	6.4 m (21 ft) and greater	75 mm (3 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 6.4 m (21 ft)

R409.5.6 Height from Finish Floor or Ground. Visual characters shall be 1.0 m (3.25 ft) minimum above the finish floor or ground. Visual characters indicating elevator car controls shall not be required to comply with R409.5.6.

R409.5.7 Stroke Thickness. Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 30 percent maximum of the height of the character.

R409.5.8 Character Spacing. Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

R409.5.9 Line Spacing. Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

R409.5.10 The International Symbol of Accessibility. The International Symbols of Accessibility shall comply with Figure 409.5.10.

Figure R409.5.10
International Symbol of Accessibility

R410 Bus Stops

R410.1 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with R410.

Advisory R410.1 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

R410.1.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable, and slip resistant surface.

R410.1.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 2.4 m (8.0 ft) minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 1.5 m (5.0 ft) minimum, measured parallel to the vehicle street or highway.

R410.1.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by a pedestrian access route complying with R301.

R410.1.4 Grade. Parallel to the street or highway, the grade of the bus stop boarding and alighting area shall be the same as the street or highway, to the maximum extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting area shall not be steeper than 2 percent.

R410.2 Bus Shelters. Bus shelters shall provide a minimum clear space complying with R402 entirely within the shelter. Bus shelters shall be connected by pedestrian access route complying with R301 to a boarding and alighting area complying with R410.1.

R411 Doors, Doorways, and Gates

R411.1 General. Doors, doorways, and gates that are part of a pedestrian access route shall comply with R411.

Advisory R411.1 General. This section provides information on minimum width and maneuvering space requirements for doors, doorways, and gates. For additional requirements for accessible doors, doorways, and gates, see 36 CFR part 1191 Appendix D Section 404 (the ADA and ABA Accessibility Guidelines).

R411.2 Manual Doors, Doorways, and Manual Gates. Manual doors and doorways and manual gates intended for user passage shall comply with R411.2.

R411.2.1 Revolving Doors, Gates, and Turnstiles. Revolving doors, revolving gates, and turnstiles shall not be part of a pedestrian access route.

R411.2.2 Double-Leaf Doors and Gates. At least one of the active leaves of doorways with two leaves shall comply with R411.2.3 and R411.2.4.

R411.2.3 Clear Width. Door openings shall provide a clear width of 82 cm (32 in) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 61 cm (24 in) deep shall provide a clear opening of 92 cm (36 in) minimum. There shall be no projections into the required clear opening width lower than 87 cm (34 in) above the finish floor or ground. Projections into the clear opening width between 87 cm (34 in) and 2 m (6.7 ft) above the finish floor or ground shall not exceed 100 mm (4 in).

R411.2.4 Maneuvering Clearances. Minimum maneuvering clearances at doors and gates shall comply with R411.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

R411.2.4.1 Swinging Doors and Gates. Swinging doors and gates shall have maneuvering clearances complying with Table R411.2.4.1.

R411.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

Type of Use		Minimum Maneuvering Clearance	
Approach Direction	**Door or Gate Side**	**Perpendicular to Doorway**	**Parallel to Doorway (beyond latch side unless noted)**
From front	Pull	153 cm (60 in)	46 cm (18 in)
From front	Push	122 cm (48 in)	0 mm (0 in)[1]
From hinge side	Pull	153 cm (60 in)	92 cm (36 in)
From hinge side	Pull	137 cm (54 in)	107 cm (42 in)
From hinge side	Push	107 cm (42 in)[2]	56 cm (22 in)[3]
From latch side	Pull	122 cm (48 in)[4]	61 cm (24 in)
From latch side	Push	107 cm (42 in)[4]	61 cm (24 in)

1. Add 305 cm (12 in) if closer and latch are provided.
2. Add 150 mm (6 in) if closer and latch are provided.
3. Beyond hinge side.
4. Add 150 mm (6 in) if closer is provided.

R411.2.4.2 Doorways without Doors or Gates, Sliding Doors, and Folding Doors. Doorways less than 92 cm (36 in) wide without doors or gates, sliding doors, or folding doors shall have maneuvering clearances complying with Table R411.2.4.2.

R411.2.4.2 Maneuvering Clearances at Doorways without Doors or Gates, Manual Sliding Doors, and Manual Folding Doors

	Minimum Maneuvering Clearance	
Approach Direction	**Perpendicular to Doorway**	**Parallel to Doorway (beyond stop/latch side unless noted)**
From Front	122 cm (48 in)	0 mm (0 in)

From side[1]	107 cm (42 in)	0 mm (0 in)
From pocket/hinge side	107 cm (42 in)	56 cm (22 in)[2]
From stop/latch side	107 cm (42 in)	61 cm (24 in)

1. Doorway with no door only.
2. Beyond pocket/hinge side.

R411.2.4.3 Recessed Doors and Gates. Maneuvering clearances for forward approach shall be provided when any obstruction within 46 cm (18 in) of the latch side of a doorway projects more than 205 mm (8 in) beyond the face of the door, measured perpendicular to the face of the door or gate.

Advisory R411.2.4.3 Recessed Doors and Gates. A door can be recessed due to wall thickness or because of the placement of casework and other fixed elements adjacent to the doorway. This provision must be applied wherever doors are recessed.

R411.2.4.4 Floor or Ground Surface. Floor or ground surface within required maneuvering clearances shall comply with R301.5.

R411.2.5 Doors in Series and Gates in Series. The distance between two hinged or pivoted doors in series and gates in series shall be 1.2 m (48 in) minimum plus the width of doors or gates swinging into the space.

R411.2.6 Door and Gate Hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with R405. Operable parts of such hardware shall be 87 cm (34 in) minimum and 122 cm (48 in) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

R412 Passenger Loading Zones

R412.1 General. Passenger loading zones shall comply with R412.

R412.2 Vehicle Pull-Up Space. Passenger loading zones shall provide a vehicular pull-up space 2.4 m (8 ft) wide minimum and 6.1 m (20 ft) long minimum.

R412.3 Access Aisle. Passenger loading zones shall provide access aisles complying with R412 adjacent to the vehicle pull-up space. Access aisles shall adjoin a pedestrian access route and shall not overlap the vehicular way.

R412.3.1 Width. Access aisles serving vehicle pull-up spaces shall be 1.5 m (5.0 ft) wide minimum.

R412.3.2 Length. Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

R412.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

R412.4 Floor and Ground Surfaces. Access aisles serving vehicle pull-up spaces shall comply with R301.5. Access aisles shall be at the same level as the vehicle pull-up space they serve.

R412.5 Vertical Clearance. Vehicle pull-up spaces, access aisles serving them, and a vehicular route to and from the passenger loading zone shall provide a vertical clearance of 3 m (9.5 ft) minimum.

R413 Drinking Fountains

R413.1 General. Drinking fountains shall comply with R401 and R413.

R413.2 Clear Floor Space. Units shall have a clear space complying with R402 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with R403 shall be provided.

R413.3 Operable Parts. Operable parts shall comply with R405.

R413.4 Spout Height. Spout outlets shall be 92 cm (36 in) maximum above the finish floor or ground.

R413.5 Spout Location. The spout shall be located 38 cm (15 in) minimum from the vertical support and 125 mm (5 in) maximum from the front edge of the unit, including bumpers.

R413.6 Water Flow. The spout shall provide a flow of water 100 mm (4 in) high minimum and shall be located 125 mm (5 in) maximum from the front of the unit. The angle of the water stream shall be measured horizontally relative to the front face of the unit. Where spouts are located less than 75 mm (3 in) of the front of the unit, the angle of the water stream shall be 30 degrees maximum. Where spouts are located between 75 mm (3 in) and 125 mm (5 in) maximum from the front of the unit, the angle of the water stream shall be 15 degrees maximum.

Advisory R413.6 Water Flow. The purpose of requiring the drinking fountain spout to produce a flow of water 4 inches (100 mm) high minimum is so that a cup can be inserted under the flow of water to provide a drink of water for an individual who, because of a disability, would otherwise be incapable of using the drinking fountain.

R413.7 Drinking Fountains for Standing Persons. Spout outlets of drinking fountains for standing persons shall be 97 cm (38 in) minimum and 109 cm (43 in) maximum above the finish floor or ground.

R414 Rail Platforms

R414.1 General. Rail platforms shall comply with R414. In light rail, commuter rail, and intercity rail systems, platforms shall provide level-entry boarding where structurally and operationally practicable.

R414.2 Slope. Rail platforms shall not exceed a slope of 2 percent in all directions. Where platforms serve vehicles operating on existing track or track laid in existing street or highway, the slope of the platform parallel to the track shall be permitted to be equal to the slope (grade) of the street or highway or existing track.

R414.3 Detectable Warnings. Platform boarding edges not protected by platform screens or guards shall have detectable warnings complying with R304 along the full length of the public use area of the platform.

R414.4 Platform and Vehicle Floor Coordination. Station platforms shall be positioned to coordinate with vehicles in accordance with the applicable requirements of 36 CFR part 1192 (ADA Accessibility Guidelines for Transportation Vehicles). Low-level platforms shall be 205 mm (8 in) minimum above top of rail. Where vehicles are boarded from sidewalks or street-level, low-level platforms shall be permitted to be less than 205 mm (8 in).

*Advisory R414.4 Platform and Vehicle Floor Coordination. The height and position of a platform must be coordinated with the floor of the vehicles it serves to minimize the vertical and horizontal gaps, in accordance with the ADA Accessibility Guidelines for Transportation Vehicles (36 CFR part 1192). The vehicle guidelines, divided by bus, van, light rail, rapid rail, commuter rail, intercity rail, are available at **www.access-board.gov**. The preferred alignment is a high platform, level with the vehicle floor. In some cases, the vehicle guidelines permit use of a low platform in conjunction with a lift or ramp. Most such low platforms must have a minimum height of eight inches above the top of the rail. Some vehicles are designed to be boarded from a street or the sidewalk along the street. The exception permits those boarding areas to be less than eight inches high.*

R415 Rail Station Signs

R415.1 General. Rail station signs shall comply with R415.

Advisory R415.1 General. Emerging technologies such as audible sign systems using infrared transmitters and receivers may provide greater accessibility in the transit environment than traditional braille and raised letter signs. The transmitters are placed

on or next to print signs and transmit their information to an infrared receiver that is held by a person. By scanning an area, the person will hear the sign. This means that signs can be placed well out of reach of pedestrians, even on parapet walls and on walls beyond barriers. Additionally, such signs can be used to provide wayfinding information that cannot be efficiently conveyed on braille signs.

R415.2 Entrances. Where signs identify a station or its entrance, at least one sign at each entrance shall comply with R409.2 and shall be placed in uniform locations to the maximum extent practicable. Where signs identify a station that has no defined entrance, at least one sign shall comply with R409.2 and shall be placed in a central location. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated.

R415.3 Routes and Destinations. Lists of stations, routes and destinations served by the station which are located on boarding areas, platforms, or mezzanines shall comply with R409.5. Signs covered by this requirement shall, to the maximum extent practicable, be placed in uniform locations within the system. Where sign space is limited, characters shall not be required to exceed 75 mm (3 in). At least one tactile sign identifying the specific station and complying with R409.2 shall be provided on each platform or boarding area. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated. Route maps are not required to comply.

R415.4 Station Names. Stations covered by this section shall have identification signs complying with R409.5. Signs shall be clearly visible and within the sight lines of standing and sitting passengers from within the vehicle on both sides when not obstructed by another vehicle.

Appendix G – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

CC Regular Session **4. 8.**

Meeting Date: 08/28/2018

Submitted For: Bruce Westby, Engineering/Public Works

By: Marsha Weidner, Engineering/Public Works

Information

Title

Adopt Resolution #18-179 Authorizing Partial Payment to Pearson Bros., Inc. for Improvement Project 18-04, 2018 Crack Seal and Seal Coat Improvements

Purpose/Background:

Resolution and Pay Request Attached.

Recommendation:

The Senior Engineering Technician has inspected the completed work and recommends partial payment to Pearson Brothers, Inc. for Improvement Project 18-04, 2018 Crack Seal and Seal Coat Improvements, in the amount of $421,540.27.

Action:

Motion to adopt Resolution #18-179 authorizing partial payment to Pearson Brothers, Inc. for Improvement Project 18-04, 2018 Crack Seal and Seal Coat Improvements, in the amount of $421,540.27.

Attachments

Pay Resolution

Pay Estimate

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	08/22/2018 01:29 PM
Kurt Ulrich	Kurt Ulrich	08/23/2018 02:00 PM
Form Started By: Marsha Weidner		Started On: 08/15/2018 08:50 AM
Final Approval Date: 08/23/2018		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-179

RESOLUTION APPROVING PARTIAL PAYMENT TO PEARSON BROTHERS, INC. FOR 2018 CRACK SEAL AND SEAL COAT PROGRAM, IMPROVEMENT PROJECT #18-04

WHEREAS, the City of Ramsey adopted a budget for 2018 including $500,000 to crackseal and sealcoat various public streets as part of the City's annual Street Maintenance Program; and

WHEREAS, the City Engineer prepared plans and specifications for the purpose of advertising for bids for the same improvements; and

WHEREAS, pursuant to Ramsey City Council Resolution #18-027, adopted January 23, 2018, the City Council approved final plans and specifications and authorized advertisements for bids for said improvements, including a base bid and three alternate bids; and

WHEREAS, bids were received, opened, and tabulated on February 20, 2018; and

WHEREAS, pursuant to Ramsey City Council resolution #18-048, adopted February 27, 2018, bids were accepted and the bid of Pearson Brothers, Inc. of Hanover, Minnesota, in the amount of $434,699.22 for the total bid for construction of said improvements, which included the base bid and three alternate bids, in accordance with the approved plans and specifications and advertisement for bids was accepted, and the Mayor and City Administrator were authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey; and

WHEREAS, pursuant to Ramsey City Council resolution #18-125, adopted June 26, 2018, the City Council approved change order #1, to help minimize the amount of loose rock remaining on streets after the project is complete, Pearson Brothers, Inc. has agreed to apply CRS-2P oil on all street segments proposed to be sealcoated in 2018, in place of the CRS-2 oil that was bid with the project, for an additional construction cost of $2,858.25 based on estimated bid quantities.

WHEREAS, as of August 28, 2018 $0 has been paid to date; and

WHEREAS, the Senior Engineering Technician has inspected the completed work and recommends partial payment to Pearson Brothers, Inc. for Improvement Project 18-04, Crack Seal and Seal Coat Program in the amount of $421,540.27.

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

1) That the City Council hereby authorizes partial payment to Pearson Brothers, Inc. for Improvement Project #18-04, 2018 Crack Seal and Seal Coat Program in the amount of $432,540.27.

2) That the City Council hereby accepts the project and authorizes the Mayor or City Administrator to sign the release form for this payment.

3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of August 28, 2018.

4) That the City of Ramsey Finance Department will be provided a signed copy of this resolution.

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:

Acting Mayor
Councilmember
Councilmember
Councilmember

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 28th day of August, 2018.

_____
Acting Mayor

ATTEST:

_____
City Clerk

Pay Estimate Summary Sheet
IP # 18-04; 2018 Crack Seal and Seal Coat Program

City of Ramsey

PAY ESTIMATE

Estimate no 1

TOTAL BASE BID PLUS ALTERNATES	$	434,699.22
CHANGE ORDER NO. 1	$	2,858.25
TOTAL CONTRACT WITH CHANGE ORDER	$	437,557.47
STORED MATERIALS		
TOTAL, COMPLETED WORK TO DATE	$	443,726.60
TOTAL WORK COMPLETED PLUS STORED MATERIALS	$	443,726.60
RETAINED PERCENTAGE 5%	$	22,186.33
NET AMOUNT DUE TO CONTRACTOR TO DATE	$	421,540.27
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES	$	-
PAY CONTRACTOR PER ESTIMATE NO. 1	$	421,540.27

Certificate for Partial Payment

I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on the this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the contract amount for the period covered by this estimate.

Contractor: Pearson Bros., Inc.

By Jack E. Pearson President
Name Title

Date 8/13/18

CHECKED AND APPROVED AS TO QUANTITIES AND AMOUNT:
ENGINEER: CITY OF RAMSEY

By Leonard Linton Civil Engineer IV
Leonard Linton, PE

Date 8/13/18

APPROVED FOR PAYMENT:
OWNER: City of Ramsey

By Bruce Westby City Engineer 8/14/18
Name Title Date

IP # 18-04; 2018 Crack Seal and Seal Coat Program
PAY ESTIMATE

PAY ESTIMATE NO. 1

BASE BID	$ 313,440.44	$ 318,474.10	$ 318,474.10
ALTERNATES 1, 2 & 3	$ 121,258.78	$ 122,394.25	$ 122,394.25
BASE BID PLUS ALTERNATES	$ 434,699.22	$ 440,868.35	$ 440,868.35
CHANGE ORDER NO. 1	$ 2,858.25	$ 2,858.25	$ 2,858.25
TOTAL BID W/ CHANGE ORDER	$ 437,557.47	$ 443,726.60	$ 443,726.60

BASE AREA

ITEM NO.	ITEM DESCRIPTION	CONTRACT AMOUNT				PAY THIS PERIOD		PAID TO DATE	
		UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENSION	QUANTITY	EXTENSION	QUANTITY	EXTENSION
1	MOBILIZATION	LS	1	$ -	$ -	0.75	$ -	0.75	$ -
2	TRAFFIC CONTROL	LS	1	$ -	$ -	0.75	$ -	0.75	$ -
3	BITUMINOUS CRACK SEALING MATERIAL	LBS	86,661	$ 1.25	$ 108,326.25	100,772	$ 125,965.00	100,772	$ 125,965.00
4	CRS-2 BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	49,785	$ 1.45	$ 72,188.25	49,278	$ 71,453.10	49,278	$ 71,453.10
5	CRS-2P BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	2,434	$ 3.00	$ 7,302.00	2,390	$ 7,170.00	2,390	$ 7,170.00
6	CSS-1 BIT MATERIAL FOR FOG SEAL	GAL	1,739	$ 0.72	$ 1,252.08	0	$ -	0	$ -
7	FA 2 TRAPROCK AGGREGATE	SY	187,894	$ 0.60	$ 112,736.40	189,810	$ 113,886.00	189,810	$ 113,886.00
8	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	6,895	$ 0.52	$ 3,585.40	0	$ -	0	$ -
9	4" SOLID LINE WHITE - EPOXY	LF	13,451	$ 0.26	$ 3,497.26	0	$ -	0	$ -
10	4" BROKEN LINE YELLOW - EPOXY	LF	120	$ 0.26	$ 31.20	0	$ -	0	$ -
11	24" SOLID LINE WHITE - EPOXY	LF	27	$ 7.00	$ 189.00	0	$ -	0	$ -
12	24" SOLID LINE YELLOW - EPOXY	LF	25	$ 5.00	$ 125.00	0	$ -	0	$ -
13	PVT MSSG (LT TURN ARROW) - EPOXY	EA	1	$ 100.00	$ 100.00	0	$ -	0	$ -
14	CROSSWALK MARKINGS - EPOXY	SF	978	$ 4.20	$ 4,107.60	0	$ -	0	$ -
	TOTAL BASE BID				$ 313,440.44		$ 318,474.10		$ 318,474.10

ALTERNATE 1

ITEM NO.	ITEM DESCRIPTION	CONTRACT AMOUNT				PAY THIS PERIOD		PAID TO DATE	
		UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENSION	QUANTITY	EXTENSION	QUANTITY	EXTENSION
1	BITUMINOUS CRACK SEALING MATERIAL	LBS	12,209	$ 1.25	$ 15,261.25	14,197	$ 17,746.25	14,197	$ 17,746.25
2	CRS-2 BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	6,992	$ 1.45	$ 10,138.40	6,465	$ 9,374.25	6,465	$ 9,374.25
3	CRS-2P BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	1,340	$ 3.00	$ 4,020.00	1,315	$ 3,945.00	1,315	$ 3,945.00
4	CSS-1 BIT MATERIAL FOR FOG SEAL	GAL	957	$ 0.72	$ 689.04	0	$ -	0	$ -
5	FA 2 TRAPROCK AGGREGATE	SY	29,758	$ 0.60	$ 17,854.80	30,061	$ 18,036.60	30,061	$ 18,036.60
	TOTAL ALTERNATE 1				$ 47,963.49		$ 49,102.10		$ 49,102.10

ALTERNATE 2

ITEM NO.	ITEM DESCRIPTION	CONTRACT AMOUNT				PAY THIS PERIOD		PAID TO DATE	
		UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENSION	QUANTITY	EXTENSION	QUANTITY	EXTENSION
1	BITUMINOUS CRACK SEALING MATERIAL	LBS	8,764	$ 1.25	$ 10,955.00	10,191	$ 12,738.75	10,191	$ 12,738.75
2	CRS-2 BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	6,274	$ 1.45	$ 9,097.30	6,160	$ 8,932.00	6,160	$ 8,932.00
3	CRS-2P BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	833	$ 3.00	$ 2,499.00	818	$ 2,454.00	818	$ 2,454.00
4	CSS-1 BIT MATERIAL FOR FOG SEAL	GAL	595	$ 0.72	$ 428.40	0	$ -	0	$ -
5	FA 2 TRAPROCK AGGREGATE	SY	25,382	$ 0.60	$ 15,229.20	25,641	$ 15,384.60	25,641	$ 15,384.60
6	4" DOUBLE SOLID LINE YELLOW - EPOXY	LF	1485	$ 0.52	$ 772.20	0	$ -	0	$ -
7	4" SOLID LINE WHITE - EPOXY	LF	2695	0.26	$ 700.70	0	$ -	0	$ -
8	24" SOLID LINE YELLOW - EPOXY	LF	30	$ 5.00	$ 150.00	0	$ -	0	$ -
9	PVT MSSG (LT TURN ARROW) - EPOXY	EA	2	$ 100.00	$ 200.00	0	$ -	0	$ -
10	CROSSWALK MARKINGS - EPOXY	SF	198	$ 4.20	$ 831.60	0	$ -	0	$ -
	TOTAL ALTERNATE 2				**$ 40,863.40**		**$ 39,509.35**		**$ 39,509.35**

ALTERNATE 3

ITEM NO.	ITEM DESCRIPTION	CONTRACT AMOUNT				PAY THIS PERIOD		PAID TO DATE	
		UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENSION	QUANTITY	EXTENSION	QUANTITY	EXTENSION
1	BITUMINOUS CRACK SEALING MATERIAL	LBS	8,557	$ 1.25	$ 10,696.25	9,940	$ 12,425.00	9,940	$ 12,425.00
2	CRS-2 BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	5,032	$ 1.45	$ 7,296.40	4,940	$ 7,163.00	4,940	$ 7,163.00
3	CRS-2P BIT MATERIAL (SEE CHANGE ORDER NO 1.)	GAL	646	$ 3.00	$ 1,938.00	634	$ 1,902.00	634	$ 1,902.00
4	CSS-1 BIT MATERIAL FOR FOG SEAL	GAL	462	$ 0.72	$ 332.64	0	$ -	0	$ -
5	FA 2 TRAPROCK AGGREGATE	SY	20,281	$ 0.60	$ 12,168.60	20,488	$ 12,292.80	20,488	$ 12,292.80
	TOTAL ALTERNATE 3				**$ 32,431.89**		**$ 33,782.80**		**$ 33,782.80**

CHANGE ORDER NO. 1

ITEM NO.	ITEM DESCRIPTION	CONTRACT AMOUNT				PAY THIS PERIOD		PAID TO DATE	
		UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENSION	QUANTITY	EXTENSION	QUANTITY	EXTENSION
1	DELETE PAY ITEM CRS-2 BIT MATERIAL	GAL	-68,083	$ 1.45	$ (98,720.35)	-68,083	$ (98,720.35)	-68,083	$ (98,720.35)
2	DELETE QUANTITES FOR PAY ITEM CRS-2P BIT MATERIAL	GAL	-5,253	$ 3.00	$ (15,759.00)	-5,253	$ (15,759.00)	-5,253	$ (15,759.00)
2	INCREASE QUANTITY FOR CRS-2P BIT MATERIAL REDUCE BID COST FOR CRS-2P TO $1.60 PER GALLON	GAL	73,336	$ 1.60	$ 117,337.60	73,336	$ 117,337.60	73,336	$ 117,337.60
	TOTAL CHANGE ORDER NO. 1				**$ 2,858.25**		**$ 2,858.25**		**$ 2,858.25**

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **4. 9.**

Meeting Date: 08/28/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title:

Adopt Resolution #18-180 Approving Final Payment to Killmer Electric Co., Inc for IP 17-06, Ramsey Well House No. 3 Emergency Generator

Purpose/Background:

All required work for this improvement project is complete. Resolution #18-180 and the final pay request are attached.

Observations/Alternatives:

Issuing final payment will be contingent on receipt of the following items from Killmer Electric Co., Inc.:
1. IC 134 (Contractor's Withholding Affidavit showing compliance with the provisions of Minnesota Statue 290.92 requiring withholding state income tax)
2. Waiver of Mechanic's Lien Rights (Affidavits that all claims against Killmer Electric Co., Inc. by reasons of the contract have been fully paid or satisfactorily secured)
3. Consent of Surety to Final Payment (Certification from the contractor's surety)

Following receipt of these items, final payment will be issued.

Recommendation:

Bolton and Menk, Inc. has inspected the completed work and recommends final payment to Killmer Electric Co., Inc. for IP 17-06, Ramsey Well House No. 3 Emergency Generator in the amount of $39,646.50.

Action:

Motion to adopt Resolution #18-180 authorizing final payment to Killmer Electric Co., Inc. for IP 17-06, Ramsey Well House No. 3 Emergency Generator in the amount of $39,646.50.

Attachments

Resolution

Pay Request

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/23/2018 12:51 PM
Kurt Ulrich	Kurt Ulrich	08/23/2018 02:01 PM
Form Started By: MaryJo Warner		Started On: 08/16/2018 11:02 AM

Final Approval Date: 08/23/2018

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-180

RESOLUTION AUTHORIZING FINAL PAYMENT TO KILLMER ELECTRIC CO. INC., FOR IMPROVEMENT PROJECT #17-06; INSTALLATION OF EMERGENCY GENERATOR FOR WELL # 3

WHEREAS, City staff proposes to install a diesel generator for Well# 3 to increase pumping capacity during extended power outages to meet daily water demand, per the 2017 - 2026 Capital Improvement Program; and

WHEREAS, the City will purchase the generator through the National Joint Powers Alliance at a substantial savings at the total cost of $53,684.61; and

WHEREAS, requests for proposals were submitted to three contractors for the purpose of obtaining quotes for completing the proposed services; and

WHEREAS, quotes were received from three contractors on October 17, 2017, and were found to comply with the request for proposals; and

WHEREAS, pursuant to Ramsey City Council Resolution #17-11-263 adopted November 14, 2017, the bid of Killmer Electric Co. Inc., in the amount of $90,500.00 for the total bid is the lowest responsible bidder; and

WHEREAS, as of the August 28, 2018, $50,853.50 has been paid to date; and

WHEREAS, Bolton and Menk, Inc. has inspected the completed work and recommends final payment to Killmer Electric Co. Inc., in the amount of $39,646.50.

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

1) That the City Council hereby authorizes final payment to Killmer Electric Co. Inc., for Improvement Project 17-06 Installation of Emergency Generator for Well #3 in the amount of $39,646.50.

2) That the City Council hereby accepts the completed work and authorizes the Mayor or City Administrator to sign the release form for this payment.

3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of August 28, 2018.

4) That the City of Ramsey Finance Department will be provided a signed copy of this resolution of Ramsey.

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 adopted by the Ramsey City Council this the 28th day of August, 2018.

Mayor _____

ATTEST:

_____
City Clerk

CONTRACTOR'S PAY REQUEST **RAMSEY WELL HOUSE NO. 3 NATURAL GAS GENERATOR** **CITY OF RAMSEY, MN** **CITY PROJECT NO. 17-06, BMI PROJECT NO. R16.113601**	**DISTRIBUTION:** CONTRACTOR (1) OWNER (1) ENGINEER (1) BONDING CO. (1)

TOTAL AMOUNT BID PLUS APPROVED CHANGE ORDERS		$90,500.00
TOTAL, COMPLETED WORK TO DATE		$90,500.00
TOTAL, STORED MATERIALS TO DATE		$0.00
DEDUCTION FOR STORED MATERIALS USED IN WORK COMPLETED		$0.00
TOTAL, COMPLETED WORK & STORED MATERIALS		$90,500.00
RETAINED PERCENTAGE (0%)		$0.00
TOTAL AMOUNT OF OTHER PAYMENTS OR (DEDUCTIONS)		$0.00
NET AMOUNT DUE TO CONTRACTOR TO DATE		$90,500.00
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES		$50,853.50
PAY CONTRACTOR AS ESTIMATE NO.	FINAL	$39,646.50

I hereby certify that, to the best of my knowledge and belief, all items quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between the Owner and the undersigned Contractor, and as amended by any authorized changes, and that the foregoing is a true and correct statement of the amount for the Final Estimate, that the provisions of M. S. 290.92 have been complied with and that all claims against me by reason of the Contract have been paid or satisfactorily secured.

Contractor: KILLMER ELECTRIC CO., INC.
5141 Lakeland Ave N
Crystal, MN 55429

By _____ CFO
Name Title

Date 8/15/18

CHECKED AND APPROVED AS TO QUANTITIES AND AMOUNT:
ENGINEER: BOLTON & MENK, INC., 7533 SUNWOOD DRIVE, SUITE 206, RAMSEY, MN 55303

By Kevin P Kielb, SENIOR PROJECT MANAGER
Kevin Kielb, P.E.

Date August 15, 2018

APPROVED FOR PAYMENT:
OWNER: CITY OF RAMSEY, MN

By _____ City Engineer 8/15/18
Name Title Date

And _____
Name Title Date

Justification For Lump Sum Pay Estimate No.: FINAL

RAMSEY WELL HOUSE NO. 3 NATURAL GAS GENERATOR
CITY OF RAMSEY, MN
CITY PROJECT NO. 17-06, BMI PROJECT NO. R16.113601

WORK COMPLETED THROUGH August 1, 2018

ITEM	UNIT PRICE	AS BID		PREVIOUS ESTIMATE		COMPLETED TO DATE	
		ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT
MOBILIZATION	$6,000.00	1 LUMP SUM	$6,000.00	0.83 LUMP SUM	$4,980.00	1.00 LUMP SUM	$6,000.00
AUTOMATIC TRANSFER SWITCH	$15,000.00	1 EACH	$15,000.00	0.67 EACH	$10,050.00	1.00 EACH	$15,000.00
SET AND TERMINATE GENERATOR	$4,000.00	1 EACH	$4,000.00	0 EACH	$0.00	1.00 EACH	$4,000.00
INSTRUMENTS & CONTROL PANEL MODS	$34,500.00	1 LUMP SUM	$34,500.00	0.7 LUMP SUM	$24,150.00	1.00 LUMP SUM	$34,500.00
CONCRETE PAD	$6,000.00	1 LUMP SUM	$6,000.00	0.85 LUMP SUM	$5,100.00	1.00 LUMP SUM	$6,000.00
POWER WIRING/CONDUIT	$15,000.00	1 LUMP SUM	$15,000.00	0.35 LUMP SUM	$5,250.00	1.00 LUMP SUM	$15,000.00
CONTROL WIRING/CONDUIT	$10,000.00	1 LUMP SUM	$10,000.00	0.4 LUMP SUM	$4,000.00	1.00 LUMP SUM	$10,000.00
SUBTOTAL:			$90,500.00		$53,530.00		$90,500.00
TOTAL AMOUNT:			$90,500.00		$53,530.00		$90,500.00

CC Regular Session **4. 10.**

Meeting Date: 08/28/2018
Submitted For: Mark Riverblood, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Information

Title

Adopt Resolution #18-181 Approving Final Payment to MN Boardwalk LLC for IP 18-08 Trott Brook Boardwalk

Purpose/Background:

All required work for this improvement project is complete. Resolution 18-181 and the final pay request are attached.

Observations/Alternatives:

Issuing final payment will be contingent on receipt of the following items from MN Boardwalk LLC:
1. IC 134 (Contractor's Withholding Affidavit showing compliance with the provisions of Minnesota Statue 290.92 requiring withholding state income tax)
2. Waiver of Mechanic's Lien Rights (Affidavits that all claims against MN Boardwalk LLC by reasons of the contract have been fully paid or satisfactorily secured)

Following receipt of these items, final payment will be issued.

Recommendation:

Parks and Assistant Public Works Superintendent has inspected the completed work and recommends final payment to MN Boardwalk LLC for IP 18-08 Trott Brook Boardwalk in the amount of $37,098.00.

Action:

Motion to adopt Resolution #18-181 authorizing final payment to MN Boardwalk, LLC for IP 18-08 Trott Brook Boardwalk in the amount of $37,098.00.

Attachments

Resolution
Pay Request

Form Review

Inbox	Reviewed By	Date
Mark Riverblood	Mark Riverblood	08/20/2018 08:58 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 02:02 PM
Form Started By: MaryJo Warner		Started On: 08/17/2018 10:54 AM
Final Approval Date: 08/23/2018		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-181

ADOPT RESOLUTION AUTHORIZING FINAL PAYMENT TO MN BOARDWALK, LLC FOR IP 18-08 TROTT BROOK BOARDWALK

WHEREAS, access to parks, natural resources, open space and recreation areas, are essential to the quality of life, health and welfare of city of Ramsey's residents; and

WHEREAS, the Trott Brook Boardwalk has been identified as a priority project within the City of Ramsey's Capital Improvement Program; and

WHEREAS, the boardwalk when complete will provide for the completion of a significant 'gap' in the Greenway system referred to as The Circle of Ramsey; and

WHEREAS, on January 9th, 2018, the City Council accepted final plans and specifications and authorized advertisements for bids for said improvements; and

WHEREAS, pursuant to Resolution #18-038 adopted February 12, 2018 the bid of MN Boardwalk, LLC in the amount of $162,000 for the total bid is the lowest responsible bidder; and

WHEREAS, as of August 28, 2018 $117,990.00 had been paid to date; and

WHEREAS, the Parks and Assistant Public Works Superintendent has inspected the completed work and recommends final payment to MN Boardwalk, LLC in the amount of $37,098.00.

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

1) That the City Council hereby authorizes final payment to MN Boardwalk, LLC for Improvement Project #18-08, MN Boardwalk, LLC in the amount of $37,098.00.

2) That the City Council hereby accepts the project and authorizes the Mayor or City Administrator to sign the release form for this payment.

3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of August 28, 2018.

4) That the City of Ramsey Finance Department will be provided a signed copy of this resolution

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 28th day of August 2018.

_____
Mayor

ATTEST:

_____
City Clerk

Pay Estimate Summary Sheet
IP 18-08 TROTT BROOK BOARDWALK

FINAL PAY ESTIMATE

City of Ramsey

Estimate no 3

TOTAL CONTRACT	$	162,000.00
ALTERNATES A - D	$	-
TOTAL CONTRACT	$	162,000.00
STORED MATERIALS	$	-
TOTAL, COMPLETED WORK TO DATE	$	155,088.00
TOTAL WORK COMPLETED PLUS STORED MATERIALS	$	155,088.00
	$	-
NET AMOUNT DUE TO CONTRACTOR TO DATE	$	155,088.00
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES	$	117,990.00
PAY CONTRACTOR PER ESTIMATE NO. 3	$	37,098.00

Certificate for Final Payment

I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on the this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the amount for the Final Estimate, the provisions of M.S. 290.92 have been complied with and that all claims against me by reason of the contract have been paid or satisfactorily secured.

Contractor: MN BOARDWALK, LLC

By Jesse Strudtmann Owner
Name Title

Date 8-15-18

CHECKED AND APPROVED AS TO QUANTITIES AND AMOUNT:
ENGINEER: CITY OF RAMSEY

By N/A

Date _____

APPROVED FOR PAYMENT:
OWNER: City of Ramsey

By _____ Parks Sup. 16 Aug. 2018
Name Title Date

CC Regular Session **6. 1.**

Meeting Date: 08/28/2018

By: PeggySue Imihy, Community Development

Information

Title:

PUBLIC HEARING: Introduce Ordinance #18-13; Amendment to City Code Chapter 117 (Zoning and Subdivision of Land) to add a Neighborhood Business District.

Purpose/Background:

In 2016, following the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. Primarily, this Zoning District is needed to correct a previous zoning action (improper use of a conditional use permit).

This zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potenital area for this zoning district could be used would be near the new elementary school (not proposed at this time).

Staff drafted a proposed zoning district which includes four permitted uses, four conditional uses and six prohibited uses. Following the feedback previous Planning Commission meetings, Staff has moved on-sale liquor to a conditional use and added the sales of tobacco, tobacco products or tobacco related devices to the prohibited uses. This case was also reviewed at a recent City Council Work Session.

Notification:

Staff published the Notice of Public Hearing in the Anoka County UnionHerald. City Staff also attempted to notify all property owners within 350 feet of 6139 157th Lane NW, of the request by U.S. Mail.

Observations/Alternatives:

Permitted uses in the new Neighborhood Business District include: administrative and business offices, personal or professional services, restaurants and cafes, and day care centers. Potential conditional uses include: expansion or enlargement of lawful nonconforming uses, animal clinics, medical clinics, and on-sale liquor. Prohibited uses include: Motor vehicle sales or repair, retail operations with drive through, gas stations, off-sale liquor.

The permitted accessory uses as well as the bulk standards are generally the same as the B-1 General Business District, and include regulations regarding setbacks, off-street parking, landscaping, and building materials.

Provided the City Council approves the ordinance, the zoning map will be amended at a later time.

Alternative #1. City Council adopt Ordinance #18-13. This would update the Zoning Code to include a new district called the Neighborhood Business District. Staff supports this alternative.

Alternative #2. City Council denies Ordinance #18-13. This would leave the Zoning Code as-is and would not create a Neighborhood Business District. This alternative would leave the property at 6139 157th Lane NW in illegal non-conforming status. Staff does not support this alternative.

Alternative #3. Table the ordinance amendment in order to have Staff research additional topics or draft ordinance amendments. Staff would support this alternative if there was specific language or other case studies theCIty Council felt necessary to review before making a reccomendation.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

Planning Commission recommends that the City Council adopt ordinance #18-13.

Action:

Motion to Introduce Ordinance #18-13.

Attachments

Planning Commission Minutes dated January 7, 2016

Previous Public Comment

Draft Ordinance Neighborhood Business District

Planning Commission Minutes - June

Planning Commission Minutes - July

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	08/23/2018 09:18 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 01:52 PM
Form Started By: PeggySue Imihy		Started On: 08/09/2018 08:48 AM
Final Approval Date: 08/23/2018		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, January 7, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Gary Levine Commissioner Andrew Andrusko Commissioner Randy Bauer Commissioner Ralph Brauer Commissioner Cindy Nosan Commissioner Gary VanScoy
Members Absent:	Commissioner Matthew Maul
Also Present:	Community Development Director Timothy Gladhill City Planner Chris Anderson Housing Intern Michael Healy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to approve the agenda as amended removing Item 5.02 under Public Hearing/Commission Business.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated December 3, 2015

Motion by Commissioner VanScoy, seconded by Commissioner Nosan, to approve the following minutes as presented: Planning Commission Meeting Minutes dated December 3, 2015.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners VanScoy, Nosan, Andrusko, Bauer, and Brauer. Voting No: None. Absent: Commissioner Maul.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Resolutions #16-01-005 through #16-01-008 related to a Request for a Variance to Minimum Lot Size, Lot Width and Side Yard Setbacks in the Critical River Overlay District on the Properties Located at 14510 and 14500 Bowers Drive NW (Project 16-01); Case of Central Bank

Public Hearing

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

Presentation

City Planner Anderson presented the staff report stating the City has received an application for a Variance to the minimum required lot size and width requirements in the Critical River Overlay District (the "Overlay District") for the property located at 14510 Bowers Drive NW (the "Subject Property"). The purpose of the request is to address an existing structure encroachment from the adjacent property at 14500 Bowers Drive NW. The Subject Property is presently vacant with the exception of the aforementioned encroachments. Should the Variance to lot size and lot width be approved, the applicant would then proceed with an Administrative Subdivision to realign the common lot line between the Subject Property and the adjacent lot to eliminate the existing encroachments.

Citizen Input

Commissioner Bauer requested further information on the ordinary high watermark setback. City Planner Anderson explained the lot was platted prior to the ordinary high watermark standards being in place. He believed that a structure could be built on the lot at approximately 140 to 150 feet. Community Development Director Gladhill commented a stringline test could also be proposed for this lot.

Commissioner VanScoy understood both lots were owned by a single owner. He asked if this had always been the case. City Planner Anderson stated this may have been the case.

Commissioner VanScoy questioned if the 100-foot lot width was typical for this neighborhood. City Planner Anderson reported the majority of the Bowers Mississippi Neighborhood had 100-foot wide lots.

Commissioner VanScoy inquired if these lots had City water and sewer. City Planner Anderson explained these lots all had private well and septic. He provided further comment on another lot within this neighborhood that required a variance.

Steve Nash, 14500 Bowers Drive, explained he purchased his property in 1989. He was not aware of the deck situation when he purchased his property. He discussed how the proposed notch would impact his property. He did not oppose the bank and believed they had a right to use the property. While he preferred to have straight property lines, he understood this may not be the case. He then discussed the location of his well and septic system with respect to the notch.

Commissioner VanScoy questioned where the new well and septic system was located. Mr. Nash reviewed his site plan with the Commission along with the well and septic system location.

Community Development Director Gladhill recommended that the Commission state within their motion for approval that all State requirements regarding the placement of wells be followed.

Mark Madsen, 14520 Bowers Drive, reported he lives north of the subject property. He stated he was not aware of the fact that the lot between him and the Nash's was owned by another party. He did not support another home being built on the vacant lot.

Kerry Koller, 2989 Lady Nichole Lane in Duluth, explained he was a representative of Central Bank. He thanked staff for their thorough report on this Planning Case. He reported he was unaware of the neighboring properties well location and stated he would investigate this matter further.

Commissioner VanScoy asked if the applicant had a preference on how to address the setbacks. Mr. Koller preferred the box out option as it would provide a builder with more options for well and septic placement.

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

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Chairperson Levine closed the public hearing closed at 7:32 p.m.

Commission Business

Commissioner Andrusko stated after reviewing the Anoka County GIS website, he found the properties were linked up prior to December 24th. After which time, the bank took possession of the abstract. He stated originally these lots were each 100 feet wide.

Commissioner VanScoy supported the box out option for this property as it would provide the most future opportunities for this lot.

Commissioner Nosan found it odd that the City was unaware of the situation on this lot until now. She also supported the box out option for this property as the best solution.

Motion by Commissioner Bauer, seconded by Commissioner Andrusko, to adopt Resolution #16-01-005 approving the Findings of Fact inserting in Items 8 and 9 that a well was located on this property.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, Andrusko, Brauer, Nosan, and VanScoy. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-006 granting a variance to lot size and lot area at 14510 Bowers Drive NW, as depicted on the Subdivision Sketch, prepared by Rum River Land Surveyors & Engineers, adjusting the box out for the well on the adjacent property, if necessary.

Further discussion

Community Development Director Gladhill asked if the Commission wanted the setback to be to the ordinary high watermark or if this stipulation should be addressed when building plans were submitted for the property.

Commissioner Bauer recommended the matter wait until someone was proposing to build on the property. The Planning Commission was in agreement.

Commissioner Brauer noted for the record that the applicant did not create the situation on the property.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-007 approving the Findings of Fact.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

Motion by Commissioner Bauer, seconded by Commissioner VanScoy, to adopt Resolution #16-01-008 granting a variance to the minimum side yard setback for the existing deck at 14500 Bowers Drive NW.

Motion Carried. Voting Yes: Chairperson Levine, Commissioners Bauer, VanScoy, Andrusko, Brauer, and Nosan. Voting No: None. Absent: Commissioner Maul.

5.02: Public Hearing: Consider Resolutions #16-01-012 and #16-01-13 Related to a Request for a Home Occupation Permit for a Food Truck Business with a Commercial Grade Kitchen on the Property Located at 7960 171st Lane NW (Project No. 16-04); Case of John and Anne Reineck

This Planning Case was withdrawn from consideration by the applicant.

5.03: Review Sketch Plan for Northfork Alpine Addition (Project No. 16-02); Case of Double T, LLC

Presentation

Community Development Director Gladhill presented the staff report stating the purpose of this file is to review the official Sketch Plan prepared by A.P.A Consulting, Engineers & Surveyors, P.A. for the purpose of a four-lot subdivision located on Alpine Drive within the Northfork Planned Unit Development. The Sketch Plan Review process affords the Planning Commission to opportunity to provide early direction on the layout of the proposed plat, before the Developer prepares detailed Preliminary Plat plans. A key decision will occur at Preliminary Plat, in which the layout will be approved, subject to approving final construction plans and Final Plat documents. At that time, the City will review items including, but not limited to, Grading Plan, Utility Plan, Landscape Plan, and Street Light Plan. Staff recommended the Planning Commission provide feedback on the Sketch Plan and direct the Developer to proceed to preparing a Preliminary Plat, with the considerations listed in this staff report.

Commission Business

Commissioner Bauer asked where a common septic system would be located if this option were recommended. Community Development Director Gladhill reported the system would be located on one of the existing lots and would not impact minimum lot sizes.

Commissioner VanScoy questioned what assurances the City had that the proposed homeowners association (HOA) would still be in place in 20 years to provide maintenance to the shared septic system. Community Development Director Gladhill discussed the requirements that would have to be put in place to ensure the HOA was still in existence.

Commissioner Bauer inquired if the cul-de-sac would be a public or private roadway. Community Development Director Gladhill stated the cul-de-sac was proposed to be a public street that would be owned and maintained by the City.

Chairperson Levine asked if the City received any comment from surrounding property owners. Community Development Director Gladhill reported staff has not received any comments to date.

Chairperson Levine questioned what information staff was seeking from the Commission this evening. Community Development Director Gladhill requested the Planning Commission provide

feedback to the developer on the proposed sketch plan and whether or not the group supported the use of a shared septic system.

Mike Thompson, 15721 Andre Street, supported the properties having separate septic systems. He further discussed his vision for the four lots with the Commission noting each would have a basement.

Community Development Director Gladhill inquired if the four lots would have an HOA as was previously proposed by the developer. Mr. Thompson stated that because the development has been downsized to four lots, he believed it would be difficult to build maintenance free senior housing with an HOA. He was in favor of building single-family housing requiring each homeowner to maintain their landscaping and snow removal. It was noted the four lots would be a part of the existing North Fork HOA.

Bill Kingston, North Fork HOA President, noted the current HOA had five elected members and oversaw 271 lots. He reported the lots ranged in size from one to three acres. He noted the lots within the sketch plan were within the original PUD and would be a part of the North Fork HOA. He reported that Mr. Thompson was aware of the HOA building requirements and covenants. He explained the HOA supported the proposed development of the four lots with four separate septic systems.

Commissioner Bauer did not support a separate HOA for the four unique lots. In addition, he was comfortable with four separate septic systems given the size of the proposed lots. The Planning Commission was in agreement.

Commissioner VanScoy asked if there were any other developments with septic systems closer to the lake than the four proposed lots. Community Development Director Gladhill stated there were parcels on Andrie Court and Andrie Street that were closer in proximity to Lake Itasca.

The Planning Commission recommended the developer move forward taking into consideration the comments provided this evening.

5.04: Discuss Creation of Neighborhood Office Zoning District (Project No. 16-26); Case of the City of Ramsey

Presentation

Community Development Director Gladhill presented the staff report stating that after the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. This came about due resident concern about the current secretarial/daycare business moving from this property, and what business might replace it. Stated concerns included a new business negatively affecting property values, high speed and level of traffic along Nowthen Boulevard, gas stations creating too much traffic if it were to locate on this site and potential expansion of the current building. The initial thought was to re-zone this

property B-1, however that would allow some of the types of businesses that residents were concerned about to potentially locate on the property. The Commission suggested the possibility of creating an entirely new zoning district that would allow the types of businesses that fit well in a residential area, and restrict the ones that do not. Residents that were present for the public hearing were amenable to that option. The purpose of the discussion tonight is to review the draft zoning district, collect feedback from the Planning Commission regarding the new zoning district, and bring an ordinance back to a later meeting.

Commission Business

Commissioner Bauer questioned how staff was defining "small scale" coffee shop or deli. Community Development Director Gladhill reported this would be a coffee shop or deli without a drive-thru.

Commissioner Bauer did not oppose a Jimmy John's or Subway on this property.

Commissioner Andrusko believed other properties should be considered for the new zoning district as well so as not to spot zone this parcel. His main concern with rezoning the property was the amount of traffic that would be flowing in and out of the site.

Chairperson Levine agreed with the traffic concerns and stated he did not want to see the property restricted.

Commissioner Brauer saw value in having quaint neighborhood businesses and creating walkable areas within the community. He recommended the word drive-thru be eliminated from the proposed zoning district. He wanted to see the City pursue developments that were walkable. He suggested medical and animal clinics be removed from the allowed uses.

Commissioner explained she used to live in this neighborhood and supported a small deli, coffee shop or daycare in this area.

Commissioner Andrusko questioned if Walgreens could locate on this corner. Community Development Director Gladhill reported this would not be allowed under the current zoning.

Commissioner Brauer recommended staff address the scale of a development that would be allowed on this property. Community Development Director Gladhill reviewed the bulk design standards for the site currently and reported he would revise them further to address the Commission's concerns.

Commissioner VanScoy requested the buffering language also be addressed by staff.

Community Development Director Gladhill thanked the Commission for their feedback. He stated he would revise the language within the zoning district and report back to the Commission at a future meeting.

5.05: Discuss Amending the Approved Format for Warranties on Stage I and Stage II Improvements (Project NO. 16-21); Case of the City of Ramsey

Presentation

Housing Intern Healy presented the Staff Report stating the purpose of this discussion is to consider amendments to City Code to align City Code language with the City's current policy regarding warranties for Stage 1 and Stage II improvements on private developments. When private developments construct Stage 1 improvements (public improvements such as sidewalks, roads, storm drainage, etc.) and Stage 2 improvements (seal coating, street striping, streetlights, etc.), the developer must warranty their work for one (1) year following the final acceptance of any required improvements. If the improvements are defective or fail within that year, the City can draw from the warranty funds to make repairs.

Housing Intern Healy reported the City has a longstanding informal policy of requiring developers to warranty their work by giving the City cash or a letter of credit equal to 25% of the cost of the improvements. The money is refunded at the end of the one-year warranty period. Currently, however, the code suggests that developers also have the option of submitting a bond for warranty and maintenance. The City historically has not accepted bonds in these situations because the logistical difficulties involved in trying to collect on a bond to pay for repairs. The proposed amendment would remove the language that states that bonds are acceptable for warranties and replace it with new language formalizing the City's policy of requiring 25% of the project costs as a warranty in the form of either cash or a letter of credit. Leaving the language in its current form could create confusion among developers who might reasonably expect the City to honor the current language that bonds are an acceptable format for warranties.

Commission Business

Commissioner Bauer was in favor of the City's Ordinances aligning with the City's practices.

Commissioner Nosan agreed.

There was consensus of the Commission for staff to proceed with the proposed amendment for the approved format for warranties on Stage I and Stage II improvements.

6. COMMISSION / STAFF INPUT

6.01: Staff Update

The Staff Update was noted.

6.02: Zoning Bulletins

Zoning Bulletins were noted.

7. ADJOURNMENT

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

Motion Carried. Voting Yes: Chairperson Levine, Commissioners VanScoy, Nosan, Andrusko, Bauer, and Brauer. Voting No: None. Absent: Commissioner Maul.

The regular meeting of the Planning Commission adjourned at 8:50 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

City of RAMSEY

Comments:

- Limited use & limited amount of expansion of current property
No expansion of business district with the current daycare property.

City of RAMSEY

Comments:

OK

PROF. SERVICE OFFICE

SORT OF

BANK

Comments:

we do Not want any type of high traffic Type businesses.

NO - Gas Station bars, retail resturants, liquor Stores, or strip Mall's.

PROJECT NO. 16-7
NEIGHBORHOOD OFFICE DISTRICT

Comments:

- Maintain the rural ambiance & ~~continue~~ continue to limit the amount of traffic into the Neighborhood.

Comments:

- Press for speed reduction in the Neighborhood. ~~with a~~ with a Retail or like business in the area, Speeds & amount of traffic will increase.
Traffic noise now is somewhat berable.
as far as Safety - Nowthen Blvd has had many Severe / Fatal accidents, with more traffic - more accidents.

Comments:

- Maintain current buffers of adjacent properties.

ORDINANCE #18-13

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

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

AN ORDINANCE AMENDING ARTICLE II DIVISION 4 SECTION 117 (ZONING AND SUBDIVISIONS) OF THE RAMSEY CITY CODE.

The City of Ramsey Ordains:

SECTION 1 AUTHORITY

This ordinance is adopted pursuant to and under the authority of the City Charter of the City of Ramsey.

SECTION 2 AMENDMENTS

Section 117-XXX. – Neighborhood Business District is amended as follows:

(a) Intent. The intent of the Neighborhood Business District is to provide a commercial area for office space, daycare uses and other similar uses, which are compatible with the neighboring residential properties.

(b) Permitted uses. The following are permitted uses, subject to general requirements and performance standards as specified by this chapter:

(1) Restaurants and cafes.

(2) Administrative and business offices.

(3) Personal and professional services.

(4) Day care centers.

(c) Conditional uses.

(1) Expansion or enlargement of lawful nonconforming uses.

(2) Animal Clinics.

(3) Medical Clinics.

(4) On-Sale Liquor.

(d) Accessory uses.

(1) Off-street parking as regulated and required by this chapter.

DRAFT

(2) Off-street loading as regulated and required by this chapter.

(3) Signing as regulated by article II, division 8 of this chapter.

(e) Prohibited Uses.

(1) Motor vehicle sales or repair.

(2) Retail operations with drive-through.

(3) Gas stations.

(4) Off -sale liquor.

(5) Adult uses - principal and adult uses - accessory.

(6) Sales of tobacco, tobacco products, or tobacco-related devices.

(e) Standards. (Also refer to article II, division 6 of this chapter for general performance standards.)

(1) Bulk standards.

Standard	Requirement
Minimum lot area	½ acre 1 acre without municipal water and sewer
Minimum lot width	100 feet 200 feet without municipal water and sewer
Minimum lot depth	150 feet
Maximum building height	35 feet
Maximum structure area	35% of lot area
Minimum building setbacks	
Front yard	35 feet
Side yard	10 feet
Side yard on corner lot	20 feet
Rear yard	35 feet
Major and minor arterials and state and county roads	60 feet from centerline of road right-of-way plus the local applicable setback
Public/private service road	25 feet
Off-street parking and pavement (includes maneuvering areas) setback from street right-of-way	20
Setbacks from residential districts:	35 feet
Structure setback from property boundary line	

DRAFT

Off-street parking, driveways and outside sales and display areas	

(2) All exterior wall finishes on any building shall be:

a. Face brick;

b. Stucco;

c. Glass;

d. Wood;

e. Natural stone;

f. Specifically designed pre-cast concrete units whose surfaces have been integrally treated with an applied decorative material or texture;

g. Other material as may be approved by the city.

Combinations of such materials shall be permitted.

(3) Vehicular access points shall be limited, shall create a minimum of conflict with through traffic movements, and shall be subject to the approval of the city engineer.

(4) The entire site shall have a drainage system which is subject to the approval of the city engineer.

(5) All signing and information or visual communication devices shall be in compliance with the applicable provisions of this Code.

(6) All magazining or stacking space for vehicles shall be off-street and shall be constructed to a size that will accommodate that number of vehicles which can be serviced during a maximum 30 minute period and shall be subject to the approval of the city engineer.

(7) Parking or car magazine storage space shall be screened from view of abutting residential districts.

(8) Provisions are made to control and reduce noise.

(9) A concrete curb not less than six inches above grade shall separate the public sidewalk from motor vehicle service areas.

(10) Off-street parking areas, loading areas, driveways, and traffic maneuvering areas shall be surfaced with concrete or blacktop and finished with continuous concrete curbing as recommended by the city engineer and reflected on an approved site plan. Any site proposing to install any of the above named site improvements is subject to the site plan review process established in section 117-52.

(11) All conditions pertaining to a specific site are subject to change when the council, upon investigation in relation to a formal request, finds that the general welfare and public betterment can be served as well or better by modifying the conditions.

(12) Lighting. Any lighting used to illuminate an off-street parking area, sign or structure, shall be arranged to deflect light away from adjoining residential properties and/or

DRAFT

public street. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be so directed that the bulb is not visible from off of the property where such light source is located.

(13) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

	Business Districts
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter, or 1 tree per 1,000 square feet of building footprint, whichever is greater. For expansions to buildings, 1 additional tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Landscape Material	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground **None required in R1

4. Planting types.

(i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

(ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

(iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. Topsoil. All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. Irrigation.

1. All landscaping areas required under this section shall include underground irrigation systems.

2. Exceptions include natural areas that are left undisturbed.

e. Parking lot landscaping. All parking lots are required to provide internal overstory tree plantings in an effort to shade parking surfaces and provide visual relief. Plantings are required at the following minimum schedule. The planting schedule is established to provide an acceptable number of plantings that may be planted in regular symmetrical patterns or irregular clusters or groupings.

1. 1 tree per every ten parking spaces.

2. Every overstory tree planting shall be provided with a planting area of 162 square feet.

3. Acceptable ground cover materials include sod, mulch, and other natural ground cover. Landscaping rock and plastic underlayment is not allowed.

4. All parking lot planting areas shall include underground irrigation systems.

f. Bufferyards. This section is intended to be minimum requirements to achieve screening between differing uses with varied intensities and impacts that are not always complementary when adjacent to one another. When a bufferyard is required under this section, the yard space and planting requirements are not to be reduced for other purposes such as future parking and driveways, building expansions, or other activities that are not in keeping with the purposes of buffering and screening.

1. Bufferyards are intended to provide additional screening of businesses that are adjacent to residential areas. The following table details the width of the bufferyard along the common adjacent property line. An additional increase of landscape plantings would be required in the bufferyard. That increase is

expressed in the table below as a percentage of the total required site landscaping:

		Existing Adjacent Development		
Proposed Development		R-1	R-2	R-3
	NBD Bufferyard width	40 ft.	30 ft.	20 ft.
	% increase in plantings required	25%	20%	20%
	NBD Bufferyard width	50 ft.	40 ft.	30 ft.
	% increase in plantings required	30%	25%	20%

2. As an alternative method for screening, fences that are 100 percent opaque may be used to mitigate the impacts of businesses that are adjacent to residential areas. Fences shall be subject to the provisions found in all applicable ordinances. When a fence is used for screening purposes, the bufferyard planting requirements may be reduced by ten percent from the stated minimum requirement.

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_____, 2018.

_____
Acting Mayor

ATTEST:

_____
City Administrator

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

DRAFT

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, June 7, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Patrick Surma (left at 8:43 and returned at 8:53) Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	Commissioner Daniel Onyambu
Also Present:	Community Development Director Timothy Gladhill City Planner Chloe McGuire Brigl Planning Intern PeggySue Imihy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Anderson, Gengler, and Woestehoff. Voting No: None. Absent: Commissioner Onyambu.

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated May 3, 2018

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to approve the following minutes as presented: Planning Commission Meeting Minutes dated May 3, 2018.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, VanScoy, Gengler, and Surma. Voting No: None. Absent: Commissioner Onyambu. Abstain: Commissioner Woestehoff.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Home Occupation Permit for Commercial Kennel (Project #18-119); Case of Rebecca Bader

Public Hearing

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

Presentation

Planning Intern Imihy presented the staff report stating the City of Ramsey has received an application from Rebecca Bader (the "Applicant") for a Home Occupation Permit for a Commercial Dog Kennel at 17860 Nowthen Blvd (the "Subject Property"). The Applicant is requesting a Conditional Use Permit to maintain up to 25 dogs on the Subject Property at any given time. Staff reviewed the request in further detail and recommended approval of the CUP.

Citizen Input

Commissioner VanScoy asked if the parking pad was allowable on a residential lot.

Planning Intern Imihy explained the applicant was allowed to have a parking pad that was 20 feet in length. She noted the applicant was requesting a parking pad larger than was allowed and would be dealt with administratively. She reported the Commission was being asked to consider the CUP at this time.

Commissioner Anderson questioned if the fenced in area was flat and useable.

Planning Intern Imihy reported this was the case.

Commissioner VanScoy inquired if the applicant would have limited hours on when the dogs could be outside.

Planning Intern Imihy commented the dogs would have to remain indoors from 9:00 p.m. to 7:00 a.m.

Becky Bader, the applicant, thanked the Commission for their consideration. She stated she was excited about this request and noted she has wanted to operate a dog boarding business for a long

time. She indicated her business would be a service that would benefit the community. She reported this property has 37 acres and explained the small business would run out of the pole building. Her goal was to run a family friendly dog business. She explained her building would hold 25 dogs. She commented further on the hours of operation noting the dogs would be supervised at all times when outside. It was noted all dogs would be required to be vaccinated.

Commissioner Woestehoff asked how many employees the business would have. Ms. Bader reported it would be herself and Brandon McManigal, who would also be residing on the property.

Commissioner VanScoy questioned if the pole barn would have plumbing.

Brandon McManigal, stated at this time the building would not be plumbed, but would have HVAC.

Commissioner VanScoy commented he wanted to assured that the pole barn would not be turned into a residence at some point in the future.

Cindy Schmidt, 7160 181st Avenue NW, reported she was a 30-year Ramsey resident. She noted she lived two doors away from the proposed dog kennel. She expressed concern with how she would be impacted by barking dogs. She noted she was also concerned with how the pole building will be cleaned on a daily basis if the building had no water source. She recommended the building be plumbed to provide fresh water for the dogs being boarded, along with a collection/sewer system to collect the waste. She feared that the site would have more traffic than anticipated. She requested the quiet hours at the kennel be from 7:00 p.m. to 7:00 a.m. She reported she did not want to have dogs barking after 7:00 p.m. on holidays and weekends. She expressed concern that her property value would be negatively impacted because it was located so closely to a dog kennel. She questioned if the City would allow the kennel to expand in the future and recommended that an environmental impact study be completed on this property. She recommended the fencing not be within the wetland area.

Leo Polack, neighbor to the north, commented he would like to see the changes to the hours the dogs are allowed outside. He recommended the dogs not be allowed outside from 7:00 p.m. to 7:00 a.m. He stated this would allow the neighbors to be outside after 7:00 p.m. without having to listen to barking dogs. He requested a barrier or berm be constructed in the applicant's rear yard to keep waste water from entering his pond. He noted he has owned businesses in the past and asked if the City has requested a P&L. He expressed concern that this business would not have enough cash to sustain them through the first year or two. He stated he did not want this business and or its failing to impact the value of his property.

Chairperson Bauer requested further comment from staff regarding the requirements within the CUP and if the applicants would be allowed to expand their site in the future.

Community Development Director Gladhill discussed the City's CUP and wetland requirements. He noted staff has no concerns with the proposed business impacting the adjacent wetlands and noted the applicant would be complying with all wetland conservation efforts. He noted all

stormwater runoff would have to be contained onsite or within a City regional stormwater pond. He explained the applicant as meeting all stormwater runoff requirements. He explained the CUP could only be expanded after another public hearing was held. He indicated the City had another commercial kennel within the City, Armstrong Kennels, which was a much larger operation and was located on a residentially zoned property.

Commissioner Woestehoff asked if Armstrong Kennels had a CUP.

Community Development Director Gladhill reported this was the case.

Commissioner VanScoy questioned what noise restrictions the City had in place for properties with a CUP.

Community Development Director Gladhill explained the City deferred to State Statute for noise restrictions. He commented further on the State's indoor and outdoor noise requirements.

Further discussion ensued regarding the hours of operation and noise requirements.

Commissioner VanScoy asked if the City could adjust the hours of operation.

Planning Intern Imihy explained the City could set the hours of operation within the CUP.

Commissioner Surma thanked the neighbors for coming forward and voicing their concerns. He stated he shared many of their same concerns. He was of the opinion that the kennel building should have plumbing.

Commissioner VanScoy asked how the applicant would be managing the pet waste onsite.

Ms. Bader stated she would be using a low moisture mop (Swiffer Wet Jet) within the pole building for cleaning the pet areas. She indicated the outdoor waste would be bagged and properly disposed of.

Mr. McMonigal reported the dogs would be let out numerous times a day and he did not anticipate the pole building would have a large amount of pet waste indoors. He noted that any barking dogs would be brought back inside.

Commissioner VanScoy stated his main concerns at this time were how the site would be cleaned, how it would be kept clean and how to avoid contaminating the surrounding areas.

Mr. McMonigal reported mops would be used indoors and all waste outdoors would be collected and disposed of. He explained he could investigate plumbing the pole barn if this was required by the City.

Chairperson Bauer asked if the applicants would be agreeable to reconsidering their hours of operation based on the comments voiced by the neighbors.

Ms. Bader stated they would be willing to change the hours. She indicated she was very willing to work with the neighbors to address their concerns.

Commissioner Anderson asked if the pole building had a concrete floor.

Mr. McMonigal reported the pole building had a sealed concrete floor.

Commissioner Surma stated again, for the record, that he was concerned the pole building did not have plumbing. He explained he could not understand how the applicants would keep 25 dogs watered and fed without running water in the pole barn. He indicated he supported the applicants request but recommended the pole barn have plumbing.

Community Development Director Gladhill commented the Commission could require the pole barn to be plumbed and make this a condition for approval within the CUP.

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

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, Surma, and Woestehoff. Voting No: None. Absent: Commissioner Onyambu.

Chairperson Bauer closed the public hearing closed at 7:44 p.m.

Commission Business

Commissioner VanScoy asked if the business would have a sign on Nowthen Boulevard.

Community Development Director Gladhill reported the City would not allow the sign as proposed and noted staff would be working with the applicants on the sign.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to recommend that City Council adopt Resolution #18-119 approving a Commercial Dog Kennel on the Subject Property.

Further discussion

Commissioner Anderson offered a friendly amendment and recommended the hours the dogs must remain indoors be amended to 7:00 p.m. to 7:00 a.m. The Commission supported this friendly amendment.

Commissioner Surma requested another friendly amendment to the motion requiring the applicants to add plumbing (waste and water) to the building in a timely manner. This amendment failed to proceed as the consensus of the Commission was not to support the request.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, and Woestehoff. Voting No: Surma. Absent: Commissioner Onyambu.

5.02: Public Hearing: Review Preliminary Plat Application for Cottages at the COR (Project 17-162); Case of Centra Homes, LLC

Public Hearing

Chairperson Bauer called the public hearing to order at 7:49 p.m.

Presentation

City Planner McGuire Brigl presented the staff report stating Centra Homes, LLC has a Purchase Agreement in place with the City to acquire the land located at the southwest corner of Ramsey Blvd and Bunker Lake Blvd (the "Subject Property") for a residential subdivision. The proposed subdivision is in the COR4 Neighborhood District and would include forty (40), 2-story townhomes with association-maintained private roads. The Subject Property is approximately 4.29 acres.

Citizen Input

Commissioner VanScoy asked if the road to the west does not go through.

City Planner McGuire Brigl explained if this road did not connect there would be a dead end within the subdivision.

Community Development Director Gladhill reported staff would continue to work on this issue with the applicant.

Commissioner VanScoy requested further information on where sidewalks would be located within the development.

City Planner McGuire Brigl reviewed the location of the sidewalks within the development with the Commission. She noted all City standards were being met regarding the sidewalks.

David Patberg, Centra Homes, thanked staff for their assistance with this Planning Case. He indicated he was excited to be bringing a new housing product to the City of Ramsey.

Commissioner VanScoy requested further information regarding the proposed floor plans and architectural standards.

Mr. Patberg stated he would have five different floor plans noting each floor plan would have three elevation different options.

Community Development Director Gladhill commented on the stringent architectural guidelines that were in place within The COR.

Commissioner Anderson stated he was not a fan of whites and blacks, but rather supported earth or neutral tones.

Commissioner Gengler questioned how parking would be managed on the site.

Mr. Patberg explained all of the two car garages would be located to the back of the home. He indicated the driveway would offer two additional parking stalls and noted parallel on-street parking would be available within the development.

Motion by Commissioner Anderson, seconded by Commissioner Gengler, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Gengler, Surma, VanScoy, and Woestehoff. Voting No: None. Absent: Commissioner Onyambu.

Chairperson Bauer closed the public hearing closed at 8:02 p.m.

Commission Business

Motion by Commissioner Woestehoff, seconded by Commissioner VanScoy, to recommend that City Council approval of the Preliminary Plat.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Woestehoff, VanScoy, Anderson, Gengler, and Surma. Voting No: None. Absent: Commissioner Onyambu.

5.03: Public Hearing: Consider Revised Preliminary Plat for Riverstone; Case of Capstone Homes

Public Hearing

Chairperson Bauer called the public hearing to order at 8:03 p.m.

Presentation

Chairperson Bauer commented for full disclosure purposes, he was in the process of purchasing a home within the Riverstone development.

Community Development Director Gladhill presented the staff report stating the purpose of this case is to consider a revised Preliminary Plat for Riverstone, a 293-lot residential subdivision. Primarily, the intent of this revision is to satisfy contingencies of original Preliminary Plat approval. Of note, plans for pedestrian crossings at Alpine Drive are included. Secondarily, the Developer (Capstone Homes) desires to slightly revise lot widths on two (2) blocks to slightly

widen lots, resulting in the net reduction of approximately two (2) lots. Overall, the project is significantly the same as originally approved. Finally, the Developer proposes a slight modification to topsoil standards to address stormwater and drainage.

Citizen Input

Commissioner VanScoy asked if there were any plans to develop the land on either side of this property.

Community Development Director Gladhill stated to the east a project called Northfork Meadows was being considered but noted this project was denied by the City Council. He explained this property has since been sold and purchased by another developer. He anticipated that the site would be developed with detached townhomes at some point in time. He explained the property to the west would probably be developed in the same manner.

Heather Lorch, Capstone Homes, stated Capstone has enjoyed working with the City on this project. She discussed the homes that have been built in the City to date and noted she looked forward to continuing to build homes for Ramsey residents.

Kent Raceler, 4870 Viking Boulevard, stated he opposed the approval of this Preliminary Plat Amendment. He requested the item be denied. He explained he owned the adjacent properties and did not have any development plans in place. He described how the proposed development would impact the future development of his property. He indicated he had an approved PUD in place for his property which would allow for the construction homes on 2.5 acre lots. He discussed the importance of running sewer lines through the Riverstone property. He recommended a buffer zone be put in place and requested he be allowed more time to review this matter with staff prior to the Planning Commission moving forward with this Preliminary Plat Amendment.

Commissioner VanScoy questioned when Mr. Raceler's plat was approved.

Mr. Raceler indicated his plat began in 1984 and was for the entire Northfork area, which included approximately 1,000 acres of land.

Commissioner VanScoy asked if the lots were platted.

Mr. Raceler commented the lots were not formally platted.

Commissioner VanScoy inquired if Mr. Raceler intended to build on 2.5 acre lots.

Mr. Raceler commented he was not stating that as he did not have any formal plans in place. However, he noted a Preliminary Plat was in place for this land and the intent was to have 2.5 acre lots. He explained he was very concerned with the property being stubbed to the west and wanted assurances from the City.

Further discussion ensued regarding the Preliminary Plat that Mr. Raceler had in place on his property in Ramsey.

Mr. Raceler explained that because significant improvements have been made to the property with respect to the infrastructure, he had the understanding that the Preliminary Plat had not expired.

Commissioner VanScoy requested staff address the issue of the utility stubbing.

Community Development Director Gladhill reported under the current Comprehensive Plan the property to the west was not part of the MUSA. He stated from an engineering and planning point of view, this could be further evaluated and made a condition of the Riverstone Preliminary Plat. He indicated he did see great value in providing a stub to the property to the west and noted further discussions could be held with Mr. Raceler.

Mr. Raceler commented his property was outside the MUSA but only because of a recent action taken by the City. He noted cities often stub to property lines and requested the City stub to the property line. He reported the legality of the Preliminary Plat expiring after two years then the Northfork development should not have been able to develop over a 10- to 15-year period of time with requesting a new Preliminary Plat each year. He believes this meant a precedent had been set within the City of Ramsey.

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

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Surma, Anderson, Gengler, VanScoy, and Woestehoff. Voting No: None. Absent: Commissioner Onyambu.

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

Commission Business

Commissioner Surma asked if a buffer area could be created by the developer.

Ms. Lorch reported there was not an area available to create a significant buffer zone between her property and the properties to the east and the west. She explained it would not be the developer's preference to have to create two buffer zones.

Commissioner Surma stated another option for the buffer zone would be to encourage Mr. Raceler to create a buffer zone on his land.

Commissioner VanScoy requested further information regarding the history of the MUSA line.

Community Development Director Gladhill discussed the history of the MUSA line and noted the City was simply reacting to the requests of the property owner. He noted based on the feedback of the property owner, the City could hold further discussions with the adjacent property owner.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to recommend that City Council to approve the revised Preliminary Plat requiring utilities to be stubbed to the west.

Further discussion

Commissioner Anderson asked if this item were tabled what effect that would have on the applicant.

Ms. Lorch stated this would Commission consideration more than 30 days which would in turn delay the project. She explained it was her desire to begin working on the project yet this summer and feared a delay would push the project off to 2019.

Commissioner Anderson expressed concern with this item moving forward without the utility line issue being addressed.

Motion by Commissioner Anderson to table action on the revised Preliminary Plat to the July Planning Commission meeting. The motion failed for lack of a second.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Surma, Gengler, and Woestehoff. Voting No: Commissioner Anderson. Absent: Commissioner Onyambu.

6. COMMISSION BUSINESS

6.01: Discuss Item: Review of City Code Section 117-351 – Home Occupation Ordinance

Presentation

Planning Intern Imihy presented the Staff Report stating under staff direction from the City Council, a review and comparison of neighboring towns and their ordinances for home occupations, also known as home-based businesses has been completed. This review specifically examines the number of employees, allowable outdoor storage and number of allowable vehicles on the property. The purpose of this agenda item is to discuss if Staff should further review and make changes to Section 117-351 of the City Code. Staff requested the Commission provide feedback on this item.

Commission Business

Commissioner Gengler requested further information on the City's current standards for outdoor storage.

Planning Intern _ Imihy __ reviewed the City's standards regarding outdoor storage.

Chairperson Bauer stated he was not so concerned with how other cities managed their outdoor storage so long as things were working for the City of Ramsey.

Community Development Director Gladhill explained staff was reviewing this Ordinance after receiving a directive from the City Council, noting this group feels there is an issue with the Ordinance. He provided further comment on the concerns that were raised after a recent home occupation was requested that had outdoor storage.

Chairperson Bauer asked if the Commission was addressing this portion of City Code based on an isolated issue.

Community Development Director Gladhill commented there were five or six home occupations that were driving this issue to be further reviewed by the City.

Commissioner VanScoy questioned what the challenges were the City was facing at this time by changing the code.

Community Development Director Gladhill explained the City was being challenged on the outdoor storage issue and number of employees.

Commissioner Anderson stated he did not support outdoor storage for a home occupation in a residential area.

The Commission was in agreement.

Commissioner Gengler did not believe it was necessary for a home occupation to have five employees. She was of the opinion a home business was an up and coming business that had very few employees and once there were five employees onsite it would be good for this business to find a proper site.

Commissioner Anderson stated he did not support home occupations allowing employees to drop off their vehicle in order to pick up a service vehicle. He believed this activity should occur at a place of business. He indicated he wanted to protect the neighbors living adjacent to those with a home occupation.

Commissioner Woestehoff agreed adding that the more concise the City was with their home occupation code the better off the City would be.

Commissioner Surma encouraged the City not to step on the rights of Ramsey residents to own and operate their own business from their property.

Planning Intern Imihy asked if the Commission supported home occupations operating out of an accessory structure.

Commissioner Woestehoff and Chairperson Bauer supported this type of business.

6.02: Discussion Item: Feedback on the Creation of a Neighborhood Business District

Presentation

Planning Intern Imihy presented the Staff Report stating in 2016, following the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. This zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potential area for this zoning district could be used would be near the new elementary school (not proposed at this time). Staff has modified the proposed zoning district from 2016 to include four permitted uses, three conditional uses and five prohibited uses. Staff would like the Planning Commission's feedback. The purpose of the discussion tonight is to review the draft zoning district, collect feedback from the Planning Commission regarding the new zoning district, and bring an ordinance back to a later meeting.

Commission Business

Commissioner Anderson commented he was not in favor staff pursuing this further.

Commissioner Gengler indicated she supported the creation of small neighborhood business districts. She explained this type of zoning district could assist in creating walkable neighborhoods and would create sense of community.

Commissioner Surma agreed and noted this would make the community walkable.

Commissioner Woestehoff stated he could support the sale of beer or wine for a small restaurant in the neighborhood business district.

Commissioner Anderson stated he feared dropping businesses into a residential neighborhood could change the character of the neighborhood.

Commissioner VanScoy indicated he appreciated the flexibility of the proposed zoning district and believed this would be a good tool for the City.

7. COMPREHENSIVE PLAN UPDATE ITEMS

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

8. COMMISSION / STAFF INPUT

8.01: Receive Staff Update

The Staff Update was noted.

8.02: Zoning Bulletins

Zoning Bulletins were noted.

8.03: July Planning Commission Meeting Date

Community Development Director Gladhill explained the July Planning Commission meeting has been rescheduled to Thursday, July 12, 2018.

9. ADJOURNMENT

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

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Gengler, VanScoy, and Woestehoff. Voting No: None. Absent: Commissioner Onyambu.

The regular meeting of the Planning Commission adjourned at 9:24 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, July 12, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Daniel Onyambu Commissioner Patrick Surma Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	None
Also Present:	Community Development Director Timothy Gladhill City Planner Chloe McGuire Brigl Planning Intern PeggySue Imihy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Chairperson Bauer requested Item 6.01 be removed from the agenda per the developer's request.

Motion by Commissioner VanScoy, seconded by Commissioner Surma, to approve the agenda as amended.

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated June 7, 2018

Commissioner Surma requested a correction to the minutes on Page 5 in the fourth paragraph stating she needs to be changed to he.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to approve the following minutes as amended: Planning Commission Meeting Minutes dated June 7, 2018.

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider Variance Request to Place a Detached Accessory Building within the Required Setback from the Ordinary High Water Mark of the Rum River at 15795 Juniper Ridge Drive NW (Project No. 18-123); Case of Rick and Diane Farrell

Public Hearing

Chairperson Bauer called the public hearing to order at 7:03 p.m.

Presentation

Planning Intern Imihy presented the staff report stating the City has received an application from Rick and Diane Farrell (the "Applicant") for a variance to construct a detached accessory building within the required setback from the Rum River on the property located at 15795 Juniper Ridge Drive NW (the "Subject Property"). Staff reviewed the request in further detail and recommended approval of the variance in alignment with the EPB and DNR recommendation.

Citizen Input

Commissioner Anderson requested clarification on where the property owner was proposing to place the garage.

Planning Intern Imihy described the location of the proposed detached accessory building in further detail with the Commission. She explained the property owner's primary goal was to minimize views from the street and the river. It was noted Alternate #1 was the location recommended by staff, the EPB and DNR.

City Planner McGuire Brigl commented if Alternate #1 was approved by the Planning Commission, the applicants would amend their request to increase the size of the proposed detached accessory structure to more closely match their neighbors shed size.

Commissioner Anderson asked if more trees would be lost if Alternate #2 were approved.

Planning Intern Imihy reported this was the case.

Commissioner VanScoy questioned if Alternate #1 would create a steep grade change.

Planning Intern Imihy explained this was a concern for the applicant. Even with this concern in mind, she commented staff believed it was important to support the EPB and DNR recommendation, which was Alternate #1.

City Planner McGuire Brigl reported staff and the DNR would be supportive of Alternates #1 and #2.

Rick Farrell, 15795 Juniper Ridge Drive, thanked staff for all of their assistance with his request. He indicated he was requesting the variance to allow him to store a truck in the detached accessory garage. He explained the original location was proposed as it was the least impactful, visually from the road and the river. He reviewed a number of pictures of his property and noted the location of the garage on his property. He questioned what would be gained by placing the garage closer to the street and requested the Commission allow him to place the garage per his request as this was the least visible and impactful option.

Chairperson Bauer asked what the garage size would be if the applicant were forced to place the accessory building on the Alternate #1 or #2 site.

Mr. Farrell commented his property was so pristine and heavily wooded. He indicated if the variance was not approved per his request, he would not be pursuing a garage at all. He discussed how his property would be adversely impacted if the garage had to be located in the open space.

Commissioner VanScoy stated when the Commission reviewed this type of request, the City worked to ensure the nonconformance was not made worse.

Gary Steinke, 15825 Juniper Ridge Drive, explained he lived next to the applicant. He stated he received a variance three years ago for his garage. He reported he followed all of the City's rules and requested Mr. Farrell be required to follow the same rules. In addition, he feared that the applicant's proposed location would obstruct his view of the river.

Susan Anderson, 15854 Juniper Ridge Drive, explained she lived on the opposite side of the street. She expressed concern with the letter she received from the City and stated the information provided was very confusing.

Mr. Farrell reported his proposed garage location would not block his neighbor's view of the river.

Commissioner Surma questioned what alternative location would work for both parties.

Mr. Farrell stated neither of the alternatives would work for him. He explained he was not interested in taking down trees or jeopardizing his property. He indicated he was not interested in placing the garage where a large driveway would be required and greenspace would be lost.

Mr. Steinke commented Mr. Farrell has enough space to locate a garage on his property while still meeting the EPB and DNR recommendations.

Planning Intern Imihy reviewed the alternatives that would be supported by staff: Alternate #1, Alternate #2 and Alternate #3 (the applicant's proposed location). She explained the proposed accessory building would not block the neighbors view shed of the river in any of the three locations.

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

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

Chairperson Bauer closed the public hearing closed at 7:49 p.m.

Commission Business

Commissioner VanScoy asked if each of the alternatives required a variance.

City Planner McGuire Brigl explained constructing a garage anywhere on this property would require a variance.

Commissioner VanScoy stated it has always been the City's intent to not increase non-conformities on properties when considering variance requests. He believed it was a reasonable request to place a garage on this property. He indicated he could not support the garage being located to the rear of the property.

Commissioner Anderson explained he could not support Alternate #3 as an option. He stated he could entertain Alternate #1 as this was supported by the EPB and DNR.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to recommend that City Council adopt Resolution #18-123 granting a variance to shoreline setbacks to the Rum River at 15795 Juniper Ridge Drive NW so that the front of the proposed structure is even with the front of the existing dwelling and also requiring an approved driveway to this structure.

Further discussion

Commissioner VanScoy asked what type of variance was being requested.

Community Development Director Gladhill reported the applicant required a variance to the Ordinary High Water Line to the Rum River.

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

5.02: Public Hearing: Consider Request for Zoning Amendment (Text) to the E-1 Employment District and a Conditional Use Permit to Allow Motor Vehicle Sales on the Property Located at 14300 Sunfish lake Boulevard NW (Project No. 122); Case of John Buzick

Public Hearing

Chairperson Bauer called the public hearing to order at 8:01 p.m.

Presentation

Community Development Director Gladhill presented the staff report stating the City has received an application from John Buzick (the "Applicant") requesting a Zoning Amendment to the text of the E-1 Employment to identify motor vehicle sales as a Conditional Use and a Conditional Use Permit to allow motor vehicle sales on the property located at 14300 Sunfish Lake Blvd NW (the "Subject Property"). That there is an existing Conditional Use Permit (CUP) for the Subject Property, which was approved by the City in 1993, that allows for a towing operation and motor vehicle repairs. The Applicant is proposing a similar business model that he has implemented on two (2) other properties within the City. That model creates multiple tenant suites in a building that are leased out to individuals. Staff provided further comment on the request and recommended denial Zoning Amendment.

Citizen Input

Commissioner Woestehoff asked how much of the City was zoned E-1.

Community Development Director Gladhill reviewed several hundred acres in the City were zoned E-1.

Commissioner VanScoy questioned if the City had received other requests for car sales in the E-1 or E-2 zoning districts.

Community Development Director Gladhill reported this was a rare request and not of this magnitude. He stated there were other zoning districts in the City that better supported this use.

John Buzick, 14300 Sunfish Lake Boulevard, discussed the history of his business and stated he has not had any complaints. He indicated his current location worked as an incubator for small business operators. He explained the property he was looking to purchase has been used for auto repair and towing since 1993. He reported he had 11 people interested in working in Ramsey selling cars from this location. He requested the Commission allow used car sales to occur on this property, along with auto repair and towing.

Darren Guthmiller, 14400 Wolfram Street, explained he lived around the corner from the subject property. He expressed concern with having all of the E-1 properties in Ramsey available for used car sales. He noted all of the other businesses along Sunfish Lake Boulevard have curb and gutter as they have been updated. He commented the current towing company has poor signage and

recommended this be improved so as not to impact the adjacent neighborhood. He described how the businesses along Sunfish Lake Boulevard have improved over the years and stated he did not want to see a new business bring this image down.

Commissioner VanScoy asked if the towing business would remain in place.

Mr. Buzick reported this was the case.

Community Development Director Gladhill explained that Mr. Buzick would not be allowed to park vehicles on grass anywhere on the subject property. He anticipated this could be addressed with a proper paving and site plan. He reported the towing use was a lawful non-conforming use on this site.

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

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

Chairperson Bauer closed the public hearing closed at 8:23 p.m.

Commission Business

Commissioner VanScoy asked if the proposed Zoning Amendment would allow vehicle sales to occur in all E-1 zoning districts.

Community Development Director Gladhill reported this was the case. He then reviewed the location of all E-1 zoning districts in the City.

Commissioner Gengler stated she appreciated the applicant's efforts to incubate businesses in Ramsey, however, she noted she could not support the request. She stated she had concerns with the proposed Zoning Amendment and how this would impact the City of Ramsey.

Chairperson Bauer agreed.

Motion by Commissioner VanScoy, seconded by Commissioner Woestehoff, to recommend that City Council deny the request to allow motor vehicle sales in the City's industrial zoning districts.

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

5.04: Public Hearing: Consider Ordinance #18-12; Text Amendment to City Code Section 117-351 Home Occupations Ordinance

Public Hearing

Chairperson Bauer called the public hearing to order at 8:29 p.m.

Presentation

Planning Intern Imihy presented the staff report stating under staff direction from the City Council and the Planning Commission, a text amendment has been made to City Code Section 117-351, Home Occupations. This text amendment specifically limits the number of allowed employees and prohibits outdoor storage. Based on recent Applications, Staff was directed to consider additional standards based on the following:

- More explicit prohibition on outside storage.
- Creation of categorical prohibitions (such as contracting companies that traditionally have significant outdoor storage)
- Additional limitations on number of employees to reduce number of vehicle trips to site

Citizen Input

Chairperson Bauer asked if a pickup truck could be parked outside on a property.

Planning Intern Imihy explained a pickup truck would not be considered outdoor storage.

Community Development Director Gladhill reported the proposed text amendment would not prohibit contractors from parking their work truck (Xfinity, Comcast, etc.) in their residential driveway.

Commissioner VanScoy requested further information on how the City would be addressing off site employees.

Community Development Director Gladhill described how off-site employees and a dispatch center scenario would be addressed by this Ordinance. It was noted employees would not be allowed to come to a site and be dispatched to another location per this Ordinance.

Chairperson Bauer stated he did not want to see the City become so restrictive that residents with a home occupation were not able to move into the City.

Community Development Director Gladhill reported the Planning Commission did not have to take action on this item tonight. He explained the Commission could continue to review the proposed text amendment.

Further discussion ensued regarding the number of employees that should be allowed on the site based on acreage. Staff reviewed the number allowed by neighboring communities.

Community Development Director Gladhill asked how the Commission wanted to proceed at this time.

Chairperson Bauer suggested staff amend the text to address the number of employees that would be allowed if a site is over three acres, while also addressing the number of employees that could be allowed under three acres through a CUP. He questioned if the City had an accurate number of home occupations currently operating in Ramsey.

Community Development Director Gladhill stated he would have to run some analysis and could provide this information to the Commission in August.

Commissioner Woestehoff commented the existing home occupations would not be impacted, but rather the Commission should be focused on how future home occupations should operate in the City.

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

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

Chairperson Bauer closed the public hearing closed at 8:50 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Surma, to postpone action in this item to the August 2, 2018 Planning Commission meeting.

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

5.03: Public Hearing: Consider Ordinance #18-13; Amendment to City Code Chapter 117 (Zoning and Subdivision of Land) to add a Neighborhood Business District

Public Hearing

Chairperson Bauer called the public hearing to order at 8:51 p.m.

Presentation

Planning Intern Imihy presented the staff report stating in 2016, following the Public Hearing regarding the property located at 6139 157th Lane NW, staff was instructed to create a new zoning district within the City of Ramsey for the purposes of commercial property located near or adjacent to residential properties. Primarily, this Zoning District is needed to correct a previous zoning action (improper use of a conditional use permit).

Planning Intern Imihy explained this zoning district did not move forward in 2016 and staff has been directed to bring the case back to the Planning Commission as a discussion item. This proposed zoning district is slightly more restrictive than the current B-1 district and would not

occur along Highways 47 or 10. The intent of this ordinance is truly small-scale, neighborhood-scale commercial uses. The intent is not to allow higher intensity uses most commonly found along highway corridors. This district can be a valuable tool moving forward as the City attempts to accomplish comprehensive plan goals to provide a mix of uses focused on neighborhoods. For example, another potential area for this zoning district could be used would be near the new elementary school (not proposed at this time).

Planning Intern Imihy reported staff drafted a proposed zoning district which includes four permitted uses, four conditional uses and six prohibited uses. Following the feedback from last month's Planning Commission, Staff has moved on-sale liquor to a conditional use and added the sales of tobacco, tobacco products or tobacco related devices to the prohibited uses. She provided further comment on the proposed text amendment and recommended adoption of the Ordinance.

Citizen Input

Commissioner VanScoy questioned how the City would implement this Ordinance.

Planning Intern Imihy reported the City's zoning map would need to be updated and property owners would have to be notified of the proposed change.

Community Development Director Gladhill explained the new zoning would be a tool available to the City to assist in fostering neighborhood businesses.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to close the public hearing.

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

Chairperson Bauer closed the public hearing closed at 8:59 p.m.

Commission Business

Motion by Commissioner Gengler, seconded by Commissioner VanScoy, to recommend that City Council adopt Ordinance #18-13, which would create a new zoning district titled the Neighborhood Business District.

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

5.05: Consider Zoning Amendment to Allow a Microbrewery at 17201 St. Francis Boulevard NW; Case of Tim and Corin O'Shaughnessy

No action was taken on this item.

6. COMMISSION BUSINESS

6.01: Receive Update from Continental Properties Regarding Potential Project (Springs at Ramsey)

This item was removed from the agenda per the developer's request.

7. COMPREHENSIVE PLAN UPDATE ITEMS

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

8. COMMISSION / STAFF INPUT

8.01: Receive Staff Update

The Staff Update was noted.

8.02: Zoning Bulletins

Zoning Bulletins were noted.

9. ADJOURNMENT

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

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

The regular meeting of the Planning Commission adjourned at 9:09 p.m.

Respectfully submitted,

_____
Tim Gladhill
Community Development Director

ATTEST:

_____
JoAnn Shaw
Planning Division Secretary

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **7. 1.**

Meeting Date: 08/28/2018

By: Kathy Schmitz, Administrative Services

Information

Title

Road Funding Communication Proposal

Purpose/Background:

This road funding communications proposal was discussed at the August 6 Council work session. At previous work sessions, the City Council reviewed draft scenarios of possible future debt for the next 10 years which included funding for roads, capital equipment and a public works campus. Staff also presented the net debt impact if road related debt was removed and other funding was identified.

In 2014, the Council adoprted a public improvement assessment policy, and has constructed several projects using this method. The accumlation of general obligation debt, using the assessment method to reconstruct all City roads in the future, is one of the issues that needs to be addressed.

The Council concensus was to develop a revised plan for community engagement that will comprehensively address the road funding issue.

Attached is a proposal from WSB Engineering to do a review of financing options and a citizen engagement procees over an 8-month period to identify the best long-term road funding options for the community. This period of time would allow for a thorough discussion of the issue among all stakeholders as layed out in the attached plan. The plan is divided into three phases, for a total cost of $35,000, plus printing and mailing expenses, estimated to be less than $5,000. Based upon Council feedback at a previous meeting, a provision is included that allows the city to terminate the program midway was added.

Also attached are several documents relative to the City's past discussions regarding alternative road funding in 2013-14, prior to the adoption of the current assessment policy.

Observations/Alternatives:

The project is proposed as an eight month project, to commence after formal council approval at the August 28 meeting.

Funding Source:

Funding for the project would come from the city's Public Improvement Revolving (PIR) fund.

Recommendation:

A WSB project team leader will be at the meeting answer any questions.

Action:

Motion to approve entering into an agreement with WSB to provide consulting services for road funding communication as described in the attached proposal, in an amount not to exceed $35,000, plus printing and mailing expenditures not to exceed $5,000.

Attachments

WSB Proposal

Elk River Franchise Fees

RR Special Edition Oct 2013

Funding Options Pros and Cons

Franchise Fee Questions

LT SMP Funding PPpres 082713

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 04:17 PM
Form Started By: Kathy Schmitz		Started On: 08/22/2018 01:41 PM
Final Approval Date: 08/23/2018		

701 Xenia Avenue South | Suite 300 | Minneapolis, MN 55416 | (763) 541-4800

August 28, 2018

Honorable Mayor and City Council
Attn: Kurt Ulrich, City Administrator
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Proposal for Communications Plan for Road Funding Alternatives

Dear Mayor and Council Members:

WSB & Associates, Inc. is pleased to provide you with the following proposal for services related to a proposed Communications Plan that will assist the City with informing its residents, boards, commissions, and councils of the ways in which road funding alternatives could be utilized by the City for maintaining the City's streets. The City of Ramsey currently maintains 175-miles of paved streets, which is one of the largest assets of the City. City Council and staff recognize the importance of pavement management to reduce the long-term cost of maintaining this asset and the challenges of identifying consistent and sustainable funding for this purpose. Road funding options to be discussed include those currently being utilized, along with alternative options such as using utility franchise fees.

WSB successfully assisted with the review of road funding alternatives in the City of Rogers in 2015, and are currently undergoing the process in the City of Princeton to assist them in finding alternatives for funding improvements to their parks and trails. We understand the steps that are necessary to create a successful program, including identifying the needs/program along with the required funding for the needs/program, evaluating all methods of funding and providing a comparison of those funding alternatives. Each step of the process is important and our experience in assisting communities to navigate the funding alternatives would be an asset to the community. If the City chooses to move forward in following this communication plan, there are a series of implementation steps that would need to be performed dependent upon the road funding option selected.

WSB has a strong history of providing communications solutions for projects, plans, and sensitive political issues. All our projects involve some level of communication needs, and this demand is increasing. Recently, the City of Minnetonka hired WSB communications staff to help them lead community engagement and navigate a difficult trail project through the public process. WSB has also helped Mahtomedi through a collaborative communication process with key stakeholders on a controversial neighborhood sewer project. Another applicable example is that WSB staff provided support for several bond referendum projects, including a parks infrastructure referendum in Coon Rapids and Eden Prairie (both of which were successful). Our communications team includes planners, communication specialists, and technical leads to increase the likelihood of successful projects.

The scope of services as described in this proposal is based on discussions with City staff:

PROPOSED SERVICES & SCHEDULE

The following tasks will be completed as part of a proposed eight (8) month communications plan for the consideration of road funding alternatives:

Phase 1 - (Month 1 & 2)

- Development of schedule and milestones
- Assessment of current pavement management program
- Assist the Finance Director to evaluate other funding methods and develop graphics to compare/contrast
- Meeting with Charter Commission and other relevant boards and commissions

Phase 2 - (Month 3, 4, 5)

- Internal staff meetings (3)
- Public meetings (2)

- Develop informational mailer
- Develop short video
- Press notification/coordination
- Board/Commission/Council informational open house (1)
- Develop PowerPoint to be posted to City website
- Develop newsletter article

*Note: If community feedback is such that the City Council votes to terminate the road funding alternatives discussion, that decision would be made during Phase 2.

Phase 3 - (Month 6, 7, & 8)

- Develop "frequently asked questions" for posting on City social media sites
- Develop newsletter article for publication in the Ramsey Resident
- Work with the press to write a news article
- Provide City monthly information for posting website and social media updates

Future Steps (not part of this scope)

- Authorize moving forward with the implantation of chosen road funding option.
- Authorize the review and re-negotiation of agreements with private utilities, if necessary.
- Authorize the drafting of applicable ordinances for adoption, as required.
- Authorize contacting private utilities to request meter information as necessary.

COMMUNICATIONS SCOPE OF SERVICES FEE

We are proposing to complete the above outlined scope of services for a lump sum fee of **$35,000.00.** Provided below is a fee breakout by phase of the proposed lump sum fee identified above. If the City Council elects to terminate the project based on public feedback the City will only be responsible for the costs incurred up to and including the date or termination.

Please note that printing and postage associated with the above scope of services is not included in the fee outlined above. We will work with the City of Ramsey to identify a preferred printing vendor.

- Phase 1 - $2,500.00
- Phase 2 - $24,000.00
- Phase 3 - $8,500.00

  Total - $35,000.00

If this proposal is acceptable, please execute the signature block below and return as our authorization to proceed.

Please give me a call at 763-762-2870 if you have any questions. Thank you.

Sincerely,

WSB & Associates, Inc.

Kirsten Gray
Public Involvement Manager

Bret A. Weiss, PE
President/CEO

ACCEPTED BY:
City of Ramsey

Name: _____

Elk River Finds Its Way to Smoother Roads

BY ANDREW TELLIJOHN

PHOTO BY MICHAEL BRAUN

Mayor John Dietz has served about 20 years as a councilmember and then mayor for the City of Elk River. During that span, his least favorite part of the job has been adding assessments to residents' property taxes for road projects near their homes.

But he also thought that was the fairest approach to ensuring that people paid their share for the wear and tear on the roads. And that didn't change right away when City Engineer Justin Femrite and other city staff in 2012 proposed switching from assessments to monthly, pay-as-you-go franchise fees collected from citizens as part of their gas and electric bills.

"When he first presented [the franchise fee option], I was a little skeptical," Dietz says. "I kept thinking to myself, 'Can we really generate enough money from this to do the road projects we need to do?' I was skeptical we could generate enough funds without having a tremendously high fee."

But Femrite and his colleagues worked through the numbers. They proposed charging each customer $5 on their electric bill and $4 on their gas bill each month. Businesses pay higher rates. The funds are dedicated specifically to maximizing the lifespan of the city's streets through maintenance and rehabilitation.

"They convinced the Council that this could work," Dietz says. "Justin convinced the Council to do this, and he deserves the credit."

PHOTO BY MICHAEL BRAUN

City Engineer Jason Femrite, left, and Mayor John Dietz stand on Orono Road Northwest, which received the benefits last year of the city's new pavement management program.

Increased road costs on the horizon

In 2012, about 80 percent of the city's streets were in very good condition, but the upcoming five to 10 years were going to bring an increase in projects and costs because roads that were built in the 1990s and 2000s were coming up for maintenance.

"We had to start spending more money than we were used to spending because we had a larger system," Femrite says.

That's why he proposed the franchise fee and designed the new model. Under his proposal, special assessments for street improvements—and the lengthy public hearings that came along with them—would be eliminated. The city would pay for improvements as they became necessary, so they could more efficiently use the proceeds of the new fee. In addition, the city agreed to waive

the franchise fees for residents paying previously levied assessments until those assessments were paid in full.

The change was implemented in 2013, and the benefits went far beyond eliminating large property tax assessments, Femrite says. By collecting the money ahead of time, the city would be able to keep enough on hand to pay for projects as they were done rather than borrowing the money. That has saved hundreds of thousands of dollars in interest payments, meaning more funds can be dedicated to work.

That also means street upkeep is more frequent and regular, which increases the lifespan of the roads, city officials say.

Getting community buy-in

Getting the community on board was key to making the change successful.

"We waited until the Council gave direction that they were steering this way," Femrite says. "They said, 'Why don't you gauge the interest level of the community?'"

The city sent mailings to all residents and worked through the Elk River Area Chamber of Commerce to engage business leaders. Staff attended business group meetings and also set up a blog for comments and questions.

Femrite says he responded to many queries, but he had a sense the idea was catching on when some critics were shot down by supporters before he had a chance to answer.

"The one thing I really feel was beneficial for us on that blog was when people would post critical things of government and what we were trying to do, proponents for it outside the city staff would argue for making a change like this," Femrite says "I think that really helped in having that open dialogue between community members without me necessarily having to make every response. That goes a long way—it's not the city telling everyone the answers."

While there were doubters and opponents, Femrite says, once people started understanding that the change would mean an end to the assessment system of the past, momentum gathered in support of the change.

"I don't care whether it's real life or Monopoly, nobody likes to get the card saying 'You received a notice from the city for street repairs; pay this much money,'" he says. "It wasn't favorable for anyone—nobody has ever liked going through that process."

Debbi Rydberg, executive director with the Elk River Area Chamber, says the organization did not take sides on the issue, but did help the city disseminate information about the change to its members. She understands that the change is likely more budget-friendly for most people, and she did credit city officials with being upfront about the proposed change and open to suggested alterations.

"I think [city leaders] were very open about it," Rydberg says. "They wanted to hear the concerns."

Since the franchise fees were implemented, she has not heard any complaints from the local business community—an indication that the move has not been problematic.

"I talk to businesses all the time," she says. "I hear them complain about plenty of things. I would be one of the people to hear about it, especially since we did provide the information."

Modeled after St. Louis Park program

The franchise fee model seems to be growing in popularity. Dietz says Elk River officials have been contacted by several cities seeking insight about how the change has worked. And Femrite indicates that the Elk River franchise fee was modeled after programs introduced in a couple cities several years ago.

One of them was a program instituted by St. Louis Park several years ago under which the city collects $3.25 from both gas and electric users each month to cover the cost of street rehabilitation. St. Louis Park City Manager Tom Harmening says the franchise fee has been adjusted every other year to keep up with the cost of construction, but adds that the fee has allowed St. Louis Park to maintain its roads on a pay-as-you-go basis without assessing residents for the cost.

It's been around since 2003 and, despite City Council turnover since then, the program has been in place and funds have been used only for the initially intended purpose, Harmening says.

PHOTO BY MICHAEL BRAUN

Mayor Dietz and City Engineer Femrite look at distressed pavement in need of reconstruction.

"We have a traditionally strong commitment to maintaining our infrastructure and upgrading it," he says. "We do have turnover on the Council, but we've always had councilmembers who have seen the value of what we're doing. That certainly helps. It's never been an issue, not even remotely."

St. Louis Park officials are satisfied with their program 13 years after it was implemented. And, so far, Elk River leaders believe city officials now and in the future will agree that this was the right move to make.

"This has been a real positive," Femrite says.

In fact, Dietz quickly came full circle despite his early doubts and now supports the franchise fee 100 percent.

"I've heard very few complaints about this fee since it was implemented," he says. "To get charged $108 a year for street repair? I don't know how you can get by any cheaper than that. I'm a convert. It's proven that it works." MC

Andrew Tellijohn is a freelance writer based in Richfield, Minnesota.

On the web

For more city news, visit ***www.lmc.org/citynews***.

City of RAMSEY RESIDENT
Special October 2013

City Considering Franchise Fees to Fund Long-Term Street Maintenance Program

The city of Ramsey recently adopted a Three-Year Strategic Action Plan which identifies a goal of maintaining all city streets to an average ongoing rating of 6.5 using the Pavement Surface Evaluation and Rating (PASER) system. To achieve this goal on all 174+ miles of city streets, the estimated annual cost over the next 5 years (2014 through 2018) would be $2,202,000. Over the next 10 years (2014 through 2023) the estimated annual cost would be $2,525,000, and over the next 60 years (2014 through 2073) the estimated annual cost would be $4,368,000.

The estimated life-span of a typical city street in Ramsey is 60 years assuming routine maintenance operations are performed over the life of the street. If routine maintenance is not performed, the estimated life of a typical street is less than 30 years. The routine maintenance plan that is currently proposed includes:

- Crack sealing streets 3 years after initial construction, overlays, and reconstructions
- Crack sealing/seal coating streets in years 6, 13, 26, 33, 46, and 53
- Overlaying/edge milling streets in years 20 and 40
- Reclaim/repave or reconstruct streets around year 60

Crack Sealing

Street Overlay

In order to allow city streets to be maintained as cost-effectively as possible, it is critical that the city utilize a reliable, long-term funding source for the long-term street maintenance program.

Funding Source

Funding sources for recent city street improvement projects have included the use of special assessments for sealcoating and overlay projects, as well as Municipal State Aid allotments, General Obligation bonds, and general levy budgeting. Unfortunately, these funding sources are becoming less and less reliable due to shrinking state and local agency budgets and more frequent petitioning against projects results in project cost increases and/or project delays.

Other funding sources include applying for grants, the use of Public-Private Partnerships, special legislation (such as Street Improvement Districts), and/or the implementation of utility franchise fees. Of these, only franchise fees can provide a reliable, dedicated funding source to ensure that all routine maintenance operations can be funded and completed on schedule to cost-effectively maintain all city streets.

Public Hearing

On October 8th, the City Council will hold a Public Hearing to solicit input regarding the implementation of utility franchise fees through our electric and gas utility providers (Anoka Municipal Electric, CenterPoint Energy, and Connexus Energy) to help fund the long-term street maintenance program.

Ramsey Municipal Center
7550 Sunwood Drive NW
Ramsey, MN 55303

ECRWSS
POSTAL CUSTOMER

Presort Standard
U.S. Postage
PAID
Anoka, MN
55303
Permit No. 131

The City Council identified the following terms that would need to be met before implementing a franchise fee program.

- Special assessments would not be used to fund projects as long as franchise fees are used.
- Franchise fees would only be spent on street maintenance program projects; nothing else.
- Franchise agreements would include 5 year sunset terms so the city can research new funding sources and compare revenues versus costs after 5 years, then consider adjustments as needed.
- A rebate program would be applied to prevent those currently paying an assessment on a previous street improvement project, or who paid an assessment up-front but would otherwise still be paying the assessment, from paying franchise fees on top of their assessments.

Cities are authorized by State Statute to impose franchise fees on utilities operating within public right-of-ways. The utility companies typically pass the franchise fee costs along to consumers via their invoices, along with a note stating that the fee is being imposed by the city. Franchise fees can and will be dedicated solely to help pay for the maintenance of city streets.

Budget

The city currently budgets $500,000 annually to help fund the street maintenance program. A franchise fee of $8 per month for each gas and electric utility serving all commercial, industrial or residential properties throughout the city, would generate approximately $1,700,000 in annual revenue, which would cover the remainder of the $2,202,000 needed to fund the long-term street maintenance program over the next 5 years.

The draft Franchise Agreement/Ordinance language will be read during the Public Hearings on October 8th. Then, based on input received from the Council on October 8th, final Franchise Agreements and Ordinances are proposed to be presented for Council adoption following the second reading on October 22nd. Notice of the Public Hearings will be published in the Anoka Union on September 27th.

An informal public Open House will be held from 6 to 9 p.m. on Tuesday, October 1st in the Lake Itasca Room at the Ramsey Municipal Center, 7550 Sunwood Drive NW. Various information concerning franchise fees will be presented at multiple stations around the room. Feel free to stop by the Open House anytime between 6:00 and 9:00 p.m.

For more information on Franchise Fees:

- Visit the **city website** at www.cityoframsey.com/Franchise_Fee
- Attend the upcoming **Open House** any time from **6:00 - 9:00 p.m., Tuesday, October 1st**
- Contact your **City Councilmember** via the city's web site at www.cityoframsey/ramsey-city-council
- Contact **City Engineer Bruce Westby** at bwestby@ci.ramsey.mn.us or 763-433-9825

Failing Pavement

FIGURE 2

Long-Term Street Maintenance and Reconstruction Program Funding Source Pros & Cons

Funding Source	Pros	Cons
General Obligation (GO) Bonds	Dependable, but only as long as city maintains a good rating. Tax write-off.	Increased tax capacity rate. Counts against debt limit.
Franchise Fees	Constant, dependable and renewable funding source. Provides taxpayer transparency. Payment not reflective of residency, tax status, or ownership status. Small monthly payments easier for taxpayers than one large assessment. Reduces levy impacts due to bond interest.	Requires public outreach effort.
Special Assessments (State Statute Ch. 429)	Provides taxpayer transparency (cost versus benefit). Accepted process. Tax write-off.	Petitions easily delay or derail projects. Proving benefit can be difficult and add to project costs. Large assessments are hard to pay.
General Levy (MSA Fund)	City directly controls funds.	Not a constant, dependable or renewable funding source. Not transparent to taxpayers. Levy limit dependent.
MnDOT Municipal State Aid Annual Apportionment		Declining due to waning fuel tax revenues due to erosion by inflation, fewer vehicle miles driven per capita, and use of more fuel-efficient and alternate-fuel vehicles.
Tax Abatement Districts	Taxpayer transparency (cost versus benefit). Most benefitted properties pay.	$200,000 annual limit. Proving benefit can be difficult and can add to project costs. New TAD created for each project.
Tax Increment Financing		Existing TIF's are soon expiring.
Special Legislation	Unknown…TBD	Unknown…TBD

Franchise Fee Questions/Responses

October 8, 2013

1. Are properties on County roadways assessed the franchise fee?
   Response:
   All utility accounts will be assessed the franchise fee based upon their classification (e.g., residential, commercial) and the type of road that they are on does not make a difference.

2. Can utilities charge an administrative fee on top of the franchise fee?
   Response:
   No. The Minnesota Public Utilities Commission has ruled that utilities may not charge an administrative fee on municipal franchise fees.

3. What additional levy capacity does the City have?
   Response:
   By statute, the City had the additional levy capacity to raise approximately $931,000 in 2014, but chose not to levy this additional amount with the establishment of the preliminary levy in September 2014. There currently is no levy limit in place for 2015.

4. Can the City exempt properties that don't front a city street from the franchise fee?
   Response:
   All residential properties would need to pay the franchise fee to the utilities, but the City could, by policy, give annual rebates to certain types of properties. This is not included in the current proposal. If the City exempts or reduces the franchise fee on some properties by giving a rebate, overall revenue would decrease, or the fee would need to be increased on other properties as an offset.

5. What types of projects have come to the City with the assistance of Economic Development staff?
   Response:
   The economic development staff of the City has assisted many business and industrial projects over the years in Ramsey. It is impossible to determine which projects are solely attributable to the Economic Development manager position, but every project that involved City assistance, or the sale or lease of City property, required considerable work by City staff. Ramsey's employment base increased by 771 employees from 2000 to 2010. For most of that period, the City has had a dedicated economic development position.

6. Why are some people calling this a "30% tax increase"?
   Response:
   This number appears to be derived from taking the franchise fee revenue (calling it a "tax") combining it with the 2014 proposed levy, and subtracting it from the 2013 levy. It does not take into account that the Road Maintenance Program would require revenue to be replaced by the tax levy, assessments, or other sources to be implemented.

7. What happens to excess funds generated by the franchise fee?
   Response:
   Any fees collected, but not spent, during the fiscal year would be put into a dedicated interest-bearing road maintenance account for use in the subsequent year.

8. What happens if there is a shortfall in franchise fees?
   Response:
   If there is a shortfall in franchise fee revenue, the project schedule will be adjusted to fit revenue. The City will review the funding for the Road maintenance Program at the end of the five-year term of the ordinance.

9. What are cities without franchise fees doing to pay for road repair?
   Response:
   Cities without franchise fees typically fund street maintenance projects using a combination of Municipal State Aid allocations (if eligible), general funds, general obligation bonds, and/or special assessments.

10. Can the City consider restrictions and limits on the implementation and use of franchise fee by Charter?
    Response:
    The City Attorney has determined that it would be legal for the Charter Commission to consider such guidelines as Charter provisions.

11. How much is the City benefitting in 2014 by tax increment districts that are being decertified?
    Response:
    The City's projecting that an additional $1,260,496 of net taxable value will be added to the City in 2014 due to tax increment district decertification. This money generated by this increased value has been earmarked to pay the annual debt on the municipal center, without having to raise the tax capacity rate.

12. What happens to properties that don't have gas or electric service?
    Response:
    Properties that have neither a gas nor an electric bill will not be charged a franchise fee.

13. Can the City put the road fee onto the City utility bill instead of the gas and electric utilities?
    Response:
    No. There is no statutory authority in Minnesota to charge a road fee to the City utility bill. A franchise fee for gas and electric utilities is allowed by state statute 216B.36.

14. What happens to the fee for those that are receiving energy assistance?
    Response:
    The franchise fee is considered part of the regular utility bill and the same rules for energy assistance and collection apply to the franchise fee.

15. Do the apartments at the residence at the COR each have gas and electric meters?
    Response:
    The individual apartments have electric meters, and the complex itself has one large gas meter for the residential side, and a gas meter for the dental office.

16. What is the process the City will use to eliminate assessments?
    Response:
    The proposed franchise fee ordinance explicitly states that that the franchise fee is "in lieu of special assessments."

17. Is the repair and maintenance of the street based upon a schedule or the condition of the road?
    Response:
    Repair and maintenance of any particular road section will be based upon the road condition as determined by an annual inspection, not by a fixed schedule.

18. When will Minnesota State Aid Funds (MSA) be available to put towards this program?
    Response:
    Some MSA funds will be available in 2019, but the majority of MSA funds are committed through 2022.

19. Can the use of the franchise fee be restricted to just road repair and maintenance?
    Response:
    Yes, this will be done by ordinance.

20. Can we do a tiered franchise fee rates based upon residential values?
    Response:
    The utilities cannot bill different rates to different residential customers. City staff is researching the option of an annual rebate that would be tied to property valuation, but the City would need to bear all the administrative cost of such a program.

Long-Term Street Maintenance Program Costs & Funding Options

August 27, 2013

City Council Workshop

City of RAMSEY

LT SMP Costs & Funding Options

2009 Estimated Costs -

- Costs were estimated to maintain a Pavement Surface Evaluation and Rating (PASER) system rating of 7 or better on all 141.82 miles of non-Municipal State Aid city streets (excludes 32.28 miles MSA streets).
- Costs included all costs required to maintain and reconstruct all non-MSA streets assuming a 40-year life span, excluding initial construction costs.
- Costs included 4 crackseal/sealcoats, 1 overlay + 1 reconstruction.
- Costs included 18% overhead.
- $3,200,000 = Annual cost to fund the SMP over 40 years (2011-2050).
- $9,588,203 = Total five year (2011-2015) cost to maintain all non-MSA streets (= $1,917,640.60 annually).
- $72,401,106 = Total ten year (2011-2020) cost to maintain all non-MSA streets (= $7,240,110.60 annually).

City of RAMSEY

LT SMP Costs & Funding Options

2013 Estimated Costs -

- Estimated costs were updated to maintain a Pavement Surface Evaluation and Rating (PASER) of 7 or better on all 174.1 miles of city streets, including MSA streets.
- Costs included all costs required to maintain and reconstruct all streets assuming a 60-year life span due to our sandy subgrade soils, excluding initial construction costs.
- Costs include 9 crackseals, 6 sealcoats, 2 overlays + 1 reconstruction.
- Costs include 18% indirect costs.
- $4,368,000 = Annual cost to fund our SMP over 60 years (2014-2073).
- $11,011,879 = Total five year (2014-2018) cost to maintain all city streets (= $2,202,376 annually).
- $25,247,367 = Total ten year (2014-2023) cost to maintain all city streets (= $2,524,737 annually).
- See Figure 1 attached to case for additional information.

City of RAMSEY

LT SMP Costs & Funding Options

FIGURE 1

Last Updated 8-22-13

City of Ramsey Street Maintenance Program Cost Projections Based on Current Paser Ratings

Total City Street Data			
PASER Rating	Total Miles	Total Sq.Yd.	Total Sq.Ft.
0	1.61	22,378.75	201,408.72
1	0.40	7,213.56	64,922.00
2	0.00	0.00	0.00
3	4.93	82,233.19	740,098.67
4	9.48	159,195.84	1,432,762.60
5	11.31	192,478.79	1,732,309.11
6	13.12	226,405.34	2,037,648.09
7	26.81	480,853.48	4,327,681.31
8	50.97	841,270.74	7,571,436.69
9	32.64	530,700.68	4,776,306.13
10	22.83	455,709.98	4,101,389.85
Total	174.10	2,988,440.36	28,986,983.17

Urban City Street Data			
PASER Rating	Total Miles	Total Sq.Yd.	Total Sq.Ft.
0	0.00	0.00	0.00
1	0.00	0.00	0.00
2	0.00	0.00	0.00
3	0.00	0.00	0.00
4	1.89	33,787.64	304,088.80
5	2.39	47,425.98	426,833.85
6	7.54	138,920.81	1,250,287.27
7	10.82	222,764.81	2,004,883.27
8	13.09	247,065.23	2,223,587.03
9	7.10	141,527.97	1,273,751.77
10	14.42	312,862.61	2,815,763.48
Total	57.25	1,144,355.06	10,299,186.47

Rural City Street Data			
PASER Rating	Total Miles	Total Sq.Yd.	Total Sq.Ft.
0	1.61	22,378.75	201,408.72
1	0.40	7,213.56	64,922.00
2	0.00	0.00	0.00
3	4.93	82,233.19	740,098.67
4	7.59	125,408.20	1,128,673.80
5	8.92	145,052.81	1,305,475.26
6	5.58	87,484.54	787,360.82
7	15.99	258,088.67	2,322,798.04
8	37.88	594,205.52	5,347,849.66
9	25.54	389,172.71	3,502,554.36
10	8.41	142,847.37	1,285,626.37
Total	116.85	1,854,085.30	16,688,767.70

2013 Bid Prices per Sq. Yd. (5)		
Bid Item	Avg. Bid	Note
Crackseal (CS)	$0.70	
Sealcoat (SC)	$1.80	
Overlay w/ Edge Mill - Urban	$13.50	Incl. 10% C&G rmv/rplc
Overlay w/ Edge Mill - Rural	$11.00	
Reclaim & Repave - Urban	$22.00	Incl. 10% C&G rmv/rplc
Reclaim & Repave - Rural	$20.00	
Reconstruct - Urban	$60.00	
Reconstruct - Rural	$38.00	

(5) Bid prices include 18% indirect costs.

Projected 5 & 10 Year Street Maintenance Program Costs					
Program Period	Recon Cost (1)	CS/SC Cost (2)	O&EM Cost (3)	Total Cost	Avg. Annual Cost
2014 - 2018	$4,249,368.54	$4,526,678.98	$2,235,831.65	$11,011,879.17	$2,202,375.83
2019 - 2023	$6,792,770.27	$4,604,956.82	$2,837,760.80	$14,235,487.89	$2,847,097.58
2014 - 2023	$11,042,138.80	$9,131,635.81	$5,073,592.44	$25,247,367.06	$2,524,736.71

(1) Streets w/ PR = 0, 1, 2 and 3 reconstructed 2014-2018. Streets w/ PR = 4 reconstructed 2019 - 2023.
If reclaim and repave can be applied in place of reconstructions, costs will be less.
(2) Assumes all streets receive CS/SC treatments every 7 years, except at time of M&O.
(3) Assumes all streets receive M&O treatments after 20 years and 40 years.

Projected 60 Year SMP Costs (4)				
	Recon Cost	CS/SC Cost	O&EM Cost	Total Cost
60 Year Total Cost	$139,116,544.53	$51,273,330.02	$71,687,463.01	$262,077,337.57
Avg. Annual Cost	$2,318,609.08	$854,555.50	$1,194,791.05	$4,367,955.63

(4) Cost includes 9 crackseals, 6 sealcoats, 2 overlays w/ edge mill, and 1 reconstruction.
If reclaim and repave can be applied in place of reconstructions, costs will be less.

LT SMP Costs & Funding Options

Traditional Funding Options for Street Maintenance Programs –

- The most traditional funding options for street maintenance programs have typically included:
  - Annual general levy budgeting
  - Purchasing General Obligation (GO) bonds on a project-by-project basis
  - Annual Municipal State Aid (MSA) allotments (construction and maintenance) distributed through MnDOT
  - Special assessments per MN Statute Chapter 429.

  Unfortunately, these options are becoming less and less effective and favorable as a means of providing dedicated, renewable and secure funding over the long term since local agencies are receiving fewer dollars each year from state and federal agencies, and since local levies continue to shrink.

LT SMP Costs & Funding Options

MSA Funding –

The city of Ramsey receives annual Municipal State Aid System allocations for our use in funding construction and maintenance expenses on our State Aid System. The amounts allocated in 2013 were:

- $576,844 construction allocation.
- $443,377 maintenance allocation.
- The majority of MSA fund allocations in the foreseeable future will continue to be applied towards debt from previous projects and as such the MSA allocations can not be counted on to help pay for new projects for many years yet.

LT SMP Costs & Funding Options

Alternative Funding Options –

- Alternative funding options available to cities include:
  - Borrowing against or leveraging revenues including the use of toll charges and public-private partnerships (PPPs). A number of State Statutes have recently been adopted to allow cities to use such financing options due to their ability to provide more stable, long-term funding sources.
  - A general (special) tax levy can be applied against all properties in the city upon determining how much revenue is needed to pay for our expected SMP shortfall . The highest valued properties then end up paying the largest share of the costs, and properties utilizing tax abatement or located in TIF Districts would not contribute to program funding, nor would benefitting properties exempt from property taxes such as churches, schools and non-profits. All revenues collected could be a line item budget such as Street Maintenance Program.

City of RAMSEY

LT SMP Costs & Funding Options

Alternative Funding Options –

- Ideal funding sources should be dedicated, renewable and secure, and should be viewed by taxpayers as being reasonably beneficial, equitable and transparent.
- Many cities are therefore exploring other funding options for long-term street maintenance programs including:
  - Grants
  - Franchise fees
  - Special legislation
- Of these options, only franchise fees offer a dedicated, renewable and secure funding source to help fund cities long-term street maintenance programs. This funding source is therefore rapidly gaining traction and is being adopted by more and more cities.

LT SMP Costs & Funding Options

Franchise Fees –

- Franchise fees are simply fees charged to private utilities that derive benefit from using public right-of-ways to conduct their business.
- The utility company typically passes the franchise fee along to the consumer via the utility companies invoice, which would likely include a note stating that the fee is being imposed by the city as a means to fund the street maintenance program.
- Franchise fees do provide a dedicated, renewable and secure funding stream for long-term street maintenance programs.
- Based on the results of a survey completed by the city of Ramsey in 2011, a majority of our residents responded that they would prefer to make small monthly payments through a franchise fee versus being assessed larger sums of money over a term of several years.

City of RAMSEY

LT SMP Costs & Funding Options

Franchise Fees –

- State law provides cities the ability to impose franchise fees to utilities operating within their public right-of-way.
- Franchise fees can be dedicated solely to help pay for the maintenance of existing city streets.
- If authorized by Council, staff can begin preparing draft franchise fee ordinances to allow the city to collect fees from electric and gas utilities.
- Staff recommends charging equal percentages to the electric and gas utilities since there are approximately the same number of gas and electric customers city-wide.
- By using franchise fee revenues, available MSA allocations, $500,000 budgeted annually through the general fund, and GO bonding for SMP projects, the city can fund our long term SMP for all city streets over the next 5 to 10 years without using special assessments.

City of RAMSEY

LT SMP Costs & Funding Options

Anoka County Cities Funding Sources Survey –

In April, staff emailed a questionnaire to 7 other Anoka County cities asking for information on their current street maintenance program funding practices. Four cities responded as follows.

- Blaine - Uses special assessments on overlay and street reconstruction projects, as well as bonding, general levy funds, and MSA funds.
- Champlin - Uses special assessments on overlay and street reconstruction projects, as well as bonding, general levy funds, MSA funds, and franchise fees in the amount of $2.50 per month per each of their 4 utilities.
- Elk River - No longer uses special assessments since adopting franchise fees this spring for their electric and gas utilities. Fees vary by property classification. MSA funds are also used as available.
- Ham Lake - Funded from their Revolving Street Fund which is supported by the general levy. Ham Lake has not assessed benefitting parcels for rehabilitation projects for 10 years.

City of RAMSEY

Long-Term Street Maintenance and Reconstruction Program Funding Source Pros & Cons

Funding Source	Pros	Cons
General Obligation (GO) Bonds	Dependable, but only as long as city maintains a good rating. Tax write-off.	Increased tax capacity rate. Counts against debt limit.
Franchise Fees	Constant, dependable and renewable funding source. Provides taxpayer transparency. Payment not reflective of residency, tax status, or ownership status. Small monthly payments easier for taxpayers than one large assessment. Reduces levy impacts due to bond interest.	Requires public outreach effort.
Special Assessments (State Statute Ch. 429)	Provides taxpayer transparency (cost versus benefit). Accepted process. Tax write-off.	Petitions easily delay or derail projects. Proving benefit can be difficult and add to project costs. Large assessments are hard to pay.
General Levy (MSA Fund)	City directly controls funds.	Not a constant, dependable or renewable funding source. Not transparent to taxpayers. Levy limit dependent.
MnDOT Municipal State Aid Annual Apportionment		Declining due to waning fuel tax revenues due to erosion by inflation, fewer vehicle miles driven per capita, and use of more fuel-efficient and alternate-fuel vehicles.
Tax Abatement Districts	Taxpayer transparency (cost versus benefit). Most benefitted properties pay.	$200,000 annual limit. Proving benefit can be difficult and can add to project costs. New TAD created for each project.
Tax Increment Financing		Existing TIF's are soon expiring.
Special Legislation	Unknown…TBD	Unknown…TBD

LT SMP Costs & Funding Options

Funding Option Pros and Cons –

- Based on the pros and cons, franchise fees provide the greatest benefit with the least down-side due to their:
  - Ability to provide a constant, dependable and renewable funding stream
  - Transparency which allows taxpayers to understand exactly what they are paying and what it is being used for.
  - Ability to be collected from property renters as well as owners
  - Ability to be collected from properties regardless of tax status
  - Ease of implementation

LT SMP Costs & Funding Options

Estimated SMP Funding Shortfall –

- We estimate an annual $1,700,000 shortfall for funding our SMP over the next 5 years, assuming we continue to budget $500,000 annually through our general levy.
- The two most sustainable long-term alternative funding options include a general tax increase and/or implementation of franchise fees. If both options are implemented, we could quit using special assessments. While these are still widely used, special assessments have been contested by taxpayers more vigorously in recent years, resulting in significant project delays and/or cancellations which negatively impact the effectiveness of long-term street maintenance programs. And due to our Charter, the city of Ramsey faces extra hardships in applying special assessments due to the ability of taxpayers to more easily petition against street improvement projects.

LT SMP Costs & Funding Options

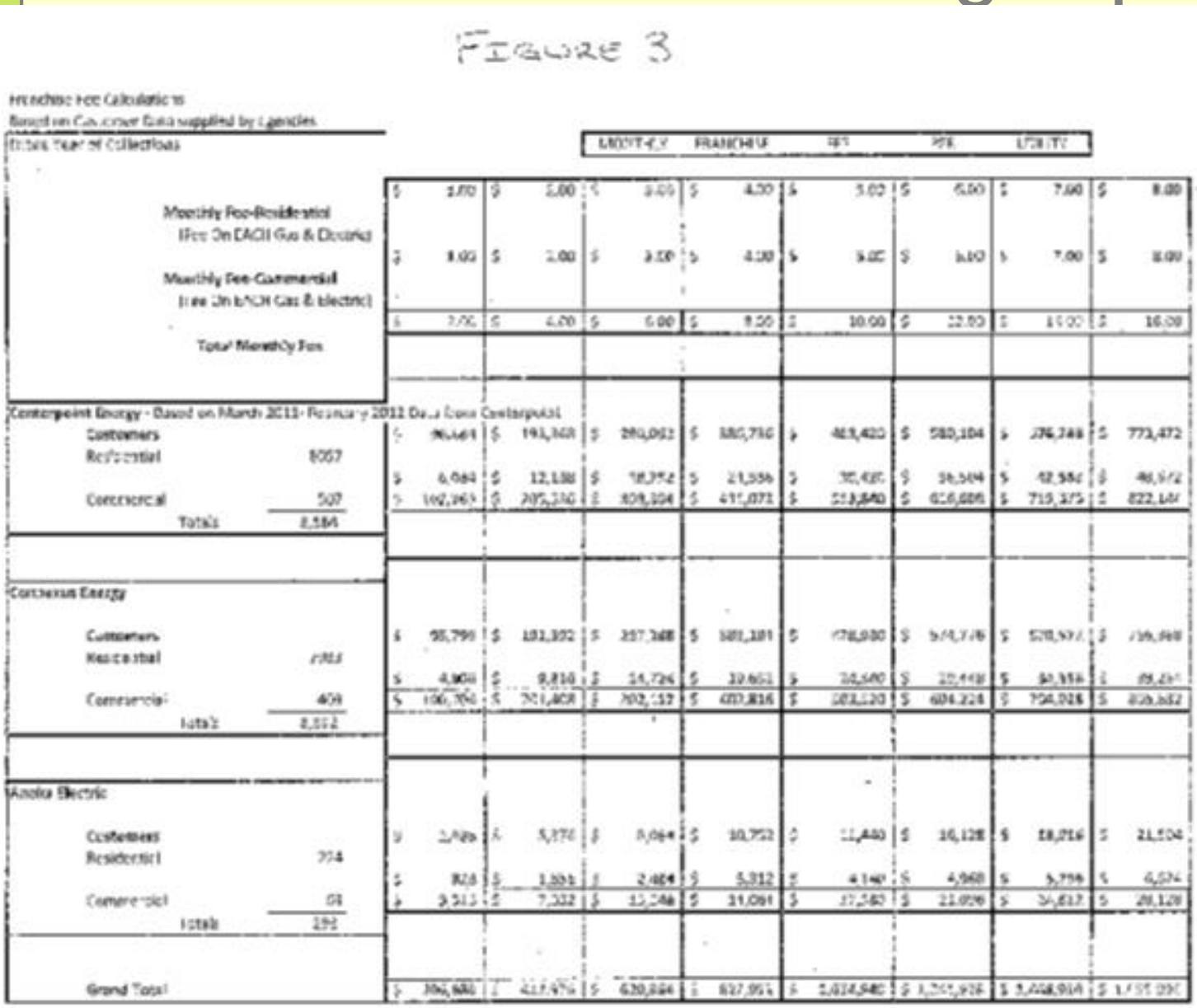
Franchise Fee Rates –

- *Figure 3* in the next slide shows the number of electric and gas customers throughout the city in 2011/2012 versus the revenues that can be collected based on varying monthly franchise fee amounts. A monthly franchise fee of $5 per utility for residential properties, which equals $10 per month, would collect $1,000,000 in annual revenues. To collect $1,500,000 in franchise fees annually, the monthly fee would need to be over $7, or $14 per month per residential property. This assumes businesses would be charged the same amount based on the past argument that businesses tend to operate along County and State highways and therefore do not impact residential streets to the degree that residential properties do. However, many cities charge their businesses significantly higher fees through their franchise fee ordinances which helps to raise revenue and could keep residential rates lower.

City of RAMSEY

LT SMP Costs & Funding Options

FIGURE 3



LT SMP Costs & Funding Options

Franchise Fee Rebate Program –

- Some property owners are still paying special assessments on previous street improvement projects so staff recommends adopting a simple rebate program to ensure that these property owners are not asked to pay twice to fund our SMP. For example, while all properties with gas and electric service in the city would be charged a franchise fee on their bills, property owners still paying on a street assessment could receive an annual rebate of any franchise fees paid that year. Other rebate program options are discussed in the case.

City of RAMSEY

LT SMP Costs & Funding Options

Franchise Fee Adoption Process –

If Council wishes to adopt franchise fees, staff would meet with utility company representatives from Anoka Electric, CenterPoint Energy, and Connexus Energy while drafting franchise fee ordinances for each utility. Once draft ordinances are complete, Council must then hold a Public Hearing prior to adopting the ordinances, after which a waiting period of at least 90 days is required per PUC rules. Assuming a Public Hearing could be held in late September, the soonest invoicing and the collection of revenues could begin would be January of 2014.

Staff also recommends communicating with the public early and often to ensure that the implementation process is successful. This would include communicating to our residents what the franchise fee is and why it is being imposed on the utility companies. This message could then be mailed with our utility billings and posted on our web site.

City of RAMSEY

LT SMP Costs & Funding Options

Staff Recommendations –

- Staff recommends adopting franchise fees to help fund the city's long-term street maintenance program. While there has been some discussion that these are essentially taxes and should therefore be called such, the term "franchise fee" follows state statute language so staff recommends using the same language to avoid any confusion by the public.
- Staff recommends moving away from the use of special assessments as a funding source for our long-term street maintenance program.
- Franchise fees can be used to supplement available MSA funds, general obligation debt, and general fund revenues to help fund our long-term street maintenance program well into the future.

City of RAMSEY

LT SMP Costs & Funding Options

Requested Council Direction –

Staff requests Council direction regarding preferred funding options to help pay for our long-term street maintenance program. If franchise fees are to be pursued, staff requests Council direction on the fees to be charged to each utility, direction on fee amounts for residential versus commercial properties, and proposed sunset dates for the ordinances. Most franchise fee ordinances have a 20 year sunset date, but in this case it might make sense to apply a 5 or 10 year sunset date to the ordinances to better align with our CIP.

City of RAMSEY

CC Regular Session **7. 2.**

Meeting Date: 08/28/2018

By: Chloe McGuire Brigl, Community Development

Information

Title:

Adopt Resolution #18-160 Approving Request for a Home Occupation Permit for Auto Detailing at 7950 149th Lane NW, Case of Linda and Troy Neiss

Purpose/Background:

Through the code enforcement program, the City learned of a home-based business being operated on the property located at 7950 149th Lane NW (the "Subject Property"). City Staff has been working with Linda and Troy Neiss (the "Applicant") since January 2018. This business previously operated beyond the parameters of an administrative home occupation requirement, due to off-street parking violations, outdoor storage, the number of vehicles onsite, and the driving to the property over the City-owned property. The Applicant has stopped accessing the detached garage via City-owned property and has requested a dirveway extension as a part of this review. Staff has also included it as a condition of approval (condition 6).

The Applicant has provided a copy of supporting documentation showing no objection from surrounding neighbors.

Notification:

The City attempted to notify all property owners within a 350 foot radius of the property and dutifully noticed the public hearing in the City's official newspaper, the Anoka County Herald.

Observations/Alternatives:

Business Details

The Applicant owns a small automobile detailing business. The business currently operates from the Subject Property. The business previously operated from the detached garage, but is currently operating out of the attached garage until the home occupation permit and driveway permit are approved to continue work in the detached garage. The detached garage is currrently only accessible via grass. Use in either structure would require the issuance of a Home Occupation Permit.

Subject Property

The Subject Property is 1.01 acres in size and is in the R-1 Residential (Rural Developing) zoning district. The property is on the corner of 149th Lane and Armstrong Boulevard and abuts City-owned property to the south. The City-owned property is not expected to be developed in coming years. There is no proposed outdoor storage.

City Code Requirements

The Applicant is proposing to operate the detailing business out of the 900 square foot detached accessory garage that would store all associated business equipment and would provide adequate space and maneuvering to accommodate all loading and unloading of miscellaneous equipment. City Code Section 117-351 (Home Occupations) states that home occupations are permitted in detached accessory buildings as long as there is at least 400 square feet of accessory building space reserved/maintained for the primary residential garage. There is an attached garage on the Subject Property that satisfies this requirement at 480 square feet.

City Code Section 117-351 (Home Occupations) states that there shall not be any exterior evidence of said home occupation such as displays, exterior storage of home occupation equipment and vehicles, materials, supplies, inventory or merchandise except for one motor vehicle affiliated with the home occupation shall be stored or parked outside on the site of the home occupation. In addition, one piece of commercial equipment affiliated with

the home occupation shall be allowed to be stored or parked on the site of the home occupation in accordance with Section 117-355. The Applicant has not proposed any outdoor storage and will keep all equipment within the detached garage.

The Applicant has been using a piece of City-Owned Land adjacent to the Subject Property. The Applicant will not be able to use this City Property to access their property. Since a commercial use is being introduced in a residential district, installation of a driveway to access the detached garage is appropriate. The driveway would have to be at least 5 feet from the side lot line and could not be wider than 15 feet.

Planning Commission
The Planning Commission met on August 2nd and held a public hearing. The Planning Commission unanimously recommended approval of the Home Occupation Permit.

Alternatives:

Alternative #1: Adoption of Resolution #18-160. This alternative would approve the Home Occupation Permit. This would permit the existing business, eliminate a code enforcement case, create conformity for an existing building that currently does not comply with City Code, and place conditions on the operations of the business. City Staff would support this alternative.

Alternative #2: Deny Resolution #18-060. This would deny the Home Occupation Permit. This matter was originally brought to the City's attention through the code enforcement program. While concerns have been raised related to vehicular traffic and outdoor storage, City staff feels confident the conditions of the home occupation permit would address these issues. City Staff would not support this alternative.

Funding Source:
All costs associated with the requested permit are the responsibility of the Applicant.

Recommendation:
Planning Commission recommends adoption of Resolution #18-160.

Action:
Motion to adopt Resolution #18-160 issuing a Home Occupation Permit at 7950 149th Ln NW.

Attachments

Application
Support Documentation
Driveway Proposal
DRAFT Planning Commission Meeting Minutes Dated August 2, 2018
Resolution 18-160

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	08/10/2018 11:30 AM
Tim Gladhill	Tim Gladhill	08/23/2018 09:13 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 01:54 PM
Form Started By: Chloe McGuire Brigl		Started On: 08/08/2018 10:45 AM
Final Approval Date: 08/23/2018		

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:	Troy Neiss		
Street Address:	7950 149th Lane N.W.		
City, State, ZIP:	Ramsey, Mn 55303		
Home Phone: (Cell)	612-807-8588	Work Phone:	
Email:	None	Fax Number:	
Name of Business (if applicable):			
Business Address (if applicable)	7950 149th Lane N.W.		
Business City, State, ZIP	Ramsey, MN 55303		
Business Phone:	612-807-8588	Business Fax:	None

Subject Property Information

(Location of Application)

Address	7950 149th Lane N.W., Ramsey, MN 55303
PIN	21-32-25-33-0007

Legal Description	Lot 1, Block 1, Greenland Hills
Zoning District	R-1 Rural Residential

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:	Linda Neiss		
Street Address:	7950 149th Lane N.W.		
City, State, ZIP:	Ramsey, MN 55303		
Home Phone: Cell	612-408-2861	Work Phone:	
Email:		Fax Number:	

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

See attached Conditional Use Permit 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		Co-Applicant Signature	
Printed Name	Troy Neiss	Printed Name	
Title	Son of property owner, residing on subject property	Title	
Date	7-13-18	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	Linda Neiss	Property Owner Signature	
Printed Name	Linda Neiss	Printed Name	
Title		Title	
Date	7-13-18	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.

TROY NEISS CONDITIONAL USE PERMIT APPLICATION: DESCRIPTION OF PROPOSED AUTO DETAIL FACILITY IN ACCESSORY GARAGE

The property is located at 7950 149th Lane N.W.; is occupied by Troy Neiss (applicant) and owned and occupied by applicant's mother, Linda Neiss (owner).

The subject property is 37,275 square feet (.9 of an acre) in size. Buildings on the property include an 840 square foot home with a 480 square foot attached garage, and a 900 square foot accessory garage. Total square footage of garage on the subject property is 1,380 square feet. There was a 224 square shed that was removed in 2004.

The applicant has been detailing auto's for used car sales lots and private parties without the proper land use permits from the City. The applicant's process in this business is as follows: Picks up used car at sales lot; takes car to a commercial self service car wash to clean exterior and engine compartment (process does not include washing or power spraying engine); drives car to accessory structure on the subject property and proceeds with auto detailing including waxing exterior, cleaning windows, upholstery, carpet. Returns car to sales lot and drives own car home again.

The accessory structure in which the vehicles are cleaned only has room to effectively work on one car at a time. Applicant cleans one vehicle at a time and does not bring another vehicle onto the property until he completes and returns the vehicle he is currently working on. There is no stacking of vehicles awaiting servicing. The frequency of the auto detail business is difficult to predict. In a 30 day period, the average number of vehicles serviced is approximately 20. Hours of operation are proposed at 9:00 a.m. to 10:00 p.m. when there is a vehicle in the shop.

No hazardous fluids are used in the detailing process; laundry soap is used on the upholstery and carpeting. Mechanical equipment used includes air compressor, wet/dry vacuum, and buffer. The building is not air conditioned and has no windows. Therefore, any noise from operations are contained inside the building and should not be audible to neighbors.

The garage doors on the subject building face Armstrong Blvd. and the applicant has been entering the accessory building from Armstrong Blvd. and has received notices from the City to cease as this practice trespasses on City property adjacent to the subject property. The Applicant ceased entering from Armstrong Blvd. since receiving said notices. If the CUP is approved, the Applicant proposes to install a Class 5 driveway, extending off the driveway from 149th Lane and along the east property line to the accessory garage.

I have no objection to Troy Neiss's application for a conditional use permit to operate an auto detail business in the accessory structure on the property owned by his mother (Linda Neiss), and occupied by Troy and Linda, at 7950 149th Lane N.W. I would request that the following issues be addressed in the conditional use permit if approved:

1) That the proposed business be owned and operated solely by Troy Neiss.
2) That there be no stacking of vehicles waiting to be serviced (servicing one vehicle at a time).
3) That no hazardous materials be utilized on the site and that wastewater derived from carpet shampoo be properly disposed of.
4) That vehicle exteriors and engine compartments be washed off site.
5) That the access to the accessory structure be from 149th Lane N.W. and maintained with Class 5, crushed rock, or recycled aggregate.
6) Hours of operation.

NAME	ADDRESS
Dave Simon	15000 Chameleon St NW Ramsey MN 55303
Mike Neubauer	14940 Chameleon St. NW Ramsey, MN 55303
John Lindberg	7930 149th lane NW Ramsey MN 55303
Scott Martinson	7850 - 149th LN NW Ramsey, MN 55303
[illegible]	14921 CHAMELEON ST RAMSEY, MN

To whom this May Concern:

I am Troy & Linda's Neighbor and have lived next to them over 20 years and I am always outside and have observed that the back garage has been vacant for months and Troy is no longer working out of it.

Any Question or Concerns feel free to call 763-576-0163

John Blonde Lindbey
7930 149th Ln. NW
Ramsey, MN 55303

149TH LN NW
ARMSTRONG BLVD NW
7950
5 feet

5.02: Public Hearing: Consider Request for a Home Occupation Permit for Auto Detailing at 7950 149th Lane NW, Case of Linda and Troy Neiss

Public Hearing

Vice Chairperson VanScoy called the public hearing to order at 7:08 p.m.

Presentation

City Planner McGuire Brigl presented the staff report stating through the code enforcement program, the City learned of a home-based business being operated on the property located at 7950 149th Lane NW (the "Subject Property"). City Staff has been working with Linda and Troy Neiss (the "Applicant") since January 2018 to complete the Home Occupation Supplemental Questionnaire and subsequently to submit an application for a Home Occupation Permit for automobile detailing.

City Planner McGuire Brigl reported this business previously operated beyond the parameters of an administrative home occupation requirement, due to off-street parking violations, outdoor storage, the number of vehicles onsite, and the driving to the property over the City-owned property. City staff believes the Applicant has refrained from driving across City-owned property to access the building, and will continue to monitor the situation. Staff has also included it as a condition of approval (condition 6). The Applicant has provided a copy of supporting documentation showing no objection from surrounding neighbors.

Citizen Input

Vice Chairperson VanScoy requested further information on how the driveway would be designed.

City Planner McGuire Brigl reported the applicant would have to apply for a zoning permit to extend the driveway. She explained the applicant could provide the Commission with a sketch noting their plans for the driveway.

Vice Chairperson VanScoy asked the applicant to come forward and describe how the driveway would be extended.

Troy Neiss, 7950 149th Lane NW, noted the driveway would extend to the left to the new building.

Motion by Commissioner Anderson, seconded by Commissioner Onyambu, to close the public hearing.

Motion Carried. Voting Yes: Vice Chairperson VanScoy, Commissioners Anderson, Onyambu, Gengler, Surma, and Woestehoff. Voting No: None. Absent: Chairperson Bauer.

Vice Chairperson VanScoy closed the public hearing closed at 7:14 p.m.

Commission Business

DRAFT

Motion by Commissioner Woestehoff, seconded by Commissioner Surma, to recommend that City Council adopt Resolution #18-160 issuing a Home Occupation Permit to detail automobiles on the property located at 7950 149th Ln NW based on those findings of fact and listed conditions for approval.

Motion Carried. Voting Yes: Vice Chairperson VanScoy, Commissioners Woestehoff, Surma, Anderson, Gengler, and Onyambu. Voting No: None. Absent: Chairperson Bauer.

DRAFT

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

RESOLUTION #18-160

A RESOLUTION APPROVING THE ISSUANCE OF A HOME OCCUPATION PERMIT TO OPERATE AN AUTOMOBILE DETAILING BUSINESS ON THE PROPERTY LOCATED AT 7950 149TH LANE NW AND DECLARING TERMS OF PERMIT

WHEREAS, the City of Ramsey received an application from Troy and Linda Neiss requesting a home occupation permit to operate an automobile detailing business on the property generally known as 7950 149th Lane NW and legally described as follows:

Lot 1, Block 1, Greenland Hill Anoka County, Minnesota

(the "**Subject Property**")

NOW THEREFORE, BE IT RESOLVED BY THIS CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA that the findings of fact relating to the request are determined to be as follows:

1. That on July 13, 2018 Troy and Linda Neiss, herein referred to as the **"Applicant",** submitted an application for a Home Occupation Permit to detail automobiles in a detached accessory structure (the **"Home Occupation"**) on the **Subject Property.**

2. That the **Applicant** appeared before the Ramsey Planning Commission for a public hearing pursuant to Section 117-51 of the City Code on August 2, 2018, and that said public hearing was properly advertised.

3. That the **Subject Property** is zoned R-1 Residential (Rural Developing), and the surrounding parcels are zoned R-1 Residential (Rural Developing) on the north and east, and zoned COR on the south. Property to the west across Armstrong Boulevard is zoned R-3 High Density Residential.

4. That the **Subject Property** is approximately 1.01 acres and is surrounded by lots of similar sizes to the north and west, and abuts City-owned vacant land for stormwater management to the south.

5. That the **Subject Property** is guided for low density residential on the City's Future Land Use Map.

6. That the **Applicant** owns and occupies the dwelling unit on the site of the **Home Occupation**.

7. That the **Subject Property** includes an 840 square foot home, a 480 square foot attached garage, and a 900 square foot accessory (detached) garage.

8. That there is currently exterior evidence of the existence of the **Home Occupation** on the **Subject Property** including the parking of vehicles as well as a path off Armstrong Boulevard to the detached accessory building (detached garage) across the City-owned property which was used primarily for the maneuvering vehicles.

9. That the **Home Occupation** is proposed to be entirely contained within a proposed detached accessory building located on the **Subject Property**.

DRAFT

10. That there will be approximately 480 square feet of garage space reserved for indoor residential parking and storage related to the residential us on the **Subject Property**.

11. That there is no interior or exterior business signs or display related to the **Home Occupation** on the **Subject Property**.

12. That there shall be no more than two (2) vehicle trips per hour per standard eight (8) hour business day or sixteen (16) vehicular trips within a twenty-four (24) hour period, as established in City Code Sec. 117-351 (Home Occupations).

13. That the **City** finds the **Home Occupation** does not constitute a fire hazard to neighboring residences.

14. That the **Home Occupation** includes operations related to motor vehicle detailing, including laundry soap, an air compressor, wet/dry vacuum and buffer.

15. That the **Home Occupation** does not include operations related to internal combustion engines, body shops, ammunition manufacturing, nor motor vehicle repair or sales.

16. That the **Home Occupation** employs one (1) person that lives in the dwelling unit on the **Subject Property**. The **Home Occupation** does not employee any other persons.

17. That there will be no activities related to loading and unloading of equipment at the **Subject Property**.

18. That the **Home Occupation** does not involve operating methods that include transactions with the public (customers, clients, consultants, subcontractors, etc.) on the **Subject Property**.

19. That the **Home Occupation** does not conduct retail sales on the **Subject Property**.

20. That the **Home Occupation** business hours are proposed to be 9:00 a.m. to 10:00 p.m.

21. That all structures shall comply with all applicable codes, including, but not limited to, building, fire and zoning.

22. That the **City** finds the **Home Occupation** operates beyond the parameters of a general and administrative home occupation permit requirements (117-351) and therefore requires Planning Commission and City Council review and approval.

23. That the **City** finds that the **Home Occupation** does not operate beyond the intent and parameters of 117-351 (Home Occupations) and finds that the **Home Occupation** is low-level and is a use typically found in a residential area.

24. That the proposed use will not adversely impact traffic in the area.

25. That the proposed use will be compatible with the residential neighborhood due to density and lot size of the surrounding lots.

26. That the proposed use will not be unduly dangerous or otherwise detrimental to persons residing or working in the vicinity of the use or to the public welfare.

27. That the proposed use will not substantially adversely impair the use, enjoyment, or market value of neighboring properties.

28. That the proposed use will not be hazardous or disturbing to existing or future neighboring uses.

29. That the proposed use will be served adequately by public facilities and services such as highways and streets.

30. That the proposed use will not create excessive additional requirements at public cost for public facilities and services, and it will not be detrimental to the economic welfare of the community.

31. That the proposed use will not involve activities and uses that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.

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

This **Permit** is issued pursuant to Sections 117-51 and 117-351 of the Ramsey City Code. The conditions of this **Permit** are as follows:

1. That this resolution shall allow for Troy Neiss' automobile detailing (the "Home Occupation") to operate on the **Subject Property**. The **PERMITTEE** shall be required to reserve at least 480 square feet of garage space for the purposes of the primary residential use.

2. That the **PERMITTEE** shall detail automobiles from the 900 square foot detached accessory building (garage) in the rear yard of the property. That all vehicles and equipment associated with the **Home Occupation** shall be stored within that detached accessory building.

3. That the **PERMITTEE** shall extend the existing Class IV gravel driveway to the detached accessory structure. The driveway must be at least five (5) feet from the side property line.

4. That the **PERMITTEE** shall limit hours of operation on the **Subject Property** to be Monday through Saturday from 9:00am to 10:00pm.

5. That the **PERMITTEE** shall limit work to one automobile at any given time, and will not stack vehicles on the property.

6. That the **PERMITTEE** and all those residing or visiting the **Subject Property** will not access the City-owned property by any other means than the proposed driveway extension. The **PERMITTEE** shall not drive on City-owned land, nor access the property off Armstrong Boulevard.

7. That the **PERMITTEE** shall reside in the dwelling unit of the **Subject Property**. The **PERMITTEE** may not employ any persons on the property.

8. That the **PERMITTEE** may not lease portions of the accessory structure located on the **Subject Property** to any person(s).

9. That the **PERMITTEE** agrees to comply with Chapter 117, Article II, Division 6, Subdivision 1 of City Code, titled "Signs".

10. That the **PERMITTEE** agrees to comply with section 117-355 of City Code relating to outside storage and maneuvering of vehicles and equipment on the **Subject Property**; all parking and maneuvering areas on the **Subject Property** must be surfaced with class V gravel, concrete or asphalt.

11. That the **PERMITTEE** must obtain all applicable permits to ensure that the structures and driveway(s) are compliant with all applicable state and local codes.

12. That should the **PERMITTEE** die or sell the **Subject Property**, the **Permit** shall be automatically terminated, except that in the case of death, should a surviving spouse or child, residing at the same address, desire to continue the home occupation, written notice to that effect shall be given to the City Administrator and the City Council may authorize continuation of the **Permit** without further hearing.

13. The **PERMITTEE** shall reside on the **Subject Property**; if the **PERMITTEE** does not reside on the **Subject Property**, the **Permit** shall be terminated.

14. That adequate water supply and on-site sewage disposal facilities shall be the responsibility of the **PERMITTEE**.

15. The **PERMITTEE** shall be responsible for maintaining any applicable State or County licenses.

16. The **PERMITTEE** shall be responsible for all costs incurred in the administration and enforcement of this Permit.

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

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 August, 2018.

Troy and Linda Neiss, owner(s) of fee title to the Subject Property, hereby acknowledge receipt of this Permit and has reviewed the conditions of this Permit and has agreed to comply with the terms of this Permit.

Troy Neiss

Linda Neiss

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

On this _____ day of _____, _____, before me a Notary Public, personally appeared Troy and Linda Neiss, owner(s) of fee title to the Subject Property, to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she executed the same as his/her free act and deed.

_____
Notary Public

Linda Neiss, owner(s) of fee title to the Subject Property, hereby acknowledge receipt of this Permit and has reviewed the conditions of this Permit and have agreed to comply with the terms of this Permit.

_____ _____
Troy Neiss Linda Neiss

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

On this _____ day of _____, _____, before me a Notary Public, personally appeared Troy and Linda Neiss owner(s) of fee title to the Subject Property, to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she executed the same as his/her free act and deed.

_____
Notary Public

CITY OF RAMSEY:

By: _____ By: _____
Acting Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, _____, before me, a Notary Public, personally appeared Acting Mayor John LeTourneau and JoAnn 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 John LeTourneau and JoAnn M. Thieling acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

The document drafted by:
The City of Ramsey
7550 Sunwood Dr NW
Ramsey, Minnesota 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
300 U.S. Trust Building
730 Second Avenue South
Minneapolis, MN 55402

CC Regular Session **7. 3.**

Meeting Date: 08/28/2018

By: PeggySue Imihy, Community Development

Information

Title:

Adopt Resolution #18-159 Approving a Conditional Use Permit for 9411 Alpine Dr. NW (Project #18-127); Case of Ruan Transport Corporation.

Purpose/Background:

The City of Ramsey has received an application from Ruan Transport Corporation (the "Applicant") for a Conditional Use Permit for a commercial tractor and trailer maintenance and repair facility at 9411 Alpine Drive NW (the "Subject Property").

The Applicant is requesting a Conditional Use Permit to conduct tractor and trailer maintenance and repair for their own fleet. This would not be a retail operation.

Notification:

City Staff attempted to notify all property owners within 350 feet of the subject property of the request by U.S. Mail and published a notice of public hearing in the Anoka Union Herald, the city's official newspaper.

Observations/Alternatives:

The Applicant has applied for a Conditional Use Permit for a commercial tractor and trailer maintenance and repair facility located on the Subject Property. The proposed user would use the existing building located on the Subject Property. The Subject Property is located in the B-2 Business District, which allows for motor vehicle implement and service as a conditional use. The Subject Property is 1.71 acres. Adjacent properties are also within the B-2 District.

The Applicant has proposed to operate a business which will have seven (7) employees at time of opening. The hours of operation will be Monday to Friday from 7 a.m. to 11 p.m. and Saturdays from 7 a.m. to 3 p.m.. The Applicant expects to service approximately 10 tractors and trailers per day, with the vehicles leaving the site after repairs are completed. No vehicles will be stored for long periods of time on site and there will be no outdoor storage.

The existing building is currently equipped with grade level doors and infrastructure complete the type of work the Applicant is proposing. The Applicant is not proposing any new access points from Alpine Drive.

Ruan Transport is a logistics and shipping company. Their main headquarters and dispatch center are located in a different community. The Ramsey location would only be used for routine service of vehicles and equipment. The Ramsey site would not be used for dispatch, parking, or storage.

Alternative 1: Recommend City Council approve a Conditional Use Permit (Resolution 18-159) to allow a commercial tractor and trailer maintenance and repair facility on the Subject Property. The Subject Property abuts other uses of similar nature, there would be no outdoor storage. Staff supports this alternative.

Alternative 2: Recommend City Council deny the request for a Conditional Use Permit (Resolution 18-159) to allow a commercial tractor and trailer maintenance and repair facility on the Subject Property. This action would prohibit the applicant from opening a commercial tractor and trailer maintenance and repair facility. Staff does not support this alternative as the property abuts similar uses and will have minimal impact to neighboring properties.

Funding Source:

All costs associated with this request are the responsibility of the Applicant.

Recommendation:

Staff recommends Alternative 1 - granting approval of a conditional use permit (CUP) for commercial tractor and trailer maintenance and repair facility on the Subject Property.

Action:

Motion to recommend City Council adopt Resolution #18-159 approving a commercial tractor and trailer maintenance and repair facility on the Subject Property.

Attachments

Site Images
Site Location Map
Ruan Trucking Background
Resolution #18-159

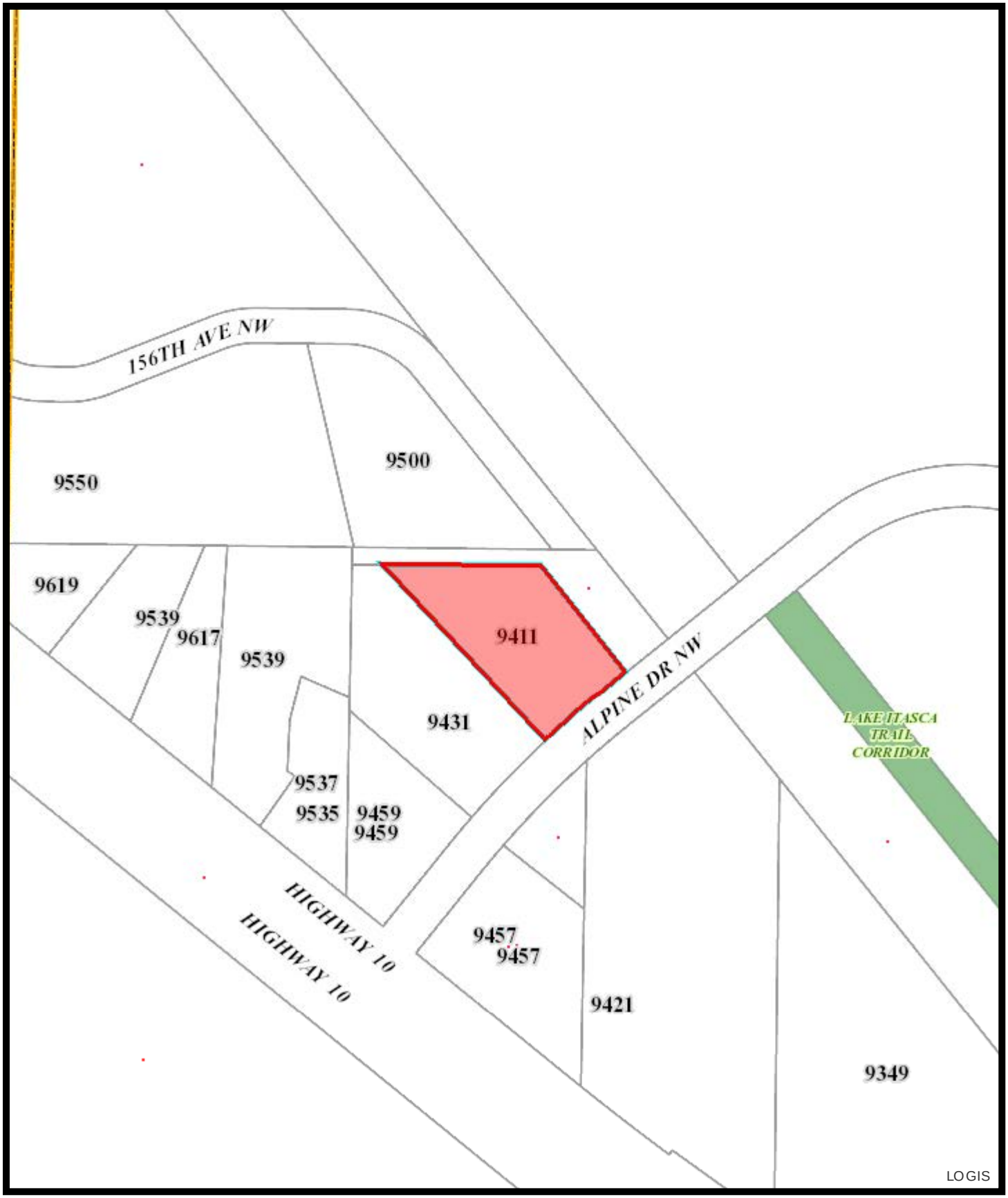
Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	08/23/2018 09:11 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 11:51 AM
Form Started By: PeggySue Imihy		Started On: 08/03/2018 10:25 AM
Final Approval Date: 08/23/2018		

9411
9431

19-32-25-23-0024
9411 ALPINE DR NW

Site Location Map



Feet
0 62.5 125 250 375 500

Print Date: July 12, 2018

RUAN

Operating Entity Name & Address	Federal ID No.	D&B No.
Ruan Logistics Corporation 3200 Ruan Center 666 Grand Ave Des Moines, IA 50309 515-245-2500	42-1244104	00-694-1371
Ruan Transport Corporation 3200 Ruan Center 666 Grand Ave Des Moines, IA 50309 515-245-2500	42-0619339	00-694-1371

A STORY OF AMERICA.
A STORY OF ACHIEVEMENT.

John Ruan began his trucking company with one truck and one load during the depths of the Great Depression. Fueled by a desire to succeed, he soon turned that one truck into a fleet operating throughout the U.S.

Today, his son, John Ruan III, leads the company he started as chairman. And Ben McLean, part of the third generation of the Ruan family, serves as CEO. We have grown to more than 270 nationwide operations; we operate 3,951 power units and 7,500 trailers; and we employ 5,200 team members.

https://www.ruan.com/filesimages/New%20PDFs/Fact%20Sheet%202015.pdf

Bank Reference:

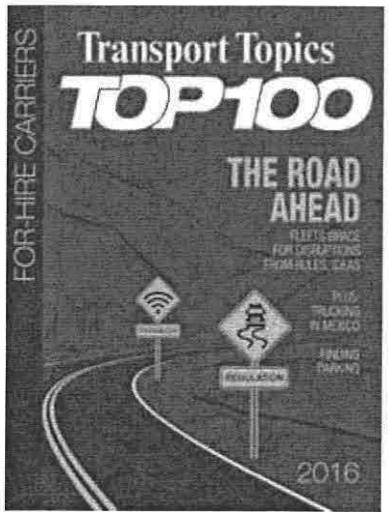
Bankers Trust Company
P.O. Box 977
Des Moines, IA 50304-0977
Account # 33227
Phone: (515) 245-5284
Fax: (515) 247-2140

Trade References:

Comdata Corporation
5301 Maryland Way
Brentwood, TN 37027
Attn: Credit Desk
Fax: (615) 370-7851

Pilot Flying J
555 Lonas Road
Knoxville, TN 37909
Attn: Vickie Rutherford
Direct Bill Account Representative
Phone: (800) 562-6210 x2908
Fax: (865) 297-1747
vickie.rutherford@pilottravelcenters.com

RUAN



RANKINGS

Rank 2016	Rank 2015	Company	Revenue (000)	Net Income (000)	Employees	Tractors	Trailers
38	41	Ruan	869,214		5,558	3,501	7,691

38. Ruan
Data thru December 31, 2015

Location: Des Moines, Iowa
Revenue (000): $869,214

Ruan Dedicated Contract Transportation (dedicated contract carriage, dry van TL, liquid and dry bulk, commercial delivery)

Ruan Supply Chain Solutions (transportation management, freight brokerage, warehousing and distribution, product assembly and packaging, freight payment and audit, yard management, order fulfillment, returned goods management, commercial and residential delivery)

Ruan Transport Corp. (liquid and dry bulk, chemical tank)

Ruan Truck and Trailer Sales (equipment sales)

http://www.ttnews.com/tt100/

FACT SHEET

WWW.RUAN.COM |

RUAN

Ruan Company Profile

Ruan's mission is to employ the best team in the industry to move our customers' business safely, efficiently and on time, every time.

Company Facts

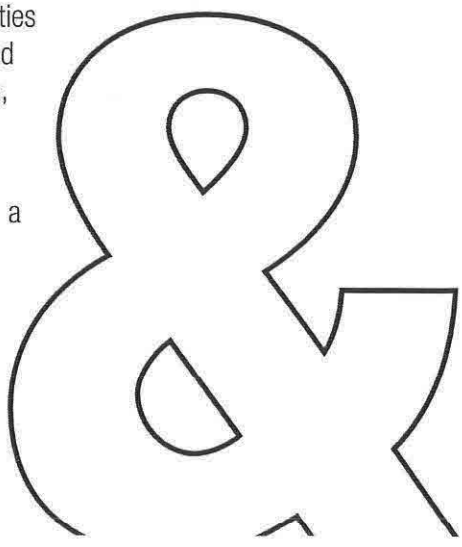
+ Founded in 1932
+ Privately held, family-owned corporation
+ Headquartered in Des Moines, IA
+ Asset-based 3PL
+ Annual revenue $807 million
+ Freight under management $250 million
+ Own or operate 3,951 power units and 7,500 trailers
+ Relationships with thousands of shippers and pre-screened partner carriers
+ On-site managers to direct fleets and drivers
+ 99.8 percent on-time delivery
+ 99.7 percent customer retention
+ Ongoing commitment to quality and process improvement
+ 24/7 customer care from one full-service transportation company
+ Proprietary Megasafe Safety Program

Ruan's Flexible Integrated Solutions Service

At Ruan, we design transportation around our clients. As an asset-based 3PL, we are uniquely positioned to create custom solutions that guarantee capacity and give our clients exactly what they need.

Our Integrated Solutions service combines our non-asset and asset-based capabilities with optimal technology and encompasses every part of the supply chain: Dedicated Contract Carriage (DCC) and Supply Chain Solutions, including contractual logistics, certified brokerage, optimization, mode selection, freight pay/audit, warehousing, cross docking, postponement & more.

We use a process-oriented approach, assessing our clients' goals and customizing a system that makes the most sense for their businesses. We offer industry-leading supply chain event management and workflow, rich analytics, quarterly KPI reporting and a sophisticated transportation planning engine to optimize shipments while reducing costs.



FACT SHEET

WWW.RUAN.COM |

RUAN

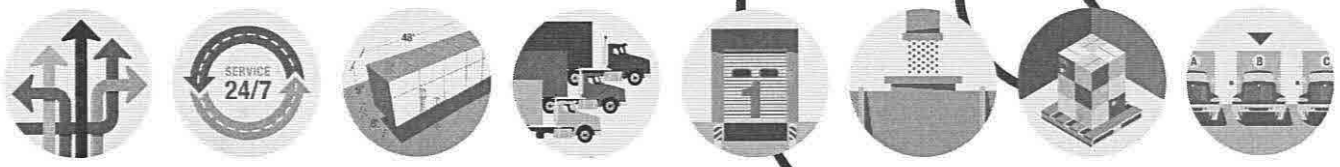
Innovation Driven by Values

Our supply chain solutions are successful because we constantly strive to improve. We take our cues from our company values and integrity.

Ruan's proprietary Megasafe Safety Program drives safety innovations, prevents injuries and reduces material damages. RTMS2.0—our transportation management system—aggregates data across a wide variety of tools and provides metrics that help refine our partners' supply chains.

The Power of And

The result is an unparalleled commitment to our customers. We provide 24/7 care so that when our clients need us—whenever they need us—we're there. By providing the most flexible fleet and non-asset supply chain options, our client retention rate is 99.7 percent. Whether our customer is large or small, whether they use one of our services or many, our promise is simple: Our customer will always get what they need. And they will always get our best.



RTMS2.0

RTMS2.0 is Ruan's customized transportation management technology solution

+ Ruan is an official SmartWay Partner
+ Ruan was included on the G75 Green Supply Chain Partners List by *Inbound Logistics* magazine as a leader in sustainability
+ Ruan strives to minimize our impact on the environment while achieving efficiency, responsiveness and cost savings for our customers

SmartWay Transport Partner
Getting There With Cleaner Air

CNG

Sample of Industries We Serve

+ Grocery
+ Food Processing
+ Manufacturing
+ Chemicals
+ Retail
+ Beverage
+ Metals
+ Agricultural
+ Industrial Gases
+ Food Grade
+ Building Materials
+ Bulk Earth Products
+ Hazmat
+ Solid Waste
+ Mining
+ Medical Supplies

_____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-159

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO ALLOW COMMERCIAL TRACTOR AND TRAILER MAINTAINENCE AND REPAIR ON THE PROPERTY GENERALLY KNOWN AS 9411 ALPINE DRIVE NW AND DECLARING TERMS OF SAME

RECITALS

1. Ruan Transport Corporation, hereinafter referred to as the "Permittee," has properly applied for a Conditional Use Permit to conduct a commercial tractor and trailer maintenance and repair generally known as 9411 Alpine Drive NW and legally described as follows:

   Lot 3, Block 1, Ramsey Commercial Park 2nd, Anoka County, Minnesota

   (the "Subject Property")

2. The City of Ramsey received an application for a Conditional Use Permit on the Subject Property on July 10th, 2018.

3. That the Subject Property is located within the B-2 Business District, as are the adjacent properties to the north, south, east and west.

4. That motor vehicle implement and service is listed as a conditional use in the B-2 Business District.

5. The Subject Property is 1.71 acres.

6. That the Permittee will have seven employees to begin and this number may increase.

7. That the hours of operation will be Monday to Friday from 7 a.m. to 11 p.m. and Saturdays from 7 a.m. to 3 p.m.

8. That the Permittee expects to service approximately 10 tractors and trailers per day.

9. That the Permittee will return the tractors and trailers to operating facilities located outside of Ramsey.

10. That there will be no outdoor storage at any time.

11. That the Permittee is not proposing any new access point(s) on to the Subject Property from Alpine Drive.

12. That the existing building is currently equipped with grade level doors and infrastructure to complete this type of work.

FINDINGS OF FACT

1. That the commercial tractor and trailer maintenance and repair use will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

2. That the commercial tractor and trailer maintenance and repair use will not substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.

3. That the commercial tractor and trailer maintenance and repair use will be maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.

4. That the commercial tractor and trailer maintenance and repair use will not be hazardous to existing or future neighboring uses.

5. That the commercial tractor and trailer maintenance and repair use will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the commercial tractor and trailer maintenance and repair use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the commercial tractor and trailer maintenance and repair use 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 a Conditional Use Permit (the "Permit") for a commercial tractor and trailer maintenance and repair use on the Subject Property contingent upon the following conditions:

CONDITIONS

1. That this **Permit** allows for a commercial tractor and trailer maintenance and repair use on the **Subject Property**.

2. That the **Permittee** shall obtain all necessary permits, including building permits and/or zoning permits, prior to any modifications to the building on the **Subject Property**.

3. That the **Permittee** shall comply with all applicable local, state, and federal regulations.

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

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

6. 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.

7. That this **Permit** shall automatically expire if the use is not initiated by August XX, 2019.

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 City of Ramsey City Council this the XX of August, 2018

PERMITTEE

Ruan Transport Corporation hereby acknowledges receipt of this Permit and that they have reviewed the conditions of this Permit and has agreed that she will comply with the terms of this Permit.

By:_____

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

On this _____ day of _____, ____, before me, a Notary Public, personally appeared _____, of Ruan Transport Corporation, to me known to be the person described in and who executed the foregoing instrument and acknowledges that she executed the same as her free act and deed.

_____

Notary Public

CITY OF RAMSEY:

By:_____ By:_____
Acting Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me a Notary Public personally appeared John LeTourneau and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Acting 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 John LeTourneau 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

CC Regular Session **7. 4.**

Meeting Date: 08/28/2018

By: PeggySue Imihy, Community Development

Information

Title:

Adopt Resolution #18-162 Approving Site Plan, Preliminary Plat and Conditional Use Permit for Motor Vehicle Sales and Repair Facility Expansion (Project #18-126); Case of Lazydays RV

Purpose/Background:

The purpose of this case is to review an application received by Lazydays RV ("the Applicant') for a Site Plan, Preliminary Plat, and Conditional Use Permit on the property located at PID 29-32-25-13-0007, legally described as Outlot A, Alpaca Estates 4th Addition ("the Subject Property"). The proposed building is located in the B-2 Business District and would include one (1) 1-story building which would have twenty (20) service bays to be used for motor vehicle, implement, and recreation equipment sales and service. The Subject Property is approximately 9.38 acres.

Lazydays RV has acquired Shorewood RV and and is planning an expansion for a new maintenance facility.

Notification:

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

Observations/Alternatives:

Zoning

The Subject Property is zoned B-2 Highway Business District which allows for motor vehicle, implement, and recreation equipment sales and service facilities as a conditional use. The applicant has submitted a Conditional Use Permit for this use. The Site Plan, Preliminary Plat and Final Plat presented to the City generally appears to adhere to the B-2 guidelines.

Setbacks and Standards

The proposed site plan, preliminary plat and final plat meets the B-2 Zoning setback requirements.

Utility Plan

The Applicant has provided a utility plan that is not complete as it does not provide detail regarding the proposed septic system. Given that the use of a septic system in this location would require a variance to City Code, the lack of a detailed utility plan has rendered this application incomplete. City Staff is supportive of approving the Preliminary Plat with the condition that the connection to City Sanitary Sewer and Water is made.

Fire Suppression

The Applicant has not identified a Fire Suppression System for the proposed building on the Subject Property. The City Fire Department has reviewed the case and has noted that The Applicant will need to work with a Fire Protection Engineer to identify what type of Fire Suppression system would be needed as well at what sized tanks and fire pumps will be required. These tanks will need to be buried underground to prevent from freezing and cannot be paved or driven over, room for these tanks is not indicated on the site plan.

Hazardous Waste Disposal

The Applicant has not supplied detailed plans for how to address the disposal of hazardous waste which will be created from the service bays. If a private septic system is used, the Applicant must address how where hazardous

waste will be stored as it cannot be put into the septic system. If the connection to City Sanitary Sewer and Water is made, the installation of a flammable waste trap can be used and waste from the service bays can be drained into the City Sanitary Sewer. The City Building Department believes this would be a compelling reason for the Subject Property to be connected to City Sanitary Sewer and Water.

Conditional Use Permit Application
The Applicant has applied for a Conditional Use Permit (CUP) to allow for motor vehicle, implement, and recreation equipment sales and service. This use would be an expansion of the existing use of the property to the North of the Subject Property (8390 Highway 10 NW), which is classified as Lawful, Non-Conforming. The proposed use would expand the existing service center from 10 services bays to 30 bays. The proposed building on the Subject Property will have a customer service and waiting area, part warehouse, receiving dock and additional office space. The Applicant plans to have approximately 30 staff working out of the proposed building on the Subject Property which would be a combination of service managers, service technicians, warehousing and customer service. The Site Plan also indicates an area on the Subject Property to be reserved for a potential future expansion. With the issuance of the CUP, The Applicant acknowledges the forfeiture of any rights associated with the previous legal, non-conforming status of the Subject Property and 8390 Highway 10 NW. CUP Staff recommends approving the Conditional Use Permit with the condition that a connection to City Storm Sewer and Water is made.

Alternatives:

Alternative 1: Recommend City Council approve a Conditional Use Permit to allow for motor vehicle, implement, and recreation equipment sales and service as well as approval of the Site Plan and Preliminary Plat for the Subject Property with the condition that the connection to City Sanitary Sewer and Water is made (Resolution #18-162). The proposed use would be an expansion of the existing legal, non-conforming use which is a reasonable use of the property. Based on the needs of the proposed use, Staff reccomends that the connection to City Sanitary Sewer and Water is made and that plans are corrected to reflect this and all other staff comments.

Alternative 2: Recommend City Council deny the application for a Conditional Use Permit to allow for motor vehicle, implement, and recreation equipment sales and service as well as approval of the Site Plan/Preliminary Plat/Final Plat for the Subject Property. Given the existing legal, non-conforming business it would be reasonable to allow expansion of the business on the Subject Property. Staff does not support this alternative.

Funding Source:
The applicant is responsible for all costs associated with review.

Recommendation:
The Planning Commission recommends approval of the project with the condition that the connection to City Sanitary Sewer and Water is made.

Action:
Motion to adopt Resolution #18-162 approvingthe project contingent upon revising the utility plans to include a connection connection to City Sanitary Sewer and Water is made and subject to the final review by the City Engineer.

Attachments

Site Location Map
Final Plat Sheets
CUP Memoradum - Lazydays
Incomplete Application Letter
Final Plat Changemarks

Planning Staff Technical Report

Landscaping Technical Report

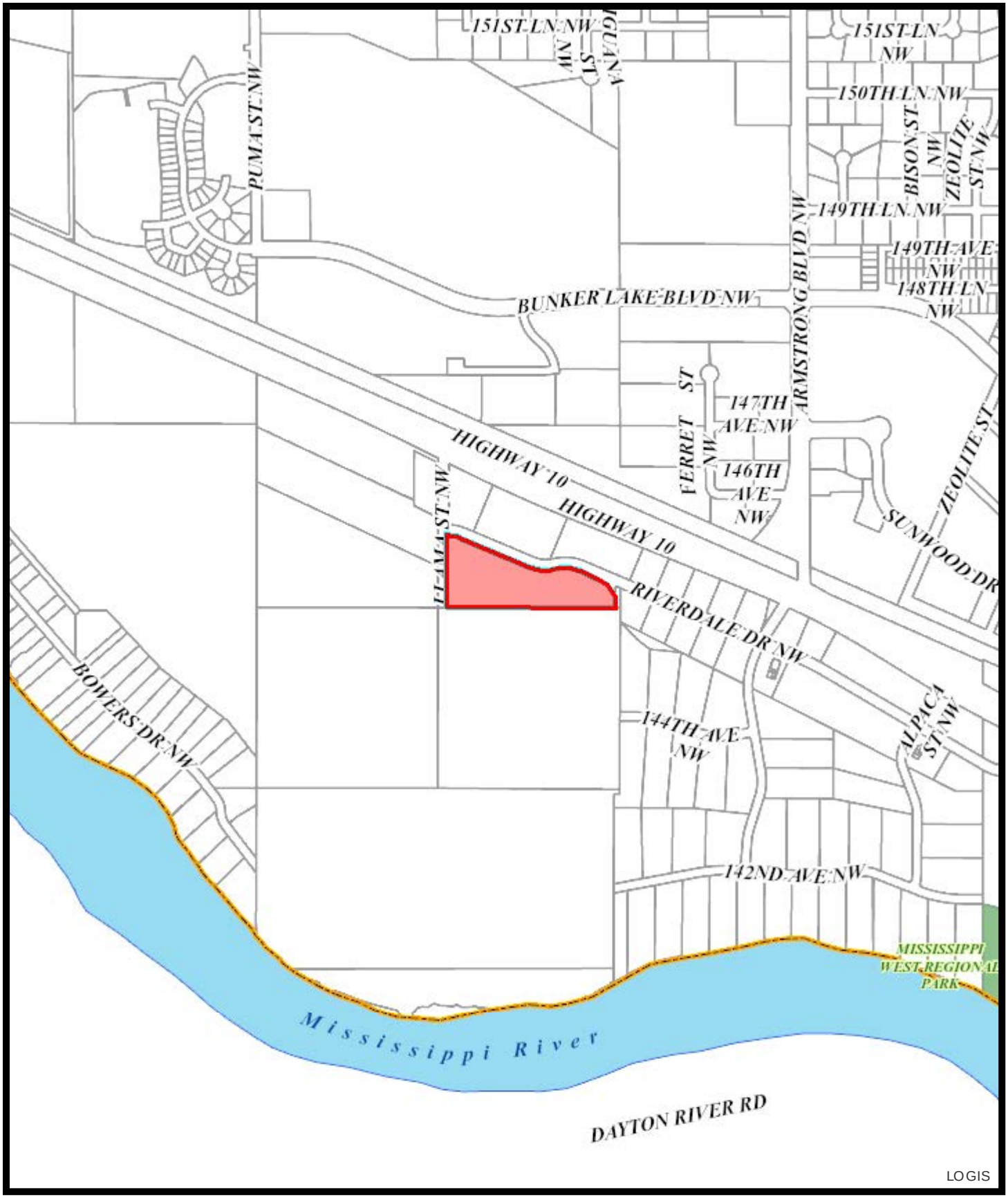
Resolution #18-126 CC

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	08/23/2018 09:20 AM
Kurt Ulrich	Kurt Ulrich	08/23/2018 04:02 PM
Form Started By: PeggySue Imihy		Started On: 08/21/2018 08:40 AM
Final Approval Date: 08/23/2018		

29-32-25-13-0007

Site Location Map

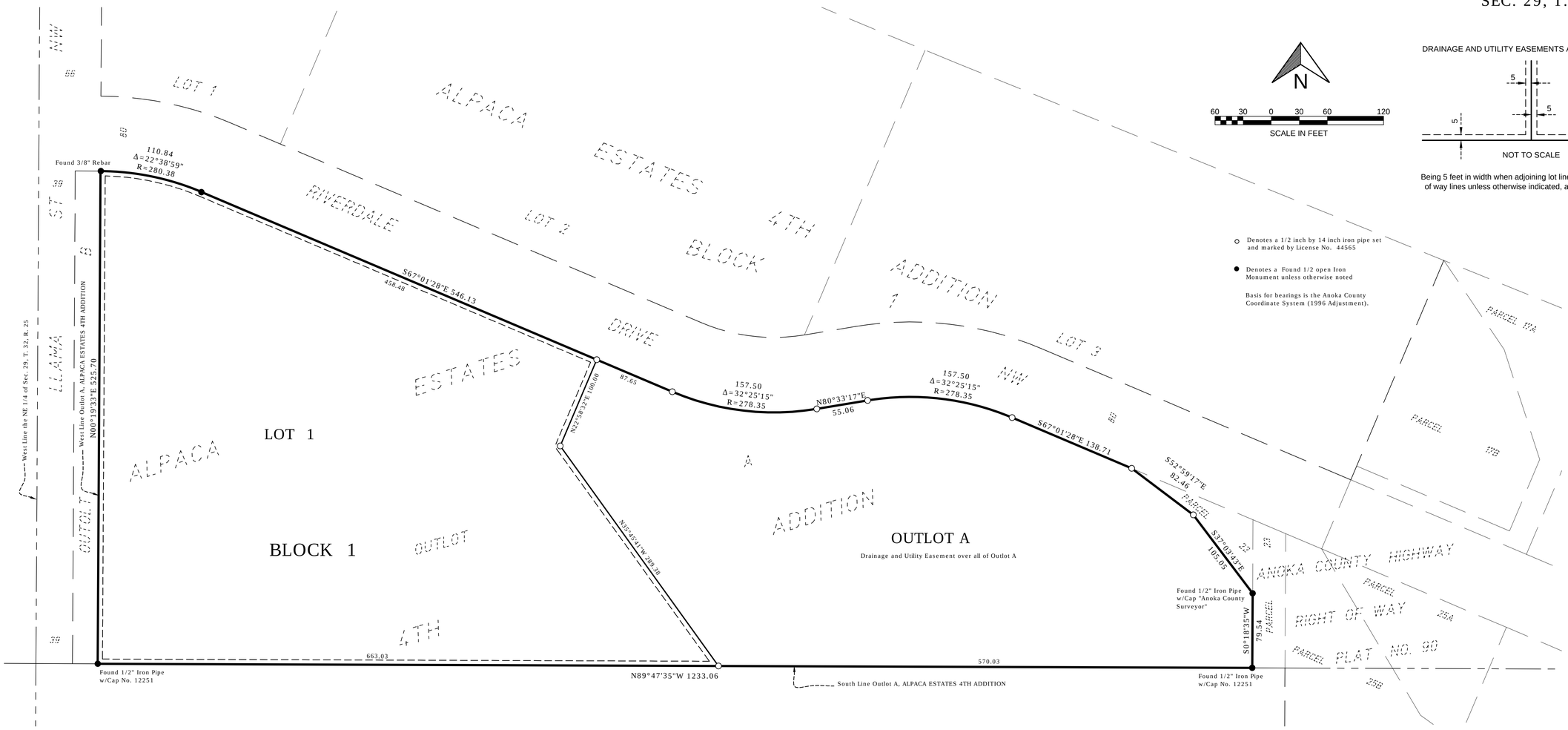


Feet
0 237.5 475 950 1,425 1,900

Print Date: July 12, 2018

LAZYDAYS

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 29, T. 32, R. 25



KNOW ALL PERSONS BY THESE PRESENTS: XXX, a XXXX corporation, owner of the following described property:

Outlot A, ALPACA ESTATES 4TH ADDITION, according to the recorded plat thereof, Anoka County, Minnesota

EXCEPT

Parcel 22, ANOKA COUNTY HIGHWAY RIGHT-OF-WAY PLAT NO. 90.

Has caused the same to be surveyed and platted as LAZYDAYS and does hereby dedicate to the public for public use the drainage and utility easements as shown on this plat.
In witness whereof said XXX, a XXXX corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 2018.

Signed: XXXXX

_____

_____

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____day of _____, 2018

by _____ , of XXXXXX, a XXXXX corporation.

_____ _____

_____
Notary Public, _____ County, Minnesota
My commission expires _____

SURVEYORS CERTIFICATE

I Rory L. Synstelien 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 the plat; that all monuments depicted on the 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 _____, 2018.

_____
Rory L. Synstelien, Licensed Land Surveyor
Minnesota License No. 44565

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me this _____day of _____, 2018 by Rory L. Synstelien.

_____ _____

_____
Notary Public, _____ County, Minnesota

My commission expires _____

CITY COUNCIL

City Council, City of Ramsey, Minnesota

This plat of LAZYDAYS was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____2018, 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

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 _____,2018.

By: _____
Charles F. Gitzen
Anoka County Surveyor

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 _____,2018.

_____
Property Tax Administrator

By _____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES

County of Anoka, State of Minnesota

I hereby certify that this plat of LAZYDAYS was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 2018, at_____ o'clock ___.M. and was duly recorded as Document Number _____.

_____
County Recorder/Registrar of Titles

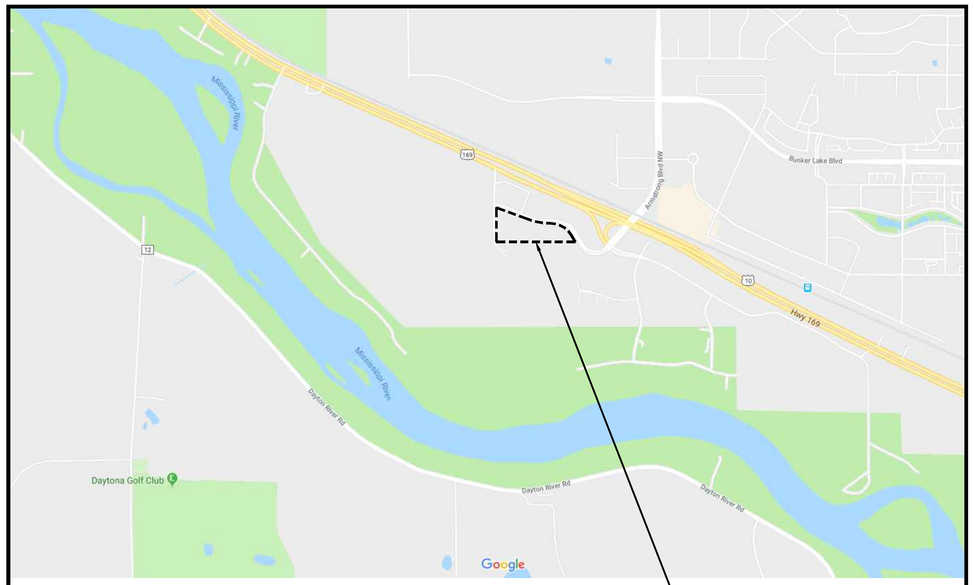
By _____, Deputy

CivilSite GROUP

LAZYDAYS OF MINNEAPOLIS

RAMSEY, MINNESOTA

ISSUED FOR: CITY SUBMITTAL



SITE LOCATION MAP N

ARCHITECT

LAMPERT ARCHITECTS
420 SUMMIT AVENUE
ST. PAUL, MN 55102
763-755-1211

DEVELOPER / PROPERTY OWNER:

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW
ANOKA, MN 55303

ENGINEER / LANDSCAPE ARCHITECT:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

SURVEYOR:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

GEOTECHNICAL ENGINEER:

PARTNER ENGINEERING AND SCIENCE
2154 TORRANCE BOULEVARD
SUITE 200
TORRANCE, CA 90501

MASTER LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL		PROPOSED MANHOLE STORM
×1137.12	EXISTING SPOT GRADE ELEVATION		PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM
1137	1.0' CONTOUR ELEVATION INTERVAL		PROPOSED GATE VALVE
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)		PROPOSED FIRE HYDRANT
891.00 G	SPOT GRADE ELEVATION TOP OF CURB (GUTTER TOP)		PROPOSED MANHOLE SANITARY
891.00 TC	SPOT GRADE ELEVATION TOP OF WALL		PROPOSED SIGN
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF WALL		PROPOSED LIGHT
	DRAINAGE ARROW		PROPOSED SANITARY SEWER
EOF=1135.52	EMERGENCY OVERFLOW		PROPOSED STORM SEWER
	SILT FENCE / BIOROLL - GRADING LIMIT		PROPOSED WATER MAIN
	INLET PROTECTION		EXISTING SANITARY SEWER
	STABILIZED CONSTRUCTION ENTRANCE		EXISTING STORM SEWER
			EXISTING WATER MAIN
		G	EXISTING GAS MAIN
SB-1	SOIL BORING LOCATION	E	EXISTING UNDERGROUND ELECTRIC
		C	EXISTING UNDERGROUND CABLE
70	CURB AND GUTTER (T.O = TIP OUT)		

EXISTING MANHOLE	EXISTING STOPBOX	EXISTING LIGHT
EXISTING CATCH BASIN	EXISTING GATE VALVE	EXISTING GAS METER
EXISTING HYDRANT	EXISTING ELECTRIC BOX	EXISTING GAS VALVE

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
V1.0	SITE SURVEY
V2.0	PRELIMINARY PLAT
C1.0	REMOVALS PLAN
C1.1	TREE PRESERVATION PLAN
C2.0	OVERALL SITE PLAN
C2.1	SITE PLAN
C3.0	GRADING PLAN
C4.0	UTILITY PLAN
L1.0	LANDSCAPE PLAN
LT1.0	PRELIMINARY LIGHTING PLAN
LT1.1	PRELIMINARY LIGHTING PLAN DETAILS
C5.0	DETAILS
C5.1	DETAILS
SW1.0	SWPPP - EXISTING CONDITIONS
SW1.1	SWPPP - PROPOSED CONDITIONS
SW1.2	SWPPP - DETAILS
SW1.3	SWPPP - NARRATIVE
SW1.4	SWPPP - ATTACHMENTS
SW1.5	SWPPP - ATTACHMENTS

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

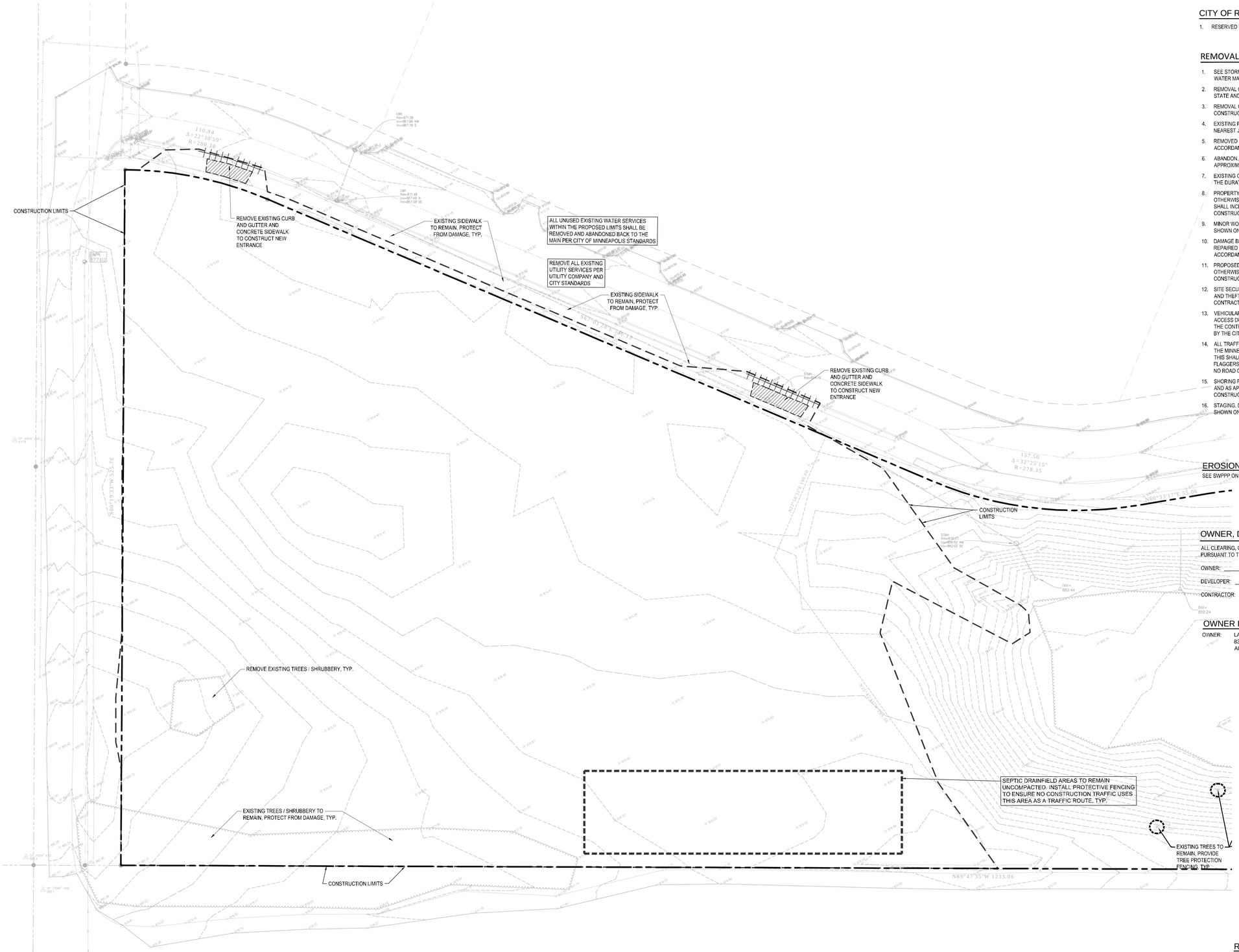
DATE	DESCRIPTION

PROJECT NUMBER: 18213

TITLE SHEET

C0.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



CITY OF RAMSEY REMOVAL NOTES:

1. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

REMOVAL NOTES:

1. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
2. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
3. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
4. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
5. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
6. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
7. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
8. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
9. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
10. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
11. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
13. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
14. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
15. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
16. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.5

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

OWNER INFORMATION

OWNER: LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW
ANOKA, MN 55303

REMOVALS LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVE CURB AND GUTTER. IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

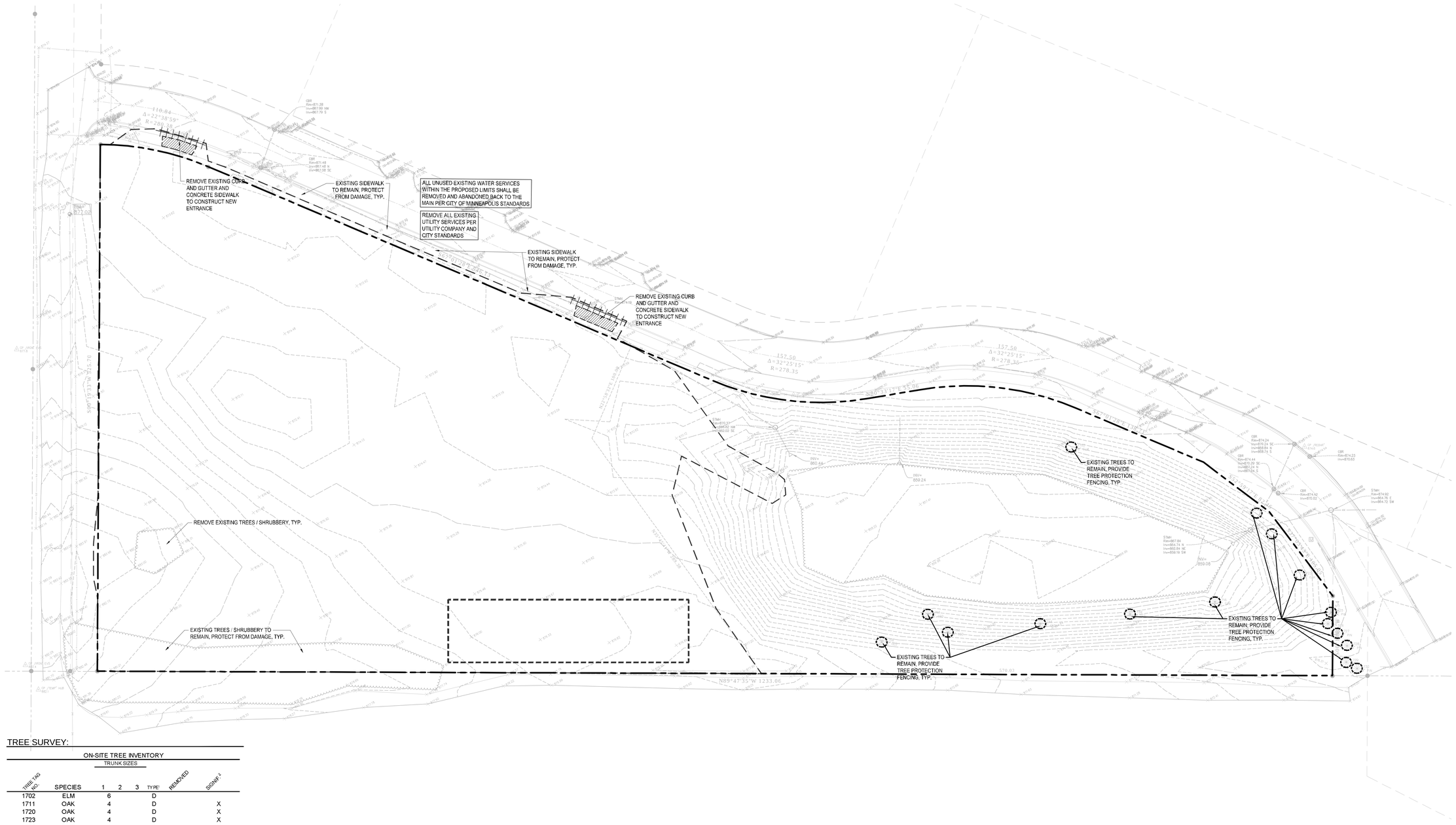
DATE	DESCRIPTION

PROJECT NUMBER: 18213

REMOVALS PLAN

C1.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



TREE SURVEY:

ON-SITE TREE INVENTORY

TREE TAG NO.	SPECIES	TRUNK SIZES 1	2	3	TYPE	REMOVED	SIGNIF.*
1702	ELM	6			D		
1711	OAK	4			D		X
1720	OAK	4			D		X
1723	OAK	4			D		X
1725	PINE	4			C		X
1726	SPRUCE	4			C		X
③ 1727	PINE	4			C		X
⑤ 1728	PINE	4			C		X
⑤ 1729	PINE	4			C		X
③ 1730	PINE	4			C		X
1716	SPRUCE	4			C		X
1739	CEDAR	4			C		X
1744	CEDAR	4			C		X
1752	CEDAR	4			C		X
1753	CEDAR	4			C		X
1758	CEDAR	4			C		X

OFF-SITE TREES INVENTORIED

③ 1727	PINE	4	
③ 1728	PINE	4	
⑤ 1729	PINE	4	
⑤ 1730	PINE	4	

	NUMBER	CAL. INCHES
SIGNIFICANT TREES ON-SITE	11	44
TOTAL ON-SITE	12	50

REMOVALS LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVE CURB AND GUTTER. IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 40'-0"
20'-0" 0 40'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

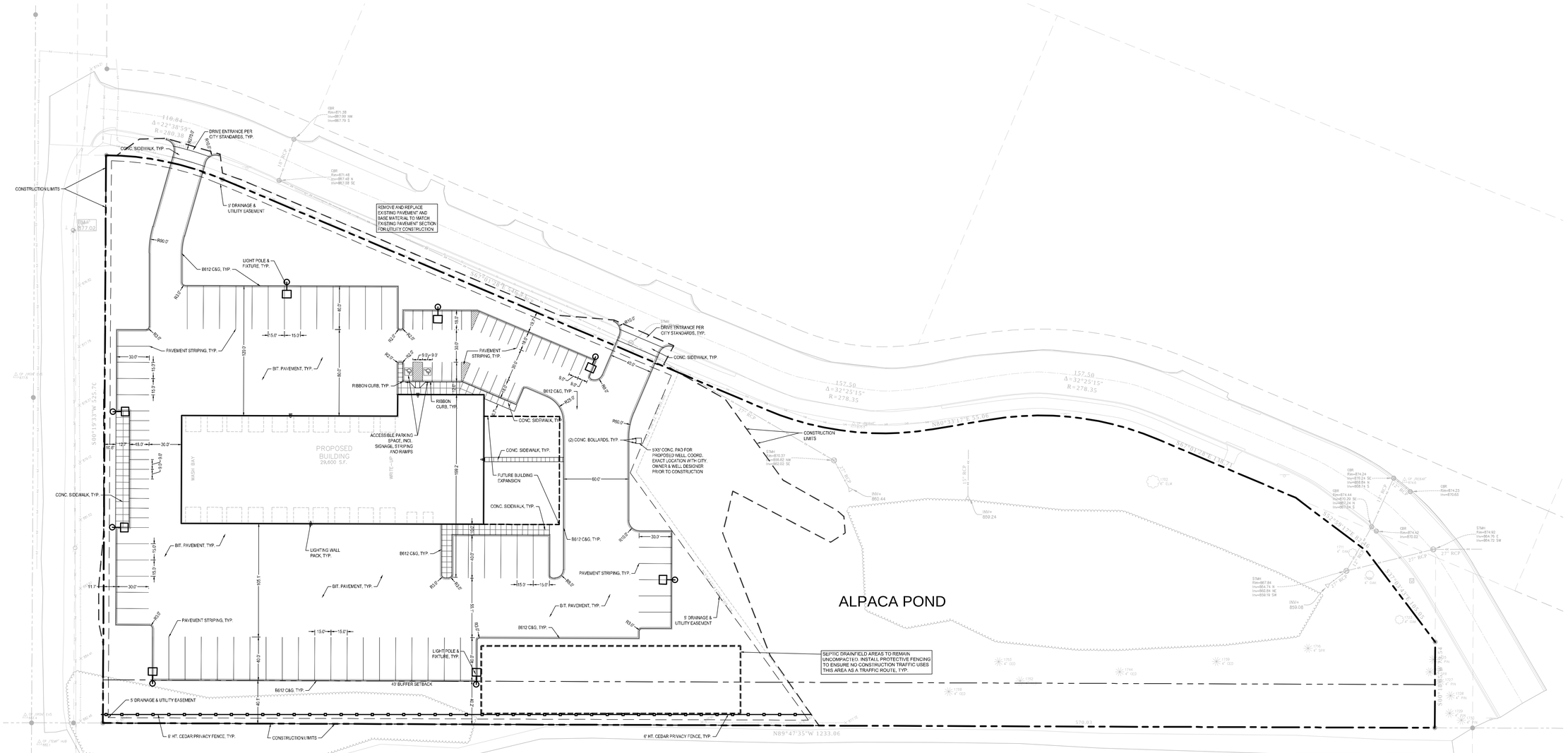
DATE	DESCRIPTION

PROJECT NUMBER: 18213

TREE PRESERVATION PLAN

C1.1

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



CITY OF RAMSEY SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC NOTES.

SITE AREA TABLE:

SITE AREA CALCULATIONS	EXISTING CONDITION		PROPOSED CONDITION	
BUILDING COVERAGE	0 SF	0.0%	29,600 SF	7.2%
ALL PAVEMENTS	0 SF	0.0%	126,648 SF	31.0%
ALL NON-PAVEMENTS	408,916 SF	100.0%	252,668 SF	61.8%
TOTAL SITE AREA	408,916 SF	100.0%	408,916 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	0 SF	0.0%		
PROPOSED CONDITION	156,248 SF	38.2%		
DIFFERENCE (EX. VS PROP.)	156,248 SF	38.2%		

SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. SEE SITE PLAN FOR CURB AND GUTTER TYPE. TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.
18. ALL FENCES TO BE LIMITED TO A MAXIMUM OF 8'.

SITE PLAN LEGEND:

- LIGHT DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH. SEE DETAIL.
- HEAVY DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH. SEE DETAIL.
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS. SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED. HC = ACCESSIBLE SIGN NP = NO PARKING FIRE LANE ST = STOP CP = COMPACT CAR PARKING ONLY

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 40'-0"
20'-0" 0 40'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.
Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

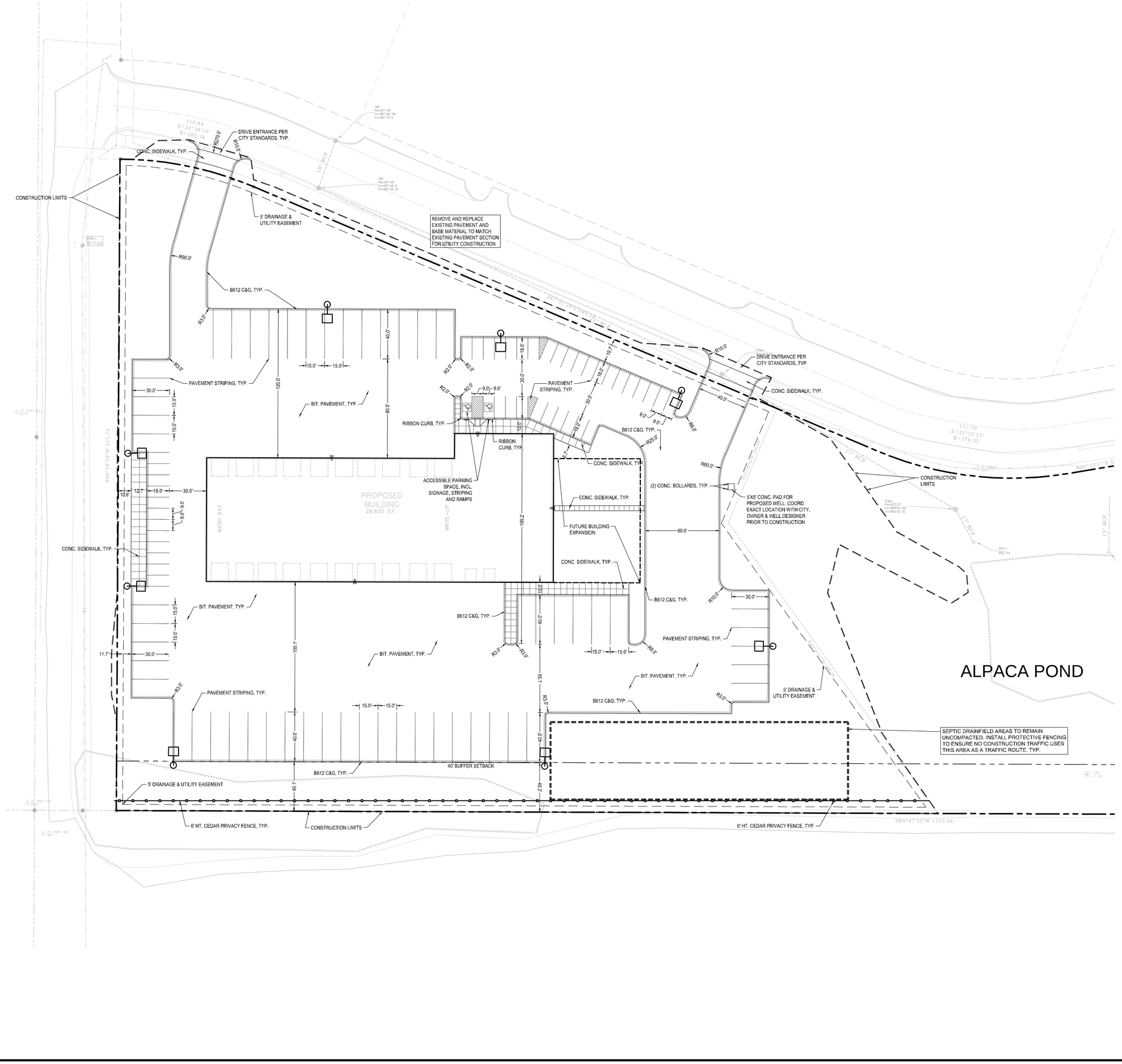
DATE	DESCRIPTION

PROJECT NUMBER: 18213

OVERALL SITE PLAN

C2.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



SITE PLAN LEGEND:

- LIGHT DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DEATIL
- HEAVY DUTY BITUMINOUS PAVEMENT. SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
  HC = ACCESSIBLE SIGN
  NP = NO PARKING FIRE LANE
  ST = STOP
  CP = COMPACT CAR PARKING ONLY

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

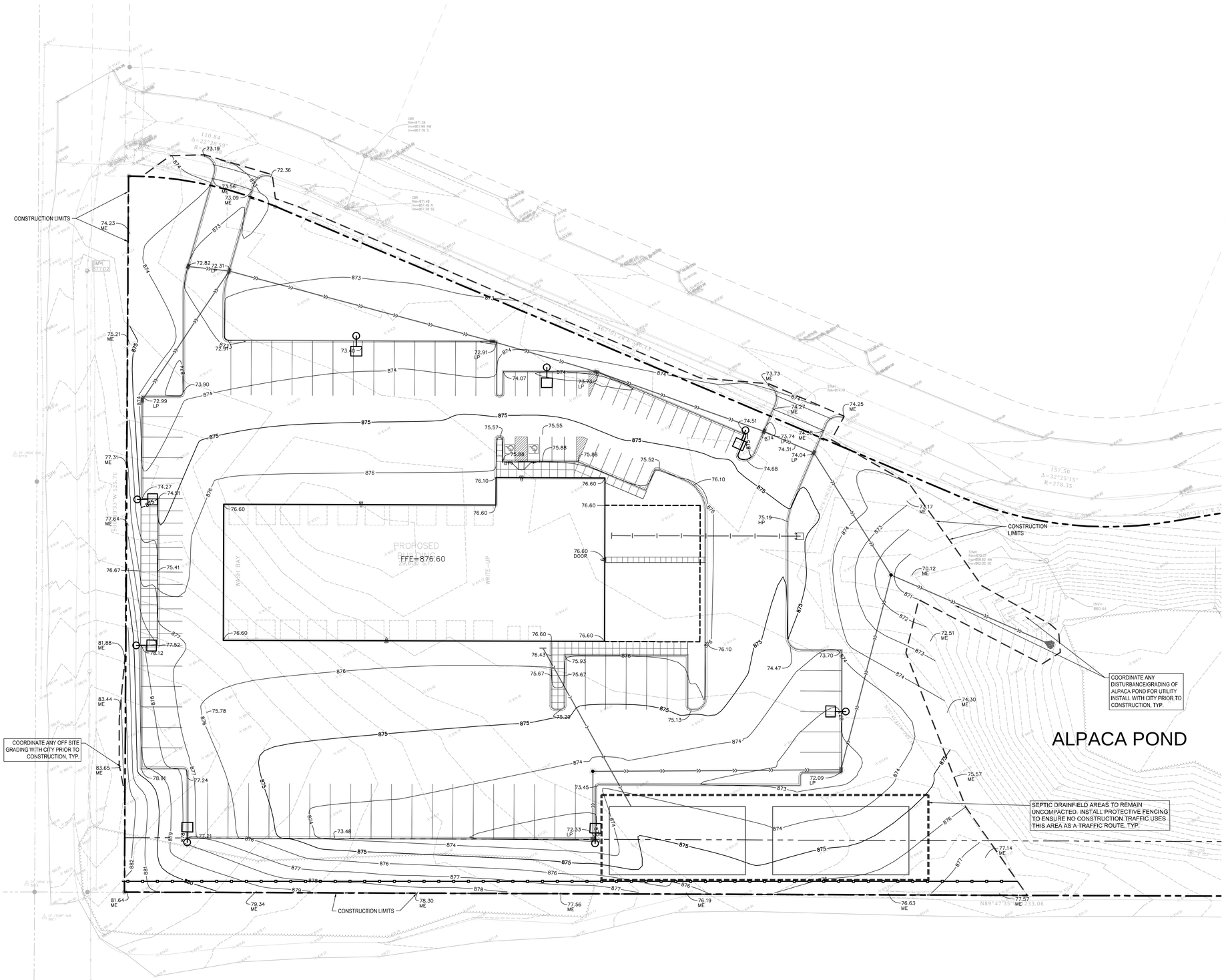
DATE	DESCRIPTION

PROJECT NUMBER: 18213

SITE PLAN

C2.1

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



NON STORM WATER DISCHARGES:

THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NONE ARE PROPOSED AS PART OF THIS DEVELOPMENT.

GROUNDWATER STATEMENT:

THIS PROJECT DOES NOT PROPOSE ANY PERMANENT GROUNDWATER DISCHARGE TO THE STORM WATER SYSTEM.

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.5

GROUNDWATER INFORMATION:

PER GEOTECHNICAL REPORT BY XXXX., DATED XX-XX-18 GROUNDWATER WAS NOT OBSERVED IN BORINGS.

CITY OF RAMSEY GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. ANY ELEMENTS OF AN EARTH RETENTION SYSTEM AND RELATED EXCAVATIONS THAT FALL WITHIN THE PUBLIC RIGHT OF WAY WILL REQUIRE A "RIGHT OF WAY EXCAVATION PERMIT". CONTRACTOR IS RESPONSIBLE FOR AQUIRING THIS PERMIT PRIOR TO CONSTRUCTION IF APPLICABLE
4. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
5. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
6. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
7. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
8. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
10. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
11. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
12. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
13. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER. NO TEST ROLL SHALL OCCUR WITHIN 10' OF ANY UNDERGROUND STORM RETENTION/DETENTION SYSTEMS.
14. TOLERANCES
    - 14.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 14.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 14.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 14.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
15. MAINTENANCE
    - 15.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 15.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 15.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION

GRADING PLAN LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL
1137	1.0' CONTOUR ELEVATION INTERVAL
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
891.00 G	SPOT GRADE ELEVATION GUTTER
891.00 TC	SPOT GRADE ELEVATION TOP OF CURB
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
70	CURB AND GUTTER (T.O = TIP OUT)
EOF=1135.52	EMERGENCY OVERFLOW

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

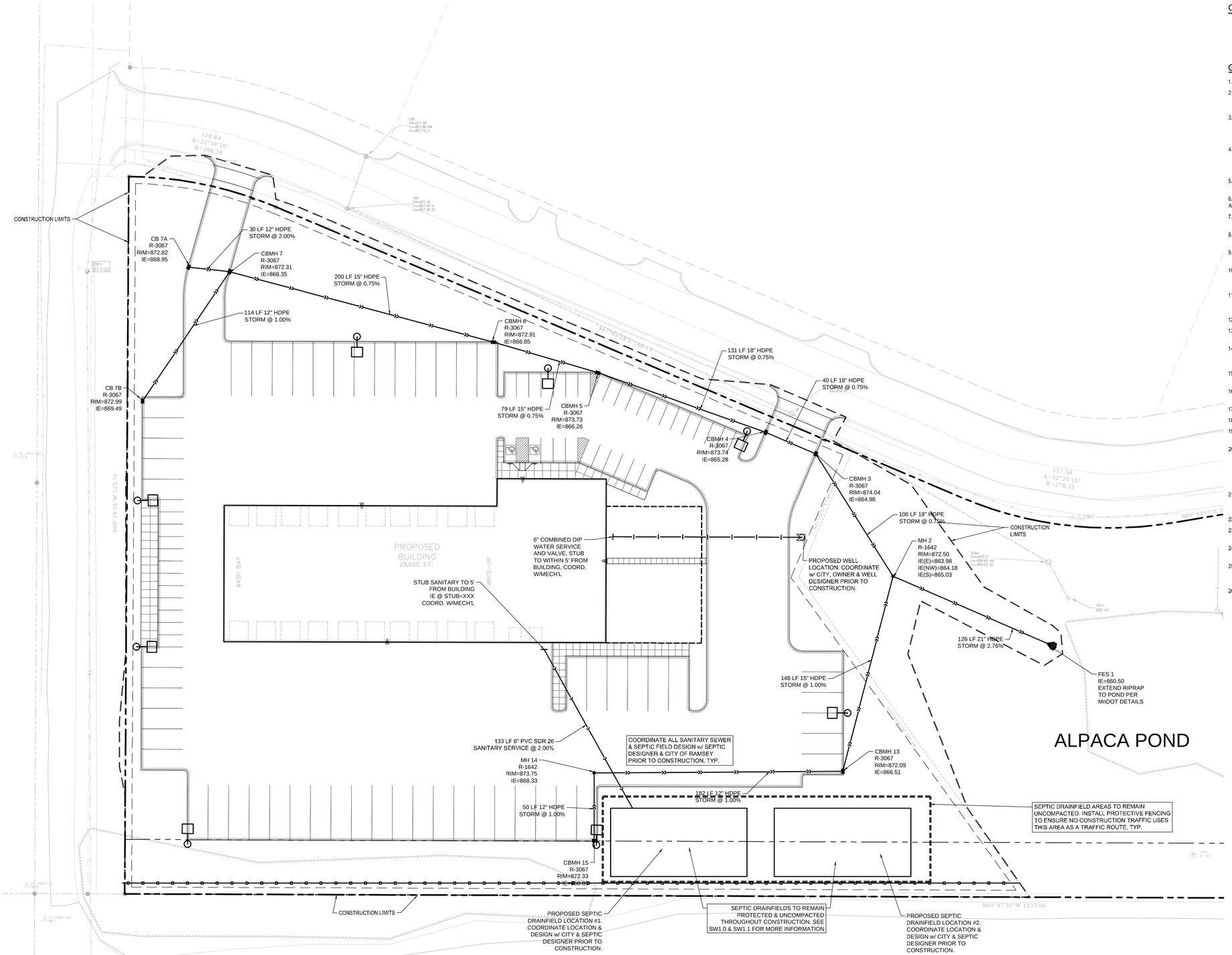
DATE	DESCRIPTION

PROJECT NUMBER: 18213

GRADING PLAN

C3.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



CITY OF RAMSEY UTILITY NOTES:

GENERAL UTILITY NOTES:

1. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) AWWA C151, ASME B16.4, AWWA C110, AWWA C153 UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) ASTM D3034 & F679, OR SCH 40 ASTM D1785, 2665, ASTM F794, 1866) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE ASTM F714 & F2306 WITH ASTM D3212 SPEC FITTINGS UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCUTRES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. CONTRACTOR SHALL CORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.
26. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MN RULES, CHAPTER 4714, SECTION 1109.0.

UTILITY LEGEND:

- CATCH BASIN
- MANHOLE
- GATE VALVE AND VALVE BOX
- PROPOSED FIRE HYDRANT
- WATER MAIN
- SANITARY SEWER
- STORM SEWER
- FES AND RIP RAP

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

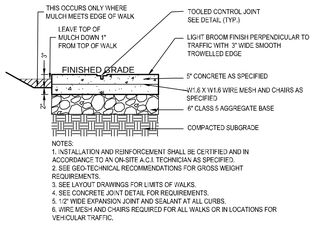
DATE	DESCRIPTION

PROJECT NUMBER: 18213

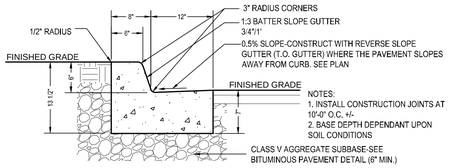
UTILITY PLAN

C4.0

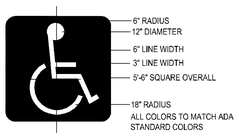
©COPYRIGHT 2017 CIVIL SITE GROUP INC.



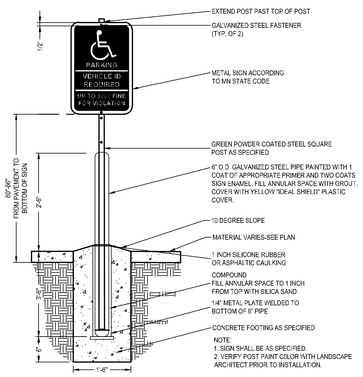
1 LIGHT DUTY CONCRETE WALK/PAD
NTS



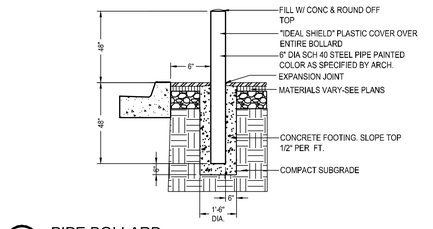
2 B-612 CONCRETE CURB AND GUTTER
NTS



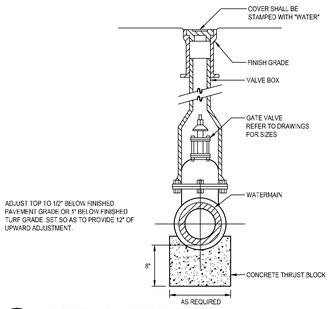
3 ACCESSIBLE PARKING PAVEMENT MARKING
NTS



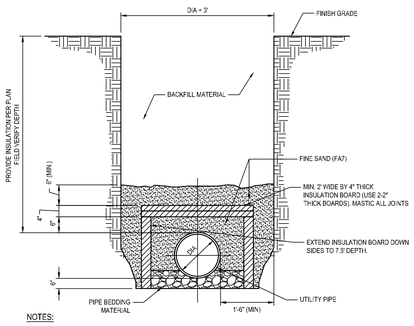
4 ACCESSIBLE SIGN AND POST
NTS



5 PIPE BOLLARD
NTS



6 GATE VALVE BOX
NTS



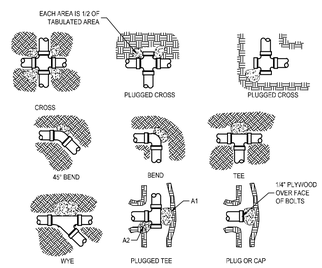
NOTES:

1. INSULATION BOARD TO BE CLOSED CELL. EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578, TYPE VI, 40PSI COMPRESSING STRENGTH (ASTM D1621) 0.1%MAX. WATER ABSORPTION (ASTM C272).

2. BACKFILL MATERIAL AROUND INSULATION MUST BE FINE SAND FREE FROM ROOT, ORGANIC MATERIAL, OR OTHER INJURIOUS MATERIALS.

3. OVERLAP ALL INSULATION BOARD JOINTS.

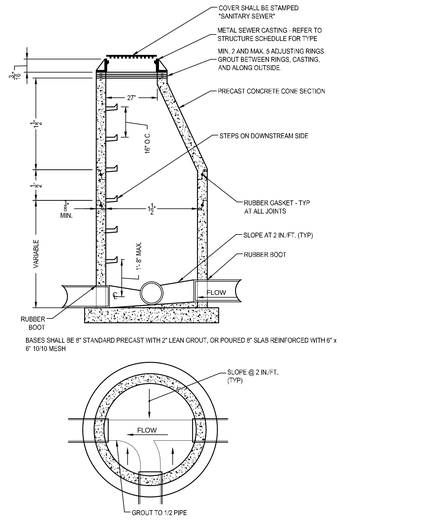
7 UTILITY PIPE INSULATION DETAIL
NTS



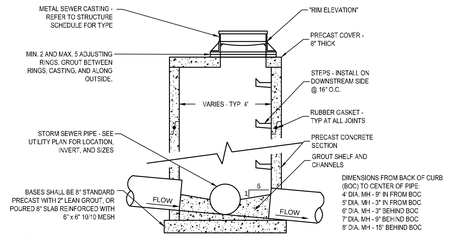
NOMINAL FITTING SIZE (INCHES)	TYE, WYE, PLUG, OR CAP	90° BEND, CROSS	TEE PLUGGED ON RUN		45° BEND	22.5° BEND	11.25° BEND
			A1	A2			
4	1.0	1.4	1.9	1.4	1.0	-	-
6	2.1	3.0	4.3	3.0	1.6	1.0	-
8	3.8	5.3	7.6	5.4	2.9	1.5	1.0
10	5.9	8.4	11.8	8.4	4.6	2.6	1.2
12	8.5	12.0	17.0	12.0	6.6	3.4	1.7
14	11.5	16.3	23.0	16.3	8.9	4.6	2.3
16	15.0	21.3	30.0	21.3	11.6	6.0	3.0
18	19.0	27.0	38.0	27.0	14.6	7.6	3.6
20	23.5	33.3	47.0	33.3	18.1	9.4	4.7
24	34.0	48.0	68.0	48.0	26.2	13.6	6.8

NOTES:
1. CONCRETE THRUST BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. KEEP CONCRETE CLEAR OF JOINT AND ACCESSORIES.
3. IF NOT SHOWN ON PLANS, REQUIRED BEARING AT FITTING SHALL BE AS INDICATED ABOVE, ADJUSTED IF NECESSARY, TO CONFORM TO THE TEST PRESSURE(S) AND ALLOWABLE SOIL BEARING STRESS(ES).
4. BEARING AREAS AND SPECIAL BLOCKING DETAILS SHOWN ON PLANS TAKE PRECEDENCE OVER BEARING AREAS AND BLOCKING DETAILS SHOWN THIS STANDARD DETAIL.
5. ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 P.S.I. AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION: BEARING AREA = (TEST PRESSURE/150) X (200/SOIL BEARING STRESS) X (TABLE VALUE).

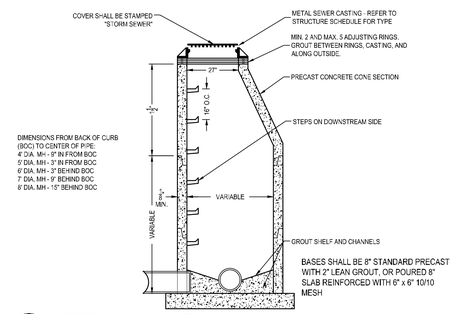
8 THRUST BLOCK
NTS



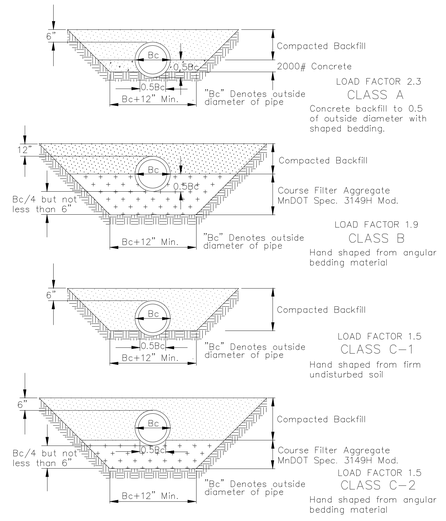
9 SANITARY SEWER MANHOLE
NTS



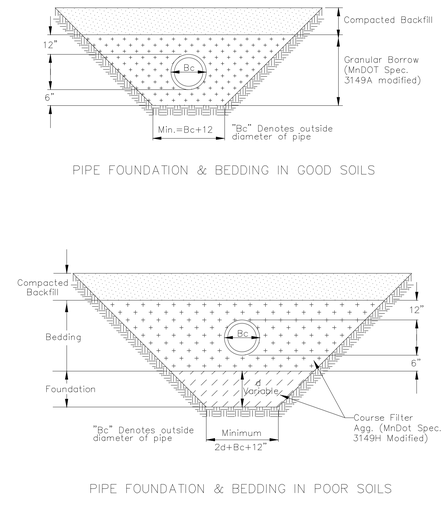
10 CATCH BASIN
NTS



11 STORM MANHOLE
NTS



12 PIPE BEDDING - RCP & DIP
NTS



13 PIPE BEDDING - PVC
NTS

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

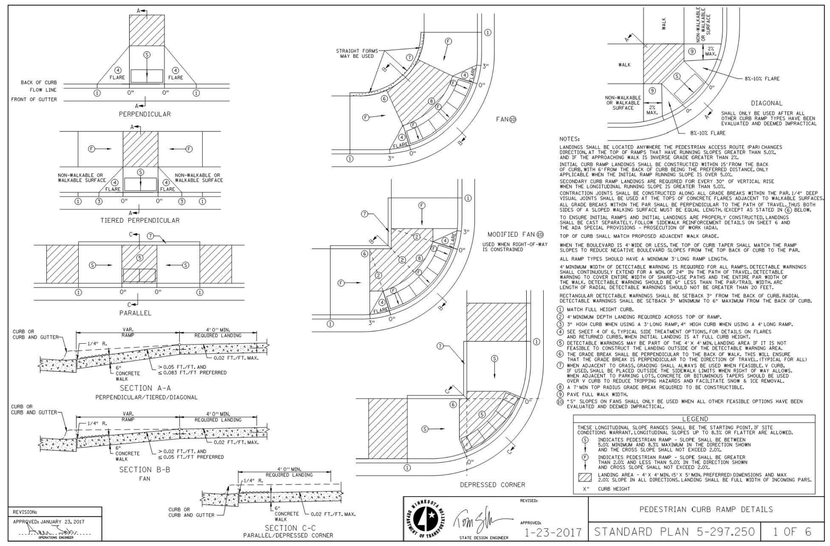
DATE	DESCRIPTION

PROJECT NUMBER: 18213

CIVIL DETAILS

C5.0

COPYRIGHT 2017 CIVIL SITE GROUP INC.



NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION,AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15'FROM THE BACK OF CURB,WITH 6'FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE,ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR,1/4" DEEP VISUAL JOINT FOR CONCRETE.GRADE BREAKS BETWEEN WALKS AND CONCRETE FLARES ADJACENT TO WALKABLE SURFACES, ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH,EXCEPT AS STATED IN ③ BELOW.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED,LANDINGS SHALL BE CAST SEPARATELY,FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISIONS - PROCEDURE OF WORK 1604.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4'WIDE OR LESS,THE TOP OF CURB THROUGH SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'LONG RAMP LENGTH.

4"MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS.DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN.OF 24" IN THE PATH OF TRAVEL.DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF SIDEWALK RAMPS.THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB. LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 10 FEET.

RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB.RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 8" MAXIMUM FROM THE BACK OF CURB.

① MATCH FULL HEIGHT CURB.
② 4'MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
③ 3" HIGH CURB WHEN USING A 3'LONG RAMP,4" HIGH CURB WHEN USING A 4'LONG RAMP.
④ SEE SHEET 4 OF 6,TYPICAL SIDE TREATMENT OPTIONS FOR CURB ON FLARES AND RETURNED CURBS,WHEN INITIAL LANDING IS AT FULL CURB HEIGHT.
⑤ DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4'LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
⑥ THE MAXIMUM CROSS SLOPE TRANSITIONING IS 1'LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE,WHEN PAR WIDTH IS GREATER THAN 5'-0"(THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL FOR ALL)
⑦ WHEN ADJACENT TO GRASS/GRADING SHALL ALWAYS BE USED WHEN FEASIBLE,Y CURB, IF USED,SHALL BE PLACED OUTSIDE THE SIDEWALK WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS,CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER Y CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑧ A 1'MIN TO 2'MAX GRADE BREAK REQUIRED TO BE CONSTRUCTIBLE.
⑨ PAVE FULL WIDTH.
⑩ T-10.1 FLARE TO BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

LEGEND

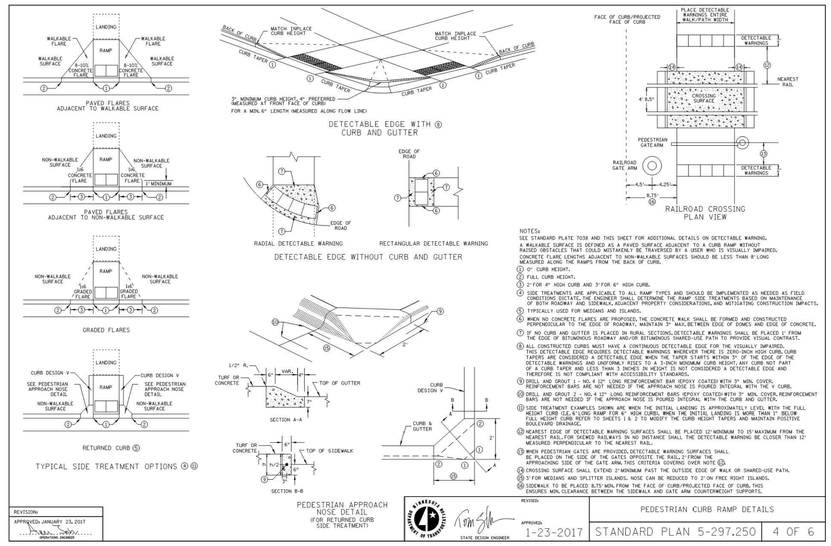
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT,IF SITE CONDITIONS WARRANT,LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

① INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

② INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN.(5' X 5' MIN.PREFERRED)DIMENSIONS AND MAX. 2.0% SLOPE IN ALL DIRECTIONS.LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT



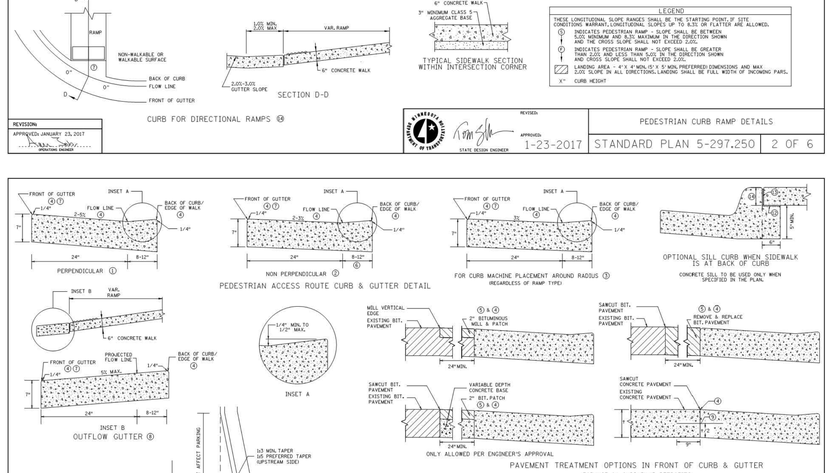
NOTES:

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8'LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2"FOR 4" HIGH CURB AND 3"FOR 6" HIGH CURB.
④ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS WARRANT.SIDE TREATMENTS SHOULD BE CONSIDERED WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH-BUTTON TRAVERSES THE FLARES.
ALL Y CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.
WHERE RIGHT-OF-WAY ALLOWS,USE OF V CURB SHOULD BE MINIMIZED.GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.
Y CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
⑤ TYPICALLY USED FOR MEDIANS AND ISLANDS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED,THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY; MAINTAIN 3" MIN.BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ 3" NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS.DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF ROADWAY; MAINTAIN 3" MIN.BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑧ ALL CONSTRUCTED HURDS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB.CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT.ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
⑨ REINFORCEMENT BARS SHALL BE EPOXY-COATED WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE Y CURB.
⑩ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED WITH 3" MIN. COVER, REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.
⑪ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E.4'LONG RAMP FOR 4" HIGH CURBS, WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE.
⑫ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12'MINIMUM TO 15'MAXIMUM FROM THE NEAREST RAIL OF THE TRACK.WHERE THERE IS MORE THAN ONE TRACK,THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.
⑬ WHEN PEDESTRIAN GATES ARE PROVIDED,DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL,1' FROM THE APPROACHING SIDE OF THE GATE ARM.THIS CRITERIA GOVERNS OVER NOTE ⑫.
⑭ CROSSING SURFACE SHALL EXTEND 2'MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
⑮ 3'FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2'ON FREE RIGHT ISLANDS.
⑯ SIDEWALK TO BE PLACED 8.75' MIN.FROM THE FACE OF CURB/PROJECTED FACE OF CURB.THIS ENSURES MIN.CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.



NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION,AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15'FROM THE BACK OF CURB,WITH 6'FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE,ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR,1/4" DEEP VISUAL JOINT FOR CONCRETE.GRADE BREAKS BETWEEN WALKS AND CONCRETE FLARES ADJACENT TO WALKABLE SURFACES, ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED,LANDINGS SHALL BE CAST SEPARATELY,FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROCEDURE OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4'WIDE OR LESS,THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3'LONG RAMP LENGTH.

4"MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS.DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN.OF 24" IN THE PATH OF TRAVEL.DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATHS, AND THE ENTIRE PAR WIDTH OF SIDEWALK RAMPS.THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB. LENGTH OF RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 10 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 8" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑧ & ⑪ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

① MATCH FULL CURB HEIGHT.
② 3" HIGH CURB WHEN USING A 3'LONG RAMP
4" HIGH CURB WHEN USING A 4'LONG RAMP.
③ 3" MINIMUM CURB HEIGHT (15.5' MIN.DISTANCE REQUIRED BETWEEN DOMES)
6" PREFERRED (17' MIN.DISTANCE REQUIRED BETWEEN DOMES).
④ THE "RAMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.
⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS,AND ADJACENT TO A WALKABLE SURFACE,THE DETECTABLE WARNING SHALL BE PLACED 1' FROM THE BACK OF CURB.
⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE.Y CURB, IF USED,SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.WHEN ADJACENT TO PARKING LOTS,CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER Y CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
⑦ MAX.2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE,SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑧ RTS TO 10% WALKABLE FLARE.
⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2'MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE,AND 5'MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE.WHEN THE CORNER SET 5' FROM BACK OF CURB,A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. 3" OR 9" SETBACK IS EXCEEDED FOR RADIAL DETECTABLE WARNINGS.
⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB,THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH.THIS ENDS UP BEING THE MOST HELPFUL AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.
⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB, MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS,EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT,IF SITE CONDITIONS WARRANT,LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

① INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

② INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

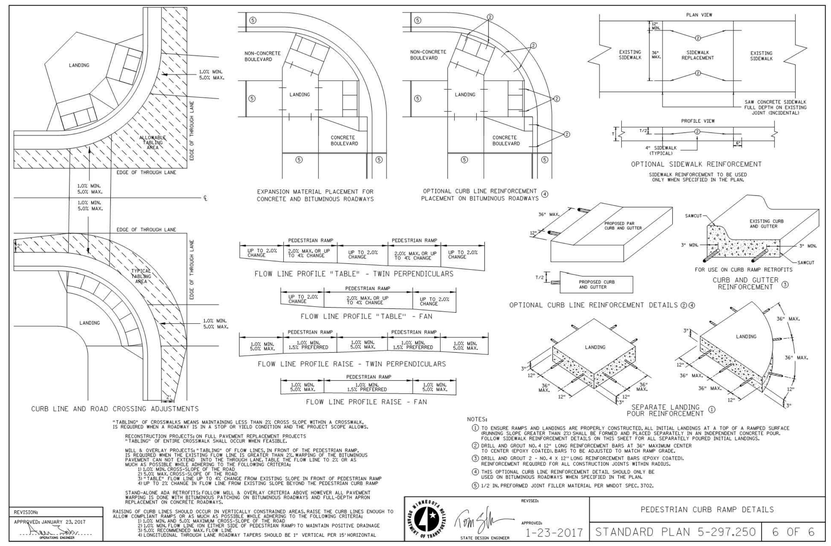
LANDING AREA - 4' X 4' MIN.(5' X 5' MIN.PREFERRED)DIMENSIONS AND MAX. 2.0% SLOPE IN ALL DIRECTIONS.LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT

NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM. NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE,RAMP TYPES INCLUDE(FLARES, TIERED PERPENDICULAR,PARALLEL, AND DIAGONAL RAMPS).
② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE,RAMP TYPES INCLUDE(FANS & DEPRESSED CORNERS.
③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER, PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS, SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION.
⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
⑨ DRILL AND GROUT NO.4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
⑩ HELPS PROVIDE TWO SEPARATE RAMPS,REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS,USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING AND BIKE LANES ARE PRESENT.THEY SHOULD BE CONSIDERED FOR APT. INTERSECTIONS WHERE SPACE IS LIMITED, PREFERABLY WHERE MULTI-MODAL ACTIVITY IS EXPECTED(SEE IN THE PUSH BUTTON LOCATION DETAIL SHEET).
⑫ PLACE BOND BREAKER BETWEEN WALK AND TOP OF SILL.
⑬ 1/2" PREFORMED JOINT FILLER PER MNDOT SPEC.3702.
⑭ DIMENSION TO BE SAME AS SIDEWALK THICKNESS, 4" MIN.



NOTES:

A WALKABLE FLARE IS AN 8:1(0) CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE AND/OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH-BUTTON TRAVERSES THE FLARE.

ALL Y CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS,USE OF V CURB SHOULD BE MINIMIZED.GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

Y CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

⑥ WHEN ADJACENT TO GRASS/GRADING SHALL BE A 4" WIDTH AND WILL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INFLACE SIDEWALK GRADES.
② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
③ EDGE BETWEEN NEW V CURB AND INFLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
④ THE MAX.RATE OF CROSS SLOPE TRANSITIONING IS 1'LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE,WHEN PAR WIDTH IS GREATER THAN 5'-0"(THE RUNNING SLOPE IS GREATER THAN 5%,DOUBLE THE CALCULATED TRANSITION LENGTH.
⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP,OR IF NEEDED,LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT,IF SITE CONDITIONS WARRANT,LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

① INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

② INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN.(5' X 5' MIN.PREFERRED)DIMENSIONS AND MAX. 2.0% SLOPE IN ALL DIRECTIONS.LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

③ TRANSITION PANELS - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP/LANDING WHEN THE CROSS SLOPE EXCEEDS 2.0%.THE MAX.RATE IS 1/2" PER 1 LINEAR FOOT OF WALK.SEE THIS SHEET FOR ADDITIONAL INFORMATION.

NOTES:

① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED,ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
② DRILL AND GROUT NO.4 X 12" LONG REINFORCEMENT BARS EPOXY COATED, AT MAXIMUM CENTER REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS WITHIN RADIUS.
③ DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS EPOXY COATED.
④ THIS OPTIONAL CURB LINE REINFORCEMENT DETAIL SHOULD ONLY BE USED ON BITUMINOUS ROADWAYS WHEN SPECIFIED IN THE PLAN.
⑤ 1/2 IN. PREFORMED JOINT FILLER MATERIAL PER MNDOT SPEC.3702.

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT

LAZYDAYS OF MINNEAPOLIS

RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS

8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek

DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

CIVIL DETAILS

C5.1

©COPYRIGHT 2017 CIVIL SITE GROUP INC.

PLANT SCHEDULE - ENTIRE SITE

SYM	QUANT.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS
		DECIDUOUS TREES				
NRM	11	NORTHWOOD RED MAPLE	Acer rubrum 'Northwood'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
SHL	7	SWAMP WHITE OAK	Quercus bicolor	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
PE	14	PRINCETON ELM	Ulmus americana 'Princeton'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
PGM	14	PRINCETON GOLD MAPLE	Acer platanoides 'Princeton Gold'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
		EVERGREEN TREES				
BHS	14	BLACK HILLS SPRUCE	Picea glauca 'Densata'	6' ht.	B&B	STRAIGHT LEADER. FULL FORM
		SHRUBS - CONIFEROUS & EVERGREEN				
AFD	81	ARCTIC FIRE DOGWOOD	Cornus sericea 'Farrow'	24" HT.	CONT.	
SWN	37	SUMMERWINE NINEBARK	Physocarpus opulifolius 'Seward'	24" HT.	CONT.	
PS	67	PROCUMBENS SPRUCE	Picea pungens 'Procumbens'	24" HT.	CONT.	
NCB	347	NORTHERN CHARM BOXWOOD	Buxus 'Wilson'	24" HT.	CONT.	
GLS	21	GRO-LOW SUMAC	Rhus aromatica 'Gro-Low'	24" HT.	CONT.	
		PERENNIALS & GRASSES				
RS	58	RUSSIAN SAGE	Perovskia atriplicifolia	#1	CONT.	
BES	67	GOLDSTURM RUDBECKIA	Rudbeckia fulgida 'Goldsturm'	#1	CONT.	

IRRIGATION NOTES:

1. ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
4. SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
5. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
6. IRRIGATION WATER LINE CONNECTION SIZE IS 1-½" AT BUILDING. VERIFY WITH MECHANICAL PLANS.COVAGE.
7. ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
8. ALL LATERAL LINES SHALL BE 12" BELLOW FINISHED GRADE.
9. ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
10. CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
11. CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
12. FABRICATE ALL PIPE TO MANUFACTURE'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
13. BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
14. ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
15. GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
16. IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
17. CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
18. AVOID OVER SPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
19. ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
20. USE SCREENS ON ALL HEADS.
21. A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
22. ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
23. ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTENT 3" BEYOND PERIMETER OF VALVE BOX.
24. THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.

LANDSCAPE NOTES:

1. WHERE SHOWN, SHRUB & PERENNIAL BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH.
2. ALL TREES SHALL BE MULCHED WITH SHREDDED CYPRESS MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2" FROM TREE TRUNK.
3. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLES PRIOR TO INSTALLATION.
4. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
5. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
6. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
7. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
8. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
10. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/ BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.
15. CONTACT DON ZART AT (612)-673-2726 FOR COORDINATION REGARDING PARK DEDICATION FEES

LANDSCAPE CALCULATIONS:

PROPOSED LANDSCAPE:

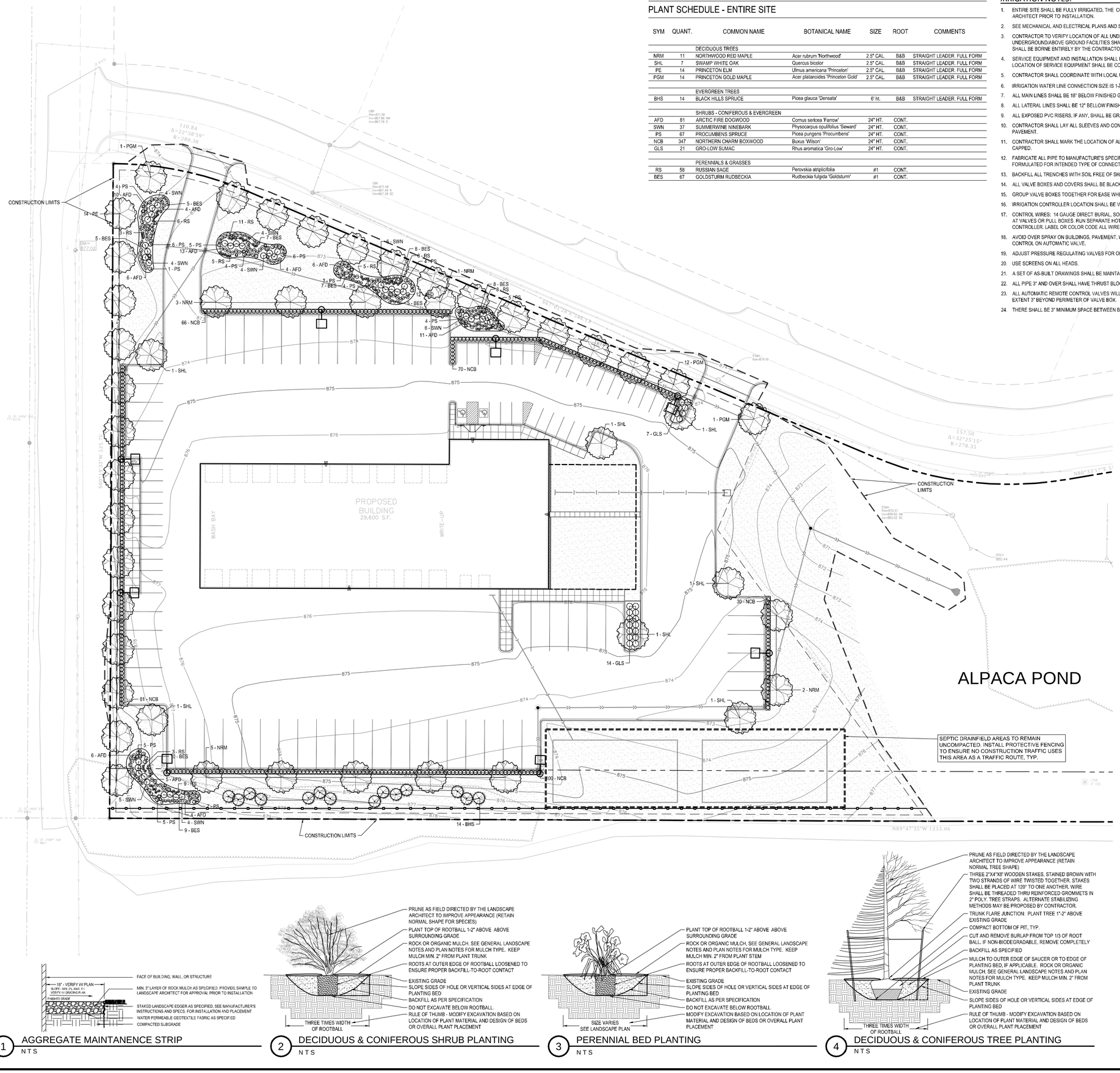
1 TREE / 50 LF OF SITE PERIMETER
2,147.0 SF / 500 = 4 TREES REQUIRED
SEE PLANT SCHEDULE

1 TREE / 1000 SF OF BUILDING FOOTPRINT AREA
29,600.0 SF / 1000 = 30 TREES REQUIRED
SEE PLANT SCHEDULE

1 SHRUB / 1 LINEAL FOOT OF SITE PERIMETER
2,147.0 SF / 1 = 2,147 SHRUBS REQUIRED
SEE PLANT SCHEDULE

1 SHRUB / 300 SF OF BUILDING FOOTPRINT AREA
29,600.0 SF / 300 = 99 SHRUBS REQUIRED
SEE PLANT SCHEDULE

*WHICHEVER IS GREATER SHALL BE APPLIED



1 AGGREGATE MAINTANENCE STRIP
NTS

2 DECIDUOUS & CONIFEROUS SHRUB PLANTING
NTS

3 PERENNIAL BED PLANTING
NTS

4 DECIDUOUS & CONIFEROUS TREE PLANTING
NTS

LEGEND

- SEED MIX 1 - MNDOT 34-262 WET PRAIRIE, PER MNDOT SEEDING MANUAL SPECIFICATIONS (2014)
- SEED TYPE 2 - MNDOT 35-221 DRY PRAIRIE GENERAL, PER MNDOT SEEDING MANUAL SPECIFICATIONS (2014)
- 1" DIA. DECORATIVE ROCK MAINTENANCE STRIP OVER FILTER FABRIC, SAMPLES REQUIRED. PROVIDE EDGING AS SHOWN ON PLAN
- 2"-4" DIA. ANGULAR RIP-RAP, MIN. 6" DEPTH - SAMPLES REQUIRED.
- ALL PLANTING/SHRUB BEDS - SHREDDED CYPRESS MULCH, SAMPLES REQUIRED PROVIDE EDGING AS SHOWN ON PLAN
- SOD
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

N
1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
DATE 07/09/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

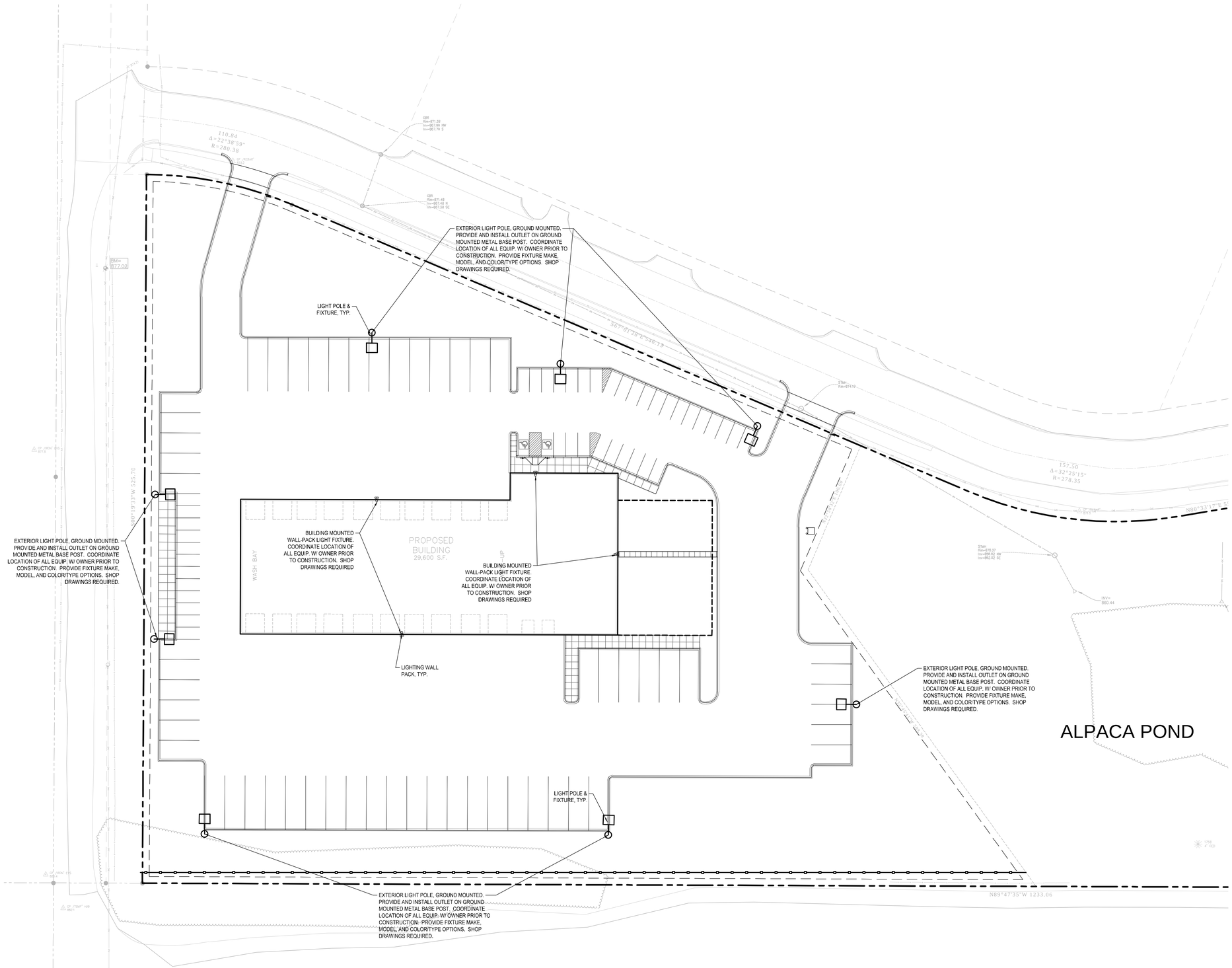
DATE	DESCRIPTION

PROJECT NUMBER: 18213

LANDSCAPE PLAN

L1.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



LIGHTING NOTES:

1. ALL LIGHTING USED TO ILLUMINATE OFF-STREET PARKING AREAS SHALL BE ARRANGED TO DEFLECT LIGHT AWAY FROM ANY ADJOINING RESIDENTIAL DISTRICT OR PUBLIC STREET.
2. IF ANY BULBS ARE IN EXCESS OF 3,000 LUMENS (150 WATTS), IT SHALL BE DIRECTED THAT THE BULB IS NOT VISIBLE FROM OFF OF THE PROPERTY WHERE SUCH LIGHT SOURCE IS LOCATED.
3. POLE LOCATIONS AND SPACING SHALL COMPLY WITH CMU STANDARDS.
4. OFF-STREET PARKING LIGHT POLES SHALL NOT EXCEED CITY HEIGHT REQUIREMENTS.
5. PROVIDE RAISED BASE FOR ALL POLES IN PAVED PARKING AREAS AND AREAS WITHIN 24" OF CURB FROM EDGE OF POLE BASE.

LEGEND

GROUND-MOUNTED OFF-STREET PARKING LIGHT FIXTURE. MAKE, MODEL, AND COLOR TO BE COORDINATED W/ OWNER PRIOR TO CONSTRUCTION. SHOP DRAWINGS REQUIRED.

EXTERIOR BUILDING MOUNTED L.E.D. LIGHT FIXTURE. COLOR ADJUSTABILITY REQUIRED. SHOP DRAWINGS REQUIRED.

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

N

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
DATE 07/09/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

PRELIMINARY
LIGHTING PLAN

LT1.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.

landscapeforms

CANDELA AREA LIGHT

Product Data Sheet

Candela, designed by Gonzalo Milà in 2011, brings high design to LED lighting for the urban streetscape. Minimal in form, the oval-shaped luminaire is slim and sleek ideal for streetscape settings. Max-in function, Candela offers high output and reach with arrays of up to 96 energy efficient LEDs, poles ranging in height from 26 to 32 feet tall, and arms in two lengths. Available in single, dual and staggered configurations along the pole to achieve light levels tailored to the site. Candela is distinguished contemporary design from Landscape Forms' award-winning Barcelona, Spain partner Santa & Cole.

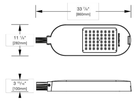
LED Technology

Candela utilizes LED solid state technology and is the perfect choice for owners wanting to reduce traditional maintenance cost associated with lamp replacement. To take advantage of this potential, LED luminaires must be designed and engineered to manage thermal properties of LEDs. Candela's cast aluminum housing dissipates heat while its meticulous details and finish express quality you can see.

Candela

Type 2 Distribution
Housing: Aluminum Injection
Lamp: 48 / 72 / 96 Cree XPGD LEDs
Drive Current: 350mA / 530mA
Optic: Polycarbonate optical lenses
Lens: Clear tempered glass
Power Supply: 120V-277V
LED Driver: Philips Xitanium 40W/100W
Dimmable: 1-10V or DALI
IP Rating: IP66
IK10 Rating: IK10 UV G2

Candela is equipped with Constant Light Output (CLO) technology. CLO programmatically compensates for lumen depreciation by adjusting the drive current, allowing light output to remain constant throughout the luminaire's maintenance cycle.



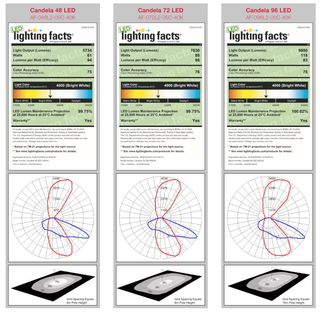
landscapeforms

CANDELA AREA LIGHT

Product Data Sheet

Lighting Facts®

Landscape Forms is committed to the development of energy efficient lighting. We participate in the Department of Energy Lighting Facts® label program. This activity is voluntary but helps consumers evaluate the multitude of products on the market today. The Lighting Facts® label provides a quick but comprehensive summary of luminaire performance as measured by the IESNA LM-79 photometric test standard for solid state lighting.



landscapeforms

CANDELA AREA LIGHT

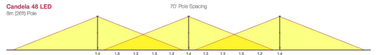
Product Data Sheet

Distribution and Spacing

Candela LED has an IES Type 2 distribution and is capable of meeting IESNA standard RP-8 Roadway Lighting, RP-33 Exterior Environments and DG-5 Walkways & Bikeways. When spaced properly, Candela LED can also meet the "Special Conditions" criteria for RP-33 and DG-5 Pedestrian Mall and Plaza lighting for applications where increased vertical illumination is needed for facial recognition and safety concerns.

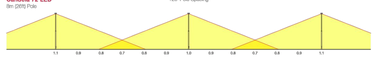
Candela 48 LED
9m (29ft) Pole

70' Pole Spacing



Candela 72 LED
9m (29ft) Pole

120' Pole Spacing



Candela 96 LED
10m (33ft) Pole

130' Pole Spacing

Candela 96 LED
10m (33ft) Pole

160' Pole Spacing

Horizontal Illuminance (fc) measured at one mounting height forward.

landscapeforms

CANDELA AREA LIGHT

Product Data Sheet

To Order Candela Luminaire

Specify in order: Product, Lamp, Drive Current, Color Temperature, Input Voltage, Mounting Arm and Finish.

Product	Lamp	Drive Current	Color Temp.	Input Voltage	Mounting	Finish
AF Candela	C48L2 (48 LED Type 2) C72L2 (72 LED Type 2) C96L2 (96 LED Type 2)	05C (350mA CLO*) 09C (530mA CLO*)	40K (4000K)	UV1 (120-277VAC)	MS (Med Single Arm) MD (Med Double Arm) LS (Long Single Arm) LD (Long Double Arm)	DG (Dark Grey) LG (Light Grey)

DG=Dark Grey
LG=Light Grey
CLO = Constant Light Output

EXAMPLE: AF – C96L2 – 05C – 40K / UV1 – MS – LG

To Order Aluminum Pole

Specify: Candela pole with desired mounting option, optional 7-pin (ANSI 136.41) twist lock receptacle, and Powdercoat Color.

Height	Pole	Description	Diameter	Weight	Wall Thick.	Twist Lock
8 meters	AF80007-01	(1) or (2) Candela luminaires at top, no twist lock	5" / 7"	130 lbs	.188"	NO
	AF80007-02	(1) or (2) Candela luminaires at top, with twist lock	5" / 7"	130 lbs	.188"	YES
10 meters	AF80009-01	(1) or (2) Candela luminaires at top, no twist lock	5" / 8"	175 lbs	.250"	NO
	AF80009-02	(1) or (2) Candela luminaires at top, with twist lock	5" / 8"	175 lbs	.250"	YES
	AF80009-03	(2) Candela luminaires at different heights, no twist lock	5" / 8"	175 lbs	.250"	NO
	AF80009-04	(2) Candela luminaires at different heights, with twist lock	5" / 8"	175 lbs	.250"	YES

EXAMPLE: AF80007 – 02 – MER

BLK=Black
MBK=Matte Black
MER=Mercury
SIL=Silver
SCL=Scomclcoat
TIMA=Titanium

landscapeforms

CANDELA AREA LIGHT

Product Data Sheet

Finish

LED luminaire body is aluminum injection with grey painted finish. The Pangard IP powdercoat finish on poles is offered exclusively by Landscape Forms.

Product Modifications

Don't see what you are looking for? Our goal is to partner with you as the designer to manufacture solutions needed for the space you are creating. We offer the option to modify our standard product to meet certain design specifications or needs. Contact your local Landscape Forms representitive to learn more about these offerings.

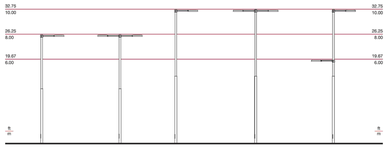
Warranty

Santa & Cole guarantees the composition and performance features of all material that shape the product for a period of three years. Electrical components including LED boards and electronic drivers are guaranteed for a period of five years.

Other

UL Listed, CE, RoHS
U.S. Patent No. D659,274

Designed by Gonzalo Milà
Candela design is protected by U.S. Patent No. D659,274



Visit landscapeforms.com for more information. Specifications are subject to change without notice. Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.

©2015 Landscape Forms, Inc. Printed in U.S.A.

landscapeforms

ARNE

Product Data Sheet

The Arne LED light is elegant, simple and sustainable. Inspired by Danish modernist architect and designer Arné Jacobsen, it has multiple functions and applications. Arne is available with street or flood optics, in versions of 18 or 36 LEDs. This versatile luminaire can be used as a pendant light, a wall-mounted lamp, a catenary, or fixed to a pole or column. Arne provides full 360° rotation and tilt capabilities to efficiently light all aspects of the environment, from walkways and architectural structures, to monuments and landscapes.

LED Technology

Arne employs solid state LED technology that provides exceptional energy efficiency and very long life, reducing maintenance cost. Designed to maximize this potential by managing the thermal properties of LEDs, the cast aluminum housing and anodized heat sink dissipate heat while its meticulous details and finish express quality you can see.

Flood Optics and Street Optics

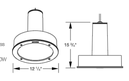
Arne is available with Street or Flood optics which provide different light distributions. The Street optics create an IESNA Type 2 distribution, while the Flood optics creates a circular shaped distribution with a NEMA Type 6HBV beam spread with the clear lens, and THeVY with the diffused lens. Combined with the various mounting options, these optics provide an additional level of control, allowing users to put light where it is needed.

Flood Optics

Street Optics

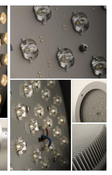
ARNE

Type 2 Distribution or Flood
Housing: Aluminum Injection
Lamp: 18/36 Cree XPGD LEDs
Color Temperature: 3000K, 4000K
Drive Current: 500mA
Optic: Street or Flood
Lens: Clear or diffused tempered glass
Power Supply: 120V-277V
LED Driver: Philips Xitanium 40W/100W
Dimmable: 1-10V or DALI
IP Rating: IP66
Weight: 18 lbs (Luminaire Only)
EPA: .077 ft²



Flood Optics

Street Optics



landscapeforms

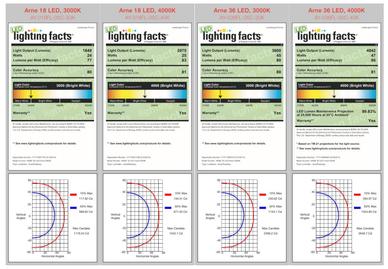
ARNE

Product Data Sheet

Lighting Facts®

Landscape Forms is committed to the development of energy efficient lighting. We participate in the Department of Energy Lighting Facts® label program. This activity is voluntary but helps consumers evaluate the multitude of products on the market today. The Lighting Facts® label provides a quick but comprehensive summary of luminaire performance as measured by the IESNA LM-79 photometric test standard for solid state lighting.

Flood Optics

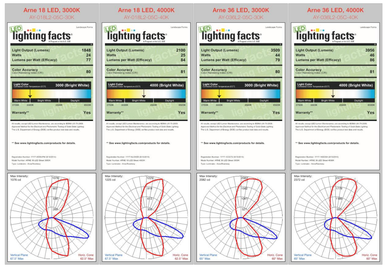


landscapeforms

ARNE

Product Data Sheet

Street Optics



landscapeforms

ARNE

Product Data Sheet

To Order Arne Luminaire

Specify in order: Product, Lamp, Drive Current, Color Temperature, Input Voltage, Mounting Option and Finish.

Product	Lamp	Drive Current	Color Temp.	Input Voltage	Mounting	Finish
AY ARNE	018LF (18 LED Fixed + Clear Lens) 018LFD (18 LED Fixed + Diffused Lens) 018L2 (18 LED Type 2) 036LF (36 LED Fixed + Clear Lens) 036LFD (36 LED Fixed + Diffused Lens) 036L2 (36 LED Type 2)	05C (500mA CLO*)	40K (4000K) 30K (3000K)	UV1 (120-277VAC)	CL (Column Mount) CT (Catenary Mount) PD (Pendant Mount) WL (Wall Mount)	DG (Dark Grey) LG (Light Grey)

DG=Dark Grey
LG=Light Grey
CLO = Constant Light Output

EXAMPLE: AY – 018LF – 05C – 40K – UV1 – CL – LG

To Order Aluminum Pole

Specify: Arne pole with optional 7-pin (ANSI 136.41) twist lock-receptacle and powdercoat color.

Height	Pole	Description	Diameter	Weight	Twist Lock
4.5 meters	AY904504-01	Single luminaire at top, no twist lock, with nut covers	5"	45 lbs	NO
	AY904504-02	Single luminaire at top, with twist lock, with nut covers	5"	45 lbs	YES
6 meters	AY906506-01	Single luminaire at top, no twist lock, with nut covers	5"	55 lbs	NO
	AY906506-02	Single luminaire at top, with twist lock, with nut covers	5"	55 lbs	YES
	AY906506-03	(2) luminaires at different heights, no twist lock, with nut covers	5"	55 lbs	NO
	AY906506-04	(2) luminaires at different heights, with twist lock, with nut covers	5"	55 lbs	YES
8 meters	AY908606-01	(2) luminaires at different heights, no twist lock, with nut covers	5" / 7"	150 lbs	NO
	AY908606-02	(2) luminaires at different heights, with twist lock, with nut covers	5" / 7"	150 lbs	YES
	AY908606-03	(4) luminaires at different heights, no twist lock, with nut covers	5" / 7"	150 lbs	NO
	AY908606-04	(4) luminaires at different heights, with twist lock, with nut covers	5" / 7"	150 lbs	YES
10 meters	AY9097-01	(4) luminaires in spiral configuration, no twist lock, with nut covers	5" / 8"	175 lbs	NO
	AY9097-02	(4) luminaires in spiral configuration, with twist lock, with nut covers	5" / 8"	175 lbs	YES
	AY9097-03	(5) luminaires in spiral configuration, no twist lock, with nut covers	5" / 8"	175 lbs	NO
	AY9097-04	(5) luminaires in spiral configuration, with twist lock, with nut covers	5" / 8"	175 lbs	YES

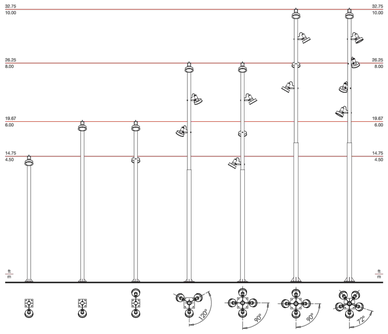
EXAMPLE: AY90094 – 02 – MER

BLK=Black
MBK=Matte Black
MER=Mercury
SIL=Silver
SCL=Scomclcoat
TIMA=Titanium

landscapeforms

ARNE

Product Data Sheet



CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
DATE 07/09/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

PRELIMINARY
LIGHTING PLAN
DETAILS

LT1.1

COPYRIGHT 2017 CIVIL SITE GROUP INC.

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.

2. SEE SHEETS SW1.0 - SW1.5 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF RAMSEY EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

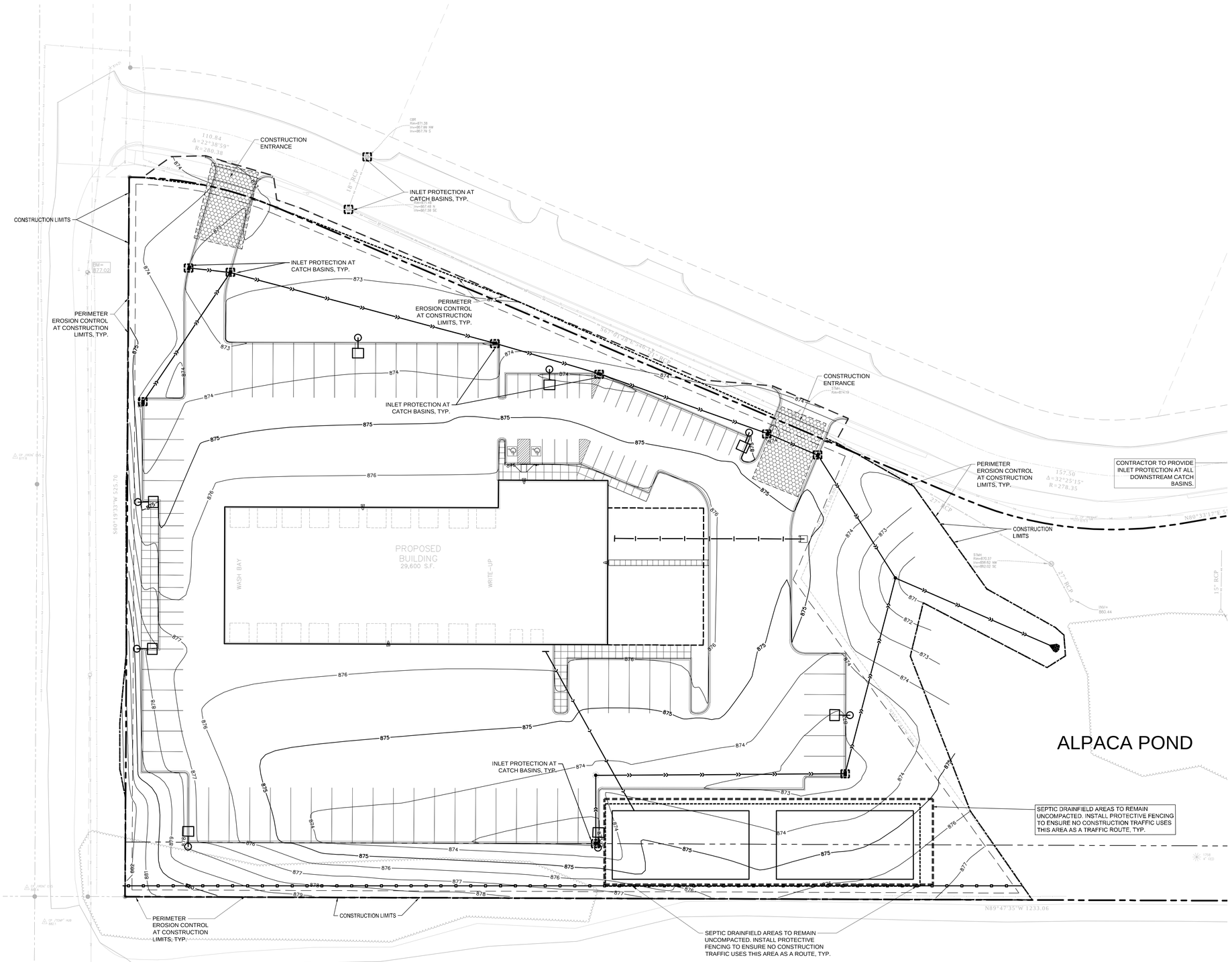
DATE	DESCRIPTION

PROJECT NUMBER: 18213

SWPPP - EXISTING CONDITIONS

SW1.0

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.

2. SEE SHEETS SW1.0 - SW1.5 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF RAMSEY EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

1" = 30'-0"
15'-0" 0 30'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV
THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

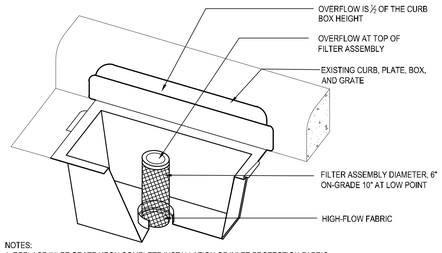
DATE	DESCRIPTION

PROJECT NUMBER: 18213

SWPPP - PROPOSED CONDITIONS

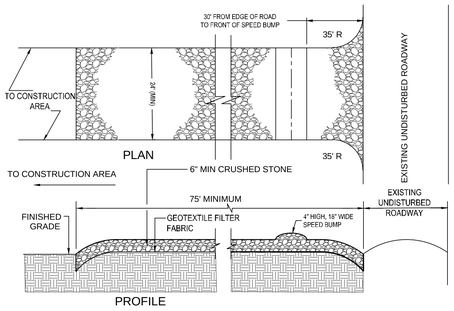
SW1.1

©COPYRIGHT 2017 CIVIL SITE GROUP INC.



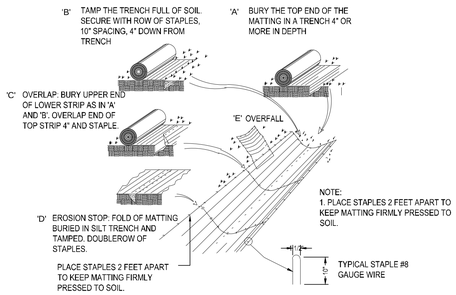
NOTES:
1. REPLACE INLET GRATE UPON COMPLETE INSTALLATION OF INLET PROTECTION FABRIC.
2. CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM THE SURFACE OF THE SYSTEM AFTER EACH STORM EVENT AND AT THE COMPLETION OF THE CONTRACT.
3. REFERENCE APPLE VALLEY STANDARD PLATE ERO-4C.

1 CURB INLET FILTER
NTS

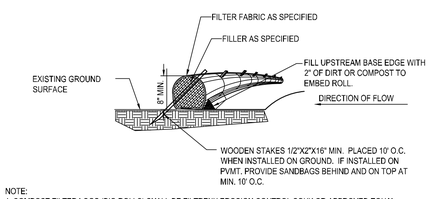


NOTES:
1. PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ENTRANCE AND UNDISTURBED ROADWAY.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO UNDISTURBED ROADWAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDING STONE TO THE LENGTH OF THE ENTRANCE.
3. REPAIR AND CLEANOUT MEASURES USED TO TRAP SEDIMENT.
4. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO UNDISTURBED ROADWAY SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
5. FINAL LOCATION AND INSTALLATION SHALL BE COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
6. CRUSHED STONE SHALL BE 1-1/2" DIA. CLOSE GRADED, AND IN ACCORDANCE TO MNDOT SECTION 2118.

2 STABILIZED CONSTRUCTION ACCESS
NTS

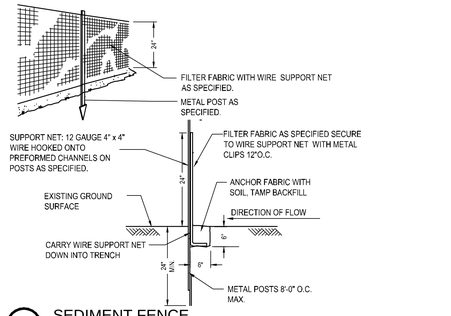


3 EROSION BLANKET
NTS



NOTE:
1. COMPOST FILTER LOGS (BIO ROLLS) SHALL BE FILTREXX EROSION CONTROL SOXX OR APPROVED EQUAL.
2. COMPOST FILLER TO BE MADE FROM A COMPOST BLEND 30%-40% GRADE 2 (SPEC 3890) AND 60%-70% PARTIALLY DECOMPOSED WOOD CHIPS, PER MNDOT SPEC 3897.
3. FILTER FABRIC SHALL BE GEOTEXTILE KNITTED MATERIAL WITH MAX. OPENINGS OF 3/8".
4. IF MULTIPLE ROLLS NEEDED, OVERLAP BY MIN. 12" AT ENDS AND STAKE.
5. SILT SHALL BE REMOVED ONCE IT REACHES 80% OF THE HEIGHT OF THE ROLL OR AS DEEMED NECESSARY BY SITE CONTRACTOR TO MAINTAIN PROPER FUNCTION.

4 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
NTS



5 SEDIMENT FENCE
NTS

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.

Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

SWPPP - DETAILS

SW1.2

©COPYRIGHT 2017 CIVIL SITE GROUP INC.

GENERAL SWPPP REQUIREMENTS AND NOTES:

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2013 # MNR100001 PAGES 1-35) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP (PART III.A)

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION. THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMPS. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DENUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.) (PART III.C)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION (PART III.E):

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL RECORDS, ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN PART II.C. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF THE NOT.

1. THE FINAL SWPPP;
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT;
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (SEE PART IV.E, INSPECTIONS AND MAINTENANCE);
4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, 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 STORMWATER MANAGEMENT SYSTEMS.

SWPPP IMPLEMENTATION RESPONSIBILITIES:

1. THE OWNER AND CONTRACTOR ARE PERMITTEE(S) AS IDENTIFIED BY THE NPDES PERMIT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON-SITE IMPLEMENTATION OF THE SWPPP, INCLUDING THE ACTIVITIES OF ALL OF THE CONTRACTOR'S SUBCONTRACTORS.
3. CONTRACTOR SHALL PROVIDE A PERSON(S) KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPS TO OVERSEE ALL INSTALLATION AND MAINTENANCE OF BMPS AND IMPLEMENTATION OF THE SWPPP.
4. CONTRACTOR SHALL PROVIDE PERSON(S) MEETING THE TRAINING REQUIREMENTS OF THE NPDES PERMIT TO CONDUCT INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY MPCA. CONTRACTOR SHALL PROVIDE TRAINING DOCUMENTATION FOR THESE INDIVIDUAL(S) AS REQUIRED BY THE NPDES PERMIT. THIS TRAINING DOCUMENTATION SHALL BE RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:
   - 4.1. NAMES OF THE PERSONNEL ASSOCIATED WITH THE PROJECT THAT ARE REQUIRED TO BE TRAINED PER PART III.F.1 OF THE PERMIT.
   - 4.2. DATES OF TRAINING AND NAME OF INSTRUCTOR AND ENTITY PROVIDING TRAINING.
   - 4.3. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.
5. FOLLOWING FINAL STABILIZATION AND THE TERMINATION OF COVERAGE FOR THE NPDES PERMIT, THE OWNER IS EXPECTED TO FURNISH LONG TERM OPERATION AND MAINTENANCE (O & M) OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM.

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

CONSTRUCTION ACTIVITY FIELD REQUIREMENTS:

1. ALL FIELD REQUIREMENTS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NPDES PERMIT AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
2. THE CONTRACTOR MUST IMPLEMENT THE SWPPP AND PROVIDE BMPS IDENTIFIED IN THE SWPPP IN AN APPROPRIATE AND FUNCTION MANNER.
3. THE CONTRACTOR SHALL RESPOND TO CHANGING SITE CONDITIONS AND IMPLEMENTS/UPPLEMENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES UTILIZED TO PROVIDE ADEQUATE PROTECTION OF DISTURBED SOILS AND ADEQUATE PREVENTION OF SEDIMENT TRANSPORT OFF-SITE. AT A MINIMUM, THE FOLLOWING STORMWATER POLLUTION PREVENTION CONSTRUCTION ACTIVITY FIELD REQUIREMENTS SHALL BE FURNISHED BY THE CONTRACTOR.

EROSION PREVENTION (PART IV.B):

THE CONTRACTOR IS RESPONSIBLE FOR PLANING FOR AND IMPLEMENTING APPROPRIATE CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, AND OTHER CONSTRUCTION PRACTICES THAT MINIMIZE EROSION, SO THAT THE INSPECTION AND MAINTENANCE REQUIREMENTS OF PART IV.E. ARE COMPLIED WITH. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE DELINEATED (E.G. WITH FLAGS, STAKES, SIGNS, SILT FENCE ETC.) ON THE DEVELOPMENT SITE BEFORE WORK BEGINS.

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT NO LATER THAN THE END OF THE NEXT WORK DAY WHEN EARTH-DISTURBING ACTIVITIES WILL CEASE FOR AT LEAST 14 DAYS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT BUT MUST COMPLY WITH PART IV.C.5.

SOILS WITHIN 200 FEET OF A PUBLIC WATER (AS DESIGNATED BY THE MINNESOTA DNR) MUST BE STABILIZED WITHIN 24 HOURS DURING FISH SPAWNING TIMES.

THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER. STABILIZATION OF THE LAST 200 LINEAL FEET MUST BE COMPLETED WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER.

STABILIZATION OF THE REMAINING PORTIONS OF ANY TEMPORARY OR PERMANENT DITCHES OR SWALES MUST BE COMPLETE WITHIN 14 DAYS AFTER CONNECTING TO A SURFACE WATER AND CONSTRUCTION IN THAT PORTION OF THE DITCH HAS TEMPORARILY OR PERMANENTLY CEASED.

TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A SEDIMENT CONTAINMENT SYSTEM (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NOT NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

SEED NOTES (PART III.A.4.A):

ALL SEED MIXES AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MNDOT SEEDING MANUAL.

GENERAL RECOMMENDATIONS:
IMMEDIATELY BEFORE SEEDING THE SOIL SHALL BE TILLED TO A MINIMUM DEPTH OF 3 INCHES.

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED
- TEMPORARY SEED SHALL BE MNDOT SEED MIX 21-112 (WINTER WHEAT COVER CROP) FOR WINTER AND 21-111 (OATS COVER CROP) FOR SPRING/SUMMER APPLICATIONS. BOTH SEED MIXES SHALL BE APPLIED AT A SEEDING RATE OF 100 LBS/ACRE.

MULCH
- IMMEDIATELY AFTER SEEDING, WITHIN 24 HOURS, MNDOT TYPE 1 MULCH SHOULD BE APPLIED TO PROTECT AND ENHANCE SEED GERMINATION. MULCH SHALL BE APPLIED AT 90% COVERAGE (2 TONS PER ACRE OF STRAW MULCH)

SLOPES
- 3:1 (HORIZ/VERT.) OR FLATTER MUCH SHALL BE COVERED WITH MULCH
- SLOPES STEEPER THAN 3:1 OR DITCH BOTTOMS SHALL BE COVERED WITH EROSION CONTROL BLANKET.
- SEE PLAN FOR MORE DETAILED DITCH AND STEEP SLOPE EROSION CONTROL TREATMENTS.

SEDIMENT CONTROL (PART IV.C):

SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.

a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.

b. IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4. A. THROUGH C.

c. IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.

SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G.

THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.

ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. THE WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP OR AVAILABLE WITHIN 72 HOURS UPON REQUEST. WHEN WRITTEN CORRESPONDENCE CAN NOT BE OBTAINED IN A TIMELY MANNER, THE SPECIFIC INLET PROTECTION CAN BE REMOVED TO ALLEVIATE THE IMMEDIATE SAFETY CONCERN. HOWEVER, EFFORTS TO OBTAIN WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.

VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE (OR ONTO STREETS WITHIN THE SITE) MUST BE MINIMIZED BY BMPS SUCH AS STONE PADS, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE USED IF SUCH BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET (SEE PART IV.E.4.D.).

THE PERMITEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF THE SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED. METHODS FOR MINIMIZING COMPACTION INCLUDE THE USE OF TRACKED EQUIPMENT, AND STAYING OFF OF AREAS TO BE LEFT UN-COMPACTED. METHODS TO PRESERVE TOPSOIL INCLUDE STRIPPING AND STOCKPILING TOPSOIL PRIOR TO GRADING OR EXCAVATION OPERATIONS.

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.

DEWATERING AND BASIN DRAINING (PART IV.D):

DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) RELATED TO THE CONSTRUCTION ACTIVITY THAT MAY HAVE TURBID OR SEDIMENT LADEN DISCHARGE WATER MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE WHENEVER POSSIBLE. IF THE WATER CANNOT BE DISCHARGED TO A SEDIMENTATION BASIN PRIOR TO ENTERING THE SURFACE WATER, IT MUST BE TREATED WITH THE APPROPRIATE BMPS SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE RECEIVING WATER, DOWNSTREAM LANDOWNERS OR WETLANDS. THE CONTRACTOR MUST ENSURE THAT DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEATHING OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS.

FILTER BACKWASH WATERS MUST BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. DISCHARGE OF THE BACKWASH WATER TO SANITARY SEWER IS ALLOWED WITH PERMISSION OF THE SANITARY SEWER AUTHORITY.

INSPECTIONS AND MAINTENANCE (PART IV.E):

THE CONTRACTOR IS RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE AND PROPER OPERATION OF EROSION AND SEDIMENT CONTROL FACILITIES. THE CONTRACTOR SHALL AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER AND WITHIN 7 DAYS AFTER THAT. CONTINUE INSPECTION ACTIVITIES UNTIL LAND-DISTURBING ACTIVITY HAS CEASED, THEREAFTER THE CONTRACTOR SHALL PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED. INSPECTIONS MUST INCLUDE STABILIZED AREAS, EROSION PREVENTION AND SEDIMENT CONTROL BMP'S AND INFILTRATION AREAS.

BASED ON INSPECTION RESULTS THE CONTRACTOR MAY MODIFY THE SWPPP IN ORDER TO PREVENT POLLUTANTS FROM LEAVING THE SITE VIA STORM WATER RUNOFF. THIS MODIFICATION MUST BE MADE WITHIN 7 CALENDAR DAYS OF THE INSPECTION UNLESS OTHERWISE REQUIRED BY THE TERMS OF THE PERMIT, LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

INSPECTION REPORTS MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND KEPT ON FILE BY THE CONTRACTOR AS AN INTEGRAL PART OF THE SWPPP ON SITE AND THEN FOR AT LEAST 3 YEARS FROM THE DATE OF COMPLETION OF THIS PROJECT.

ALL PERIMETER CONTROL DEVICES MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR THEREAFTER AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS, AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED TOPSOIL. THIS REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN 7 DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

SEE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR SITE SPECIFIC INSPECTIONS AND MAINTENANCE REQUIREMENTS.

POLLUTION PREVENTION MANAGEMENT (PART IV.F):

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE;

SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MINNESOTA POLLUTION CONTROL AGENCY (MPCA) DISPOSAL REQUIREMENTS.

HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTEWATER PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.

CONCRETE WASHOUT: 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 WASHOUT LIQUIDS TO ENTER THE GROUND 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. CONCRETE WASHOUT MAY ALSO OCCUR OFF SITE ACCORDING TO THE APPROPRIATE REGULATIONS.

FUELING OPERATION PLAN: ALL FUELING SHALL TAKE PLACE AT THE DESIGNATED FUELING LOCATION AND ACCORDING TO BEST PRACTICES FOR SITE FUELING OPERATIONS AS TO MINIMIZE THE POTENTIAL FOR SPILLS.

SPILL PREVENTION PLAN: ALL SPILLS SHALL BE IMMEDIATELY CLEANED UP AFTER DISCOVERY. THE SITE SUPERINTENDENT, WHO IS RESPONSIBLE FOR DAY-TO-DAY ONSITE CONSTRUCTION OPERATIONS WILL BE THE SPILL PREVENTION COORDINATOR AND WILL BE RESPONSIBLE FOR IMPLEMENTING CLEAN UP PROCEDURES, POSTING CLEAN UP RECOMMENDATIONS, AND ENSURING PROPER CLEAN UP TRAINING OF APPROPRIATE PERSONNEL.

SANITARY AND SEPTIC WASTE: SANITARY/SEPTIC FACILITIES SHALL BE PROVIDED AND MAINTAINED IN A NEAT AND SANITARY CONDITION, FOR THE USE OF THE CONTRACTOR'S EMPLOYEES, A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS REQUIRED BY STATE REGULATIONS WILL COLLECT SANITARY WASTE FROM PORTABLE UNITS.

FINAL STABILIZATION (PART IV.G):

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE ACCORDING THE DEFINITIONS IN THE NPDES GENERAL PERMIT PART IV SECTION G. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (N.O.T.) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE OR WITHIN 7 DAYS AFTER SELLING THE SITE OR PORTION OF THE SITE (THAT HAS NOT UNDERGONE FINAL STABILIZATION) TO ANOTHER PARTY. A COPY OF THIS NOTICE OF TERMINATION / PERMIT MODIFICATION FORM MUST GO TO THE NEW OWNER, THE ORIGINAL CURRENT OWNER MUST PROVIDE A SWPPP TO THE NEW OWNER THAT SPECIFICALLY ADDRESSES THE REMAINING CONSTRUCTION ACTIVITY. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) AND SWPPP PLAN SHEETS FOR FINAL STABILIZATION MEASURES

TRAINING (PART III.A.2)

DESIGN ENGINEER: MATTHEW R. PAVEK P.E.
TRAINING COURSE: DESIGN OF SWPPP
TRAINING ENTITY: UNIVERSITY OF MINNESOTA
INSTRUCTOR: JOHN CHAPMAN
DATES OF TRAINING COURSE: 5/15/2011 - 5/16/2011
TOTAL TRAINING HOURS: 12
RE-CERTIFICATION: 3/16/2017 (8 HOURS), EXP. 5/31/2020

OWNER INFORMATION

OWNER: LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW
ANOKA, MN 55303
CONTACT: NICK TOMASHOT
480-772-5082

AREAS AND QUANTITIES (PART III.A.4.B&C):

SITE AREA CALCULATIONS	EXISTING CONDITION		PROPOSED CONDITION	
BUILDING COVERAGE	0 SF	0.0%	29,600 SF	7.2%
ALL PAVEMENTS	0 SF	0.0%	126,648 SF	31.0%
ALL NON-PAVEMENTS	408,916 SF	100.0%	252,668 SF	61.8%
TOTAL SITE AREA	408,916 SF	100.0%	408,916 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	0 SF	0.0%		
PROPOSED CONDITION	156,248 SF	38.2%		
DIFFERENCE (EX. VS PROP.)	156,248 SF	38.2%		
EROSION CONTROL QUANTITIES				
DISTURBED AREA	262,977 SF	6.04		
SILT FENCE/BIO-ROLL	±3200 LF			
EROSION CONTROL BLANKET	0 SF			
INLET PROTECTION DEVICES	±15 EA			

NOTE: QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL DETERMINE FOR THEMSELVES THE EXACT QUANTITIES FOR BIDDING AND CONSTRUCTION.

SWPPP CONTACT PERSON

CONTRACTOR:

SWPPP INSPECTOR TRAINING: SWPPP
ALL SWPPP INSPECTIONS MUST BE PERFORMED BY A PERSON THAT MEETS THE TRAINING REQUIREMENTS OF THE NPDES CONSTRUCTION SITE PERMIT.
TRAINING CREDENTIALS SHALL BE PROVIDED BY THE CONTRACTOR AND KEPT ON SITE WITH THE

PARTY RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORM WATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT IS NOT REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE PROPERTY OWNER IS RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PROPOSED STORMWATER SYSTEM.

SWPPP ATTACHMENTS (ONLY APPLICABLE IF SITE IS 1 ACRE OR GREATER):

CONTRACTOR SHALL OBTAIN A COPY OF THE FOLLOWING SWPPP ATTACHMENTS WHICH ARE A PART OF THE OVERALL SWPPP PACKAGE:
ATTACHMENT A. CONSTRUCTION SWPPP TEMPLATE - SITE SPECIFIC SWPPP DOCUMENT
ATTACHMENT B. CONSTRUCTION STORMWATER INSPECTION CHECKLIST
ATTACHMENT C. MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEMS
ATTACHMENT D: STORMWATER MANAGEMENT REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.
ATTACHMENT E: GEOTECHNICAL EVALUATION REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS GREATER THAN 1.0 ACRES SO AN NPDES PERMIT IS REQUIRED AND NEEDS TO BE SUBMITTED TO THE MPCA. THE CONTRACTOR IS REQUIRED TO FOLLOW THE GUIDELINES IN THE NPDES PERMIT THROUGHOUT CONSTRUCTION.

PROJECT NARRATIVE:

PROJECT IS THE CONSTRUCTION OF A NEW RV SERVICE CENTER ON CURRENTLY UNDEVELOPED LAND. AN EXISTING INFILTRATION BASIN EXISTS ON THE SITE.

SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

1. DURING CONSTRUCTION:
   A. STABILIZATION OF ALL EXPOSED SOIL AREAS MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION BUT IN NO CASE COMPLETED LATER THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
   B. TEMPORARY SEDIMENT BASIN REQUIREMENTS DESCRIBED IN PART III.C. MUST BE USED FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OR MORE ACRES DISTURBED AT ONE TIME.

2. POST CONSTRUCTION:THE WATER QUALITY VOLUME THAT MUST BE RETAINED ON SITE BY THE PROJECT'S PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.D. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT, SEE PART III.D.1. FOR MORE INFORMATION ON INFILTRATION DESIGN, PROHIBITIONS AND APPROPRIATE SITE CONDITIONS.

PERMANENT STABILIZATION NOTES SITE SPECIFIC:

PERMANENT SEED MIX
- FOR THIS PROJECT ALL AREAS THAT ARE NOT TO BE SODDED OR LANDSCAPED SHALL RECEIVE A NATIVE PERMANENT SEED MIX.
  - AREAS IN BUFFERS AND ADJACENT TO OR IN WET AREAS MNDOT SEED MIX 33-261 (STORMWATER SOUTH AND WEST) AT 35 LBS PER ACRE.
  - DRY AREAS MNDOT SEED MIX 35-221 (DRY PRAIRIE GENERAL) AT 40 LBS PER ACRE.
- MAINTENANCE SHALL BE IN ACCORDANCE TO THE MNDOT SEEDING MANUAL.

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.
Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMIT

ATTACHMENT A: SITE SPECIFIC SWPPP DOCUMENT

PROJECT NAME: LAZY DAYS OF MINNEAPOLIS
PROJECT LOCATION (BRIEFLY DESCRIBE WHERE CONSTRUCTION ACTIVITY OCCURS. INCLUDE ADDRESS IF AVAILABLE.)
ADDRESS: RIVERDALE DRIVE NW
CITY OR TOWNSHIP: RAMSEY
STATE: MN
ZIP CODE: 55303
LATITUDE/LOGITUDE OF APPROXIMATE CENTROID OF PROJECT: 45D14'03.48" N, 93D28'44.96"W
METHOD OF LAT/LONG COLLECTION (CIRCLE ONE): GPS (ONLINE TOOL) USGS TOPOGRAPHIC
ALL CITIES WHERE CONSTRUCTION WILL OCCUR: RAMSEY
ALL COUNTIES WHERE CONSTRUCTION WILL OCCUR: ANOKA
ALL TOWNSHIPS WHERE CONSTRUCTION WILL OCCUR: N/A

PROJECT SIZE (NUMBER OF ACRES TO BE DISTURBED): 6.0

PROJECT TYPE (CIRCLE ONE): RESIDENTIAL (COMMERCIAL/INDUSTRIAL) ROAD CONSTRUCTION
RESIDENTIAL & RD CONSTRUCTION OTHER (DESCRIBE): XXXXX

CUMULATIVE IMPERVIOUS SURFACE (TO THE NEAREST TENTH ACRE)
EXISTING AREA OF IMPERVIOUS SURFACE : 0.0
POST CONSTRUCTION AREA OF IMPERVIOUS SURFACE: 3.6
TOTAL NEW AREA OF IMPERVIOUS SURFACE: 3.6

RECEIVING WATERS

WATER BODY ID WATER (Y/N)	NAME OF WATER BODY	WATER BODY TYPE	SPECIAL WATER? (Y/N)	IMPAIRED
.	MISSISSIPPI RIVER	RIVER	NO	NO
.	.	.	.	.
.	.	.	.	.
.	.	.	.	.

DATES OF CONSTRUCTION
CONSTRUCTION START DATE: 09/18
ESTIMATED COMPLETION DATE: 09/19

GENERAL CONSTRUCTION PROJECT INFORMATION
DESCRIBE THE CONSTRUCTION ACTIVITY (WHAT WILL BE BUILT, GENERAL TIMELINE, ETC): THIS PROJECT WILL BE THE CONSTRUCTION OF A NEW RV SERVICE CENTER, ASSOCIATED PARKING, AND LANDSCAPING.
DESCRIBE SOIL TYPES FOUND AT THE PROJECT: SOILS ON SITE ARE SANDY, TYPE "A" SOILS

SITE LOCATION MAP - ATTACH MAPS (U.S. GEOLOGIC SURVEY 7.5 MINUTE QUADRANGLE, NATIONAL WETLAND INVENTORY MAPS OR EQUIVALENT) SHOWING THE LOCATION AND TYPE OF ALL RECEIVING WATERS, INCLUDING WETLANDS, DRAINAGE DITCHES, STORMWATER PONDS, OR BASINS, ETC. THAT WILL RECEIVE RUNOFF FROM THE PROJECT. USE ARROWS SHOWING THE DIRECTION OF FLOW AND DISTANCE TO THE WATER BODY.

GENERAL SITE INFORMATION (III.A)
1. DESCRIBE THE LOCATION AND TYPE OF ALL TEMPORARY AND PERMANENT EROTION PREVENTION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICIES (BMP'S). INCLUDE THE TIMING FOR INSTALLATION AND PROCEDURES USED TO ESTABLISH ADDITIONAL TEMPORARY BMP'S AS NECESSARY. (III.A.4.A)
THE PROJECT IS PROTECTED BY TWO (W) MAIN BMP'S, SILT FENCE AND INLET PROTECTION DEVICES. THE SILT FENCE WILL BE INSTALLED AT THE DOWNHILL LOCATIONS OF THE SITE AND MONITORED AS NECESSARY. INLET PROTECTION DEVIDES WILL BE INSTALLED IN ALL CATCH BASINS ON THE SITE AND ANY OFF SITE THAT WILL RECEIVE STORMWATER RUNOFF FROM THIS SITE. AS THE PROJECT PROGRESSES ADDITIONAL BMP'S SUCH AS EROSION CONTROL BLANKET MAY BE UTILITZED.
2. ATTACH TO THIS SWPPP A TABLE WITH THE ANTICIPATED QUANTITIES FOR THE LIFE OF THE PROJECT FOR ALL EROSION PREVENTION AND SEDIMENT CONTROL BMP'S (III.A.4.B) SEE PAGE SW1.3
3. ATTACH TO THIS SWPPP A SITE MAP THAT INCLUDES THE FOLLOWING FEATURES (III.A.3.B-F):
EXIST AND FINAL GRADES, INCLUDING DIVIDING LINES AND DIRECTION OF FLOW FOR ALL PRE AND POST-CONSTRUCTION STORMRWATER RUNOFF DRAINAGE AREAS LOCATED WITHIN THE PROJECT LIMITS.

LOCATIONS OF IMPERVIOUS SURFACES AND SOIL TYPES.
- EXISTING AND FINAL GRADES, INCLUDING DIVIDING LINES AND DIRECTION OF FLOW FOR ALL PRE AND POST-CONSTRUCTION STORMWATER RUNOFF DRAINAGE AREAS LOCATED WITHIN PROJECT LIMITS.
- LOCATIONS OF AREAS NOT TO BE DISTRUBED.
- LOCATION OF AREAS OF PHASED CONSTRUCTION.
- ALL SURFACE WATERS AND EXISTING WETLANDS WITHIN ONE MILE FROM THE PROJECT BOUNDARIES THAT WILL RECEIVE STORMWATER RUNOFF FROM THE SITE (IDENTIFIABLE ON MAPS SUCH AS USGS 7.5 MINUTE QUADRANGLE MAPS OR EQUIVALENT. WHERE SURFACE WATERS RECEIVING RUNOFF ASSOCIATED WITH CONSTRUCTION ACTIVITY WILL NOT FIT ON THE PLAN SHEET, THEY MUST BE IDENTIFIED WITH AN ARROW, INDICATING BOTH DIRECTION AND DISTANCE TO THE SURFACE WATER.
- METHODS TO BE USED FOR FINAL STABILIZATION OF ALL EXPOSED SOIL AREA

4. WERE STORMWATER MITIGATION MEASURES REQUIRED AS THE RESULT OF AN ENVIRONMENTAL, ARCHAEOLOGICAL, OR OTHER REQUIRED LOCAL, STATE OR FEDERAL REVIEW OF THE PROJECT? NO
IF YES, DESCRIBE HOW THESE MEASURES WERE ADDRESSED IN THE SWPPP. (III.A.6)
N/A
5. IS THE PROJECT LOCATED IN A KARST AREA SUCH THAT ADDITIONAL MEASURES WOULD BE NECESSARY OT PROJECT DRINKING WATER SUPPLY MANAGEMENT AREAS AS DESCRIBED IN MINN. R. CHAPTERS 7050 AND 7060? NO
IF YES, DESCRIBE THE ADDITIONAL MEASURES TO BE USED. (III.A.7)
N/A
6. DOES THE SITE DISCHARGE TO A CALCEREOUS FEN LISTED IN MINN. R. 7050.0180, SUBP. 6 B? NO
IF YES, A LETTER OF APPROVAL FROM THE MINNESOTA DEPARTMENT OF NATURAL RESOURCES MUST BE OBTAINED PRIOR TO APPLICATION FOR THIS PERMIT. (PART I B.6 AND PART III.A.8)
7. DOES THE SITE DISCHARGE TO A WATER THAT IS LISTED AS IMPARED FOR THE FOLLOWING POLLUTANT(S) OR STRESSOR(S): PHOSPHORUS, TURBIDITY, DISSOLVED OXYGEN OR BIOTIC IMPAIRMENT? USE THE SPECIAL AND IMPAIRED WATERS SEARCH TOOL AT: WWW.PCA.STATE.MN.US/WATER/STORMWATER/STORMWATER-C.HTML
N/A
IF NO, SKIP TO TRAINING
DOES THE IMPAIRED WATER HAVE AN APPROVED TOTAL MAXIMUM DAILY LOADS (TMDL) WITH AN APPROVED WASTE LOAD ALLOCATION FOR CONSTRUCTION ACTIVITY? NO
IF YES;
A. LIST THE RECEIVING WATER, THE AREAS OF THE SITE DISCHARGING TO IT, AND THE POLLUTANT(S) IDENTIFIED IN THE TMDL.
B. LIST THE BMP'S AND ANY OTHER SPECIFIC CONSTRUCTION STORMWATER RELATED IMPLEMENTATION ACTIVITIES IDENTIFIED IN THE TMDL.

IF THE SITE HAS A DISCHARGE POINT WITHIN ONE MILE OF THE IMPAIRED WATER AND THE WATER FLOWS TO THE IMPAIRED WATER BUT NO SPECIFIC BMPS FOR CONSTRUCTION ARE IDENTIFIED IN THE TMDL, THE ADDITIONAL BMPS IN APPENDIX A (C.1, C.2, C.3 & (C.4-TROUT STREAM)) MUST BE ADDED TO THE SWPPP AND IMPLEMENTED. (III.A.7). THE ADDITIONAL BMPS ONLY APPLY TO THOSE PORTIONS OF THE PROJECT THAT DRAIN TO ONE OF THE IDENTIFIED DISCHARGE POINTS.

N/A

8. IDENTIFY ADJACENT PUBLIC WATERS WHERE THE MINNESOTA DEPARTMENT OF NATURAL RESOURCES (DNR) HAS DECLARED "WORK IN WATER RESTRICTIONS" DURING FISH SPAWNING TIMEFRAMES
N/A

SELECTION OF A PERMANENT STORMWATER MANAGEMENT SYSTEM (III.D.)

1. WILL THE PROJECT CREATE A NEW CUMULATIVE IMPERVIOUS SURFACE GREATER THAN OR EQUAL TO ONE ACRE? YES

IF YES, A WATER QUALITY VOLUME OF ONE INCH OF RUNOFF FROM THE CUMULATIVE NEW IMPERVIOUS SURFACES MUST BE RETAINED ON SITE (SEE PART III.D OF THE PERMIT) THROUGH INFILTRATION UNLESS PROHIBITED DUE TO ONE OF THE REASONS IN PART III.D.1.J. IF INFILTRATION IS PROHIBITED IDENTIFY OTHER METHOD OF OTHER VOLUME REDUCTION (E.G., FILTRATION SYSTEM, WET SEDIMENTATION BASIN, REGIONAL PONDING OR EQUIVALENT METHOD

2. DESCRIBE WHICH METHOD WILL BE USED TO TREAT RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT (III.D):

- WET SEDIMENTATION BASIN
- INFILTRATION/FILTRATION
- REGIONAL PONDS
- COMBINATION OF PRACTICES

INCLUDE ALL CALCULATIONS AND DESIGN INFORMATION FOR THE METHOD SELECTED. SEE PART III.D OF THE PERMIT FOR SPECIFIC REQUIREMENTS ASSOCIATED WITH EACH METHOD.

INFILTRATION / FILTRATION / REGIONAL PONDING

CALCULATIONS ARE WITHIN THE SITE STORM WATER MANAGEMENT REPORT AND PART OF THIS SWPPP AS ATTACHMENT D.

3. IF IT IS NOT FEASIBLE TO MEET THE TREATMENT REQUIREMENT FOR THE WATER QUALITY VOLUME, DESCRIBE WHY. THIS CAN INCLUDE PROXIMITY TO BEDROCK OR ROAD PROJECTS WHERE THE LACK OF RIGHT OF WAY PRECLUDES THE INSTALLATION OF ANY PERMANENT STORMWATER MANAGEMENT PRACTICES. DESCRIBE WHAT OTHER TREATMENT, SUCH AS GRASSES SWALES, SMALLER PONDS, OR GRIT CHAMBERS, WILL BE IMPLEMENTED TO TREAT RUNOFF PRIOR TO DISCHARGE TO SURFACE WATERS. (III.C)

IT IS FEASIBLE TO MEET REQUIREMENT FOR WATER QUALITY VOLUME.

4. FOR PROJECTS THAT DISCHARGE TO TROUT STREAMS, INCLUDING TRIBUTARIES TO TROUT STREAMS, IDENTIFY METHOD OF INCORPORATING TEMPERATURE CONTROLS INTO THE PERMANENT STORMWATER MANAGEMENT SYSTEM.

N/A

EROSION PREVENTION PRACTICES (IV.B)
DESCRIBE THE TYPES OF TEMPORARY EROSION PREVENTION BMP'S EXPECTED TO BE IMPLEMENTED ON THIS SITE DURING CONSTRUCITON:
1. DESCRIBE CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, AND OTHER CONSTRUCTION PRACTICES TO MINIMIZE EROSION. DELINEATE AREAS NOT TO BE DISTURBED (E.G., WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC.) BEFORE WORK BEGINS.
SILT FENCE WILL BE INSTALLED AT ATHE DOWNHILL LOCATIONS OF THE SITE.
2. DESCRIBE METHODS OF TEMPORARILY STABILIZING SOILS AND SOIL STOCKPILES (E.G., MULCHES, HYDRAULIC TACKIFIERS, EROSION BLANKETS, ETC.):
TEMPORARY EROSION PROTECTION WILL BE SEED AND MULCH AND EROSION BLANKETS WHERE REQUIRED, WITH PERMANENT COVER BEING EITHER SOD OR LANDSCAPE FEATURES.
3. DESCRIBE METHODS OF DISSIPATING VELOCITY ALONG STORMWATER CONVEYANCE CHANNELS AND AT CHANNEL OUTLETS (E.G., CHECK DAMS, SEDIMENT TRAPS, RIP RAP, ETC.):
SOD WILL BE UTILIZED ALONG CHANNELS AND RIP RAP AT CHANNEL.
4. DESCRIBE METHODS TO BE USED FOR STABILIZATION OF DITCH AND SWALE WETTED PERIMETERS (NOTE THAT MULCH, HYDRAULIC SOIL TACKIFIERS, HYDROMULCHES, ETC. ARE NOT ACCEPTABLE SOIL STABILIZATION METHODS FOR ANY PART OF A DRAINAGE DITCH OR SWALE)
FINAL STABILIZATION OF SWALES WILL BE SOD
5. DESCRIBE METHODS TO BE USED FOR ENERGY DISSIPATION AT PIPE OUTLETS (E.G., RIP RAP, SPLASH PADS, GABIONS, ETC.)
RIP RAP WILL BE UTILIZED AT PIPE OUTLETS
6. DESCRIBE METHODS TO BE USED TO PROMOTE INFILTRATION AND SEDIMENT REMOVAL ON THE SITE PRIOR TO OFFSITE DISCHARGE, UNLESS INFEASIBLE (E.G., DIRECT STORMWATER FLOW TO VEGETATED AREAS):
DISCONNECTED IMPERVIOUS AREA AND INFILTRATION AREAS WILL BE UTILIZED
7. FOR DRAINAGE OR DIVERSION DITCHES, DESCRIBE PRACTICES TO STABILIZE THE NORMAL WETTED PERIMETER WITHIN 200 LINEAL FEET OF THE PROPERTY EDGE OR POINT OF DISCHARGE TO SURFACE WATER. THE LAST 200 LINEAL FEET MUST BE STABILIZED WITHIN **24 HOURS** AFTER CONNECTING TO SURFACE WATERS AND CONSTRUCTION IN THAT PORTION OF THE DITCH HAS TEMPORARILY OR PERMANENTLY CEASED FOR ALL DISCHARGES TO SPECIAL, IMPAIRED OR "WORK IN WATER RESTRICTIONS". ALL OTHER REMAINING PORTIONS OF THE TEMPORARY OR PERMANENT DITCHES OR SWALES WITHIN 14 CALENDAR DAYS AFTER CONNECTING TO A SURFACE WATER, PROPERTY EDGE AND CONSTRUCTION IN THAT AREA HAS TEMPORARILY OR PERMANENTLY CEASED.
N/A, NO DITCHES ON SITE
8. DESCRIBE ADDITIONAL EROSION PREVENTION MEASURES THAT WILL BE IMPLEMENTED AT THE SITE DURING CONSTRUCTION (E.G., CONSTRUCTION PHASING, MINIMIZING SOIL DISTURBANCE, VEGETATIVE BUFFERS, HORIZONTAL SLOPE GRADING, SLOPE DRAINING/TERRACING, ETC.):
OTHER EROSION CONTROL PRACTICES INCLUDE BUT ARE NOT LIMITED TO; MINIMIZING SITE EXPOSURE WHEN POSSIBLE.
9. IF APPLICABLE, INCLUDE ADDITIONAL REQUIREMENTS IN APPENDIX A PART C.3 REGARDING MAINTAINING A 100-FOOT BUFFER ZONE OR INSTALLING REDUNDANT BMPS FOR PORTIONS OF THE SITE THAT DRAIN TO SPECIAL WATERS).
N/A
10. IF APPLICABLE, DESCRIBE ADDITIONAL EROSION PREVENTION BMPS TO BE IMPLEMENTED AT THE SITE TO PROTECT PLANNED INFILTRATION AREAS
MINIMIZE SITE EXPOSURE IN AREAS ADJACENT TO INFILTRATION AREAS.

SEDIMENT CONTROL PRACTICIES (IV.C)
DESCRIBE THE METHODS OF SEDIMENT CONTROL BMPS TO BE IMPLEMENTED AT THIS SITE DURING CONSTRUCTION TO MINIMIZE SEDIMENT IMPACTS TO SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS
1. DESCRIBE METHODS TO BE USED FOR DOWN GRADIENT PERIMETER CONTROL:
SILT FENCE WILL BE INSTALLED AROUND THE ENTIRE PERIMETER OF THE SITE
2. DESCRIBE METHODS TO BE USED TO CONTAIN SOIL STOCKPILES:
SEED AND MULCH AS WELL AS EROSION CONTROL BLANKETS WILL BE UTILIZED AS NECESSARY
3. DESCRIBE METHODS TO BE USED FOR STORM DRAIN INLET PROTECTION:
SEE INLET PROTECTION DETAILS
4. DESCRIBE METHODS TO MINIMIZE VEHICLE TRACKING AT CONSTRUCTION EXITS AND STREET SWEEPING ACTIVITIES:
THE PROJECT WILL UTILIZE A ROCK CONSTRUCTION ENTRANCE.
5. DESCRIBE METHODS, IF APPLICABLE, ADDITIONAL SEDIMENT CONTROLS (E.G., DIVERSION BERMS) TO BE INSTALLED TO KEEP RUNOFF AWAY FROM PLANNED INFILTRATION AREAS WHEN EXCAVATED PRIOR TO FINAL STABILIZATION OF THE CONTRIBUTING DRAINAGE AREA:
SILT FENCE TO BE INSTALLED IMMEDIATELY AFTER GRADING TO PROTECT INFILTRATION AREAS.
6. DESCRIBE METHODS TO BE USED TO MINIMIZE SOIL COMPACTION AND PRESERVE TOP SOIL (UNLESS INFEASIBLE) AT THIS SITE:
LIGHT TRACKED EQUIPMENT WILL BE USED, TOPSOIL WILL BE STRIPPED AND STOCKPILED
7. DESCRIBE PLANS TO PRESERVE A 50-FOOT NATURAL BUFFER BETWEEN THE PROJECT'S SOIL DISTURBANCE AND A SURFACE WATER OR PLANS FOR REDUNDANT SEDIMENT CONTROLS IF A BUFFER IS INFEASIBLE:
DOUBLE ROW OF SILT FENCE WILL BE INSTALLED ALONG WETLAND. PROJECT WILL NOT DISTURB WITHIN 200 FEET OF WETLAND.
8. DESCRIBE PLANS FOR USE OF SEDIMENTATION TREATMENT CHEMICALS (E.G., POLYMERS, FLOCCULANTS, ETC.) SEE PART IV.C.10 OF THE PERMIT:
N/A
9. IS THE PROJECT REQUIRED TO INSTALL A TEMPORARY SEDIMENT BASIN DUE TO 10 OR MORE ACRES DRAINING TO A COMMON LOCATION OR 5 ACRES OR MORE IF THE SITE IS WITHIN 1 MILE OF A SPECIAL OR IMPAIRED WATER? NO
IF YES, DESCRIBE (OR ATTACH PLANS) SHOWING HOW THE BASIN WILL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH PART III.C OF THE PERMIT.
N/A

DEWATERING AND BASIN DRAINING (IV.D)
1. WILL THE PROJECT INCLUDE DEWATERING OR BASIN DRAINING? NO
IF YES, DESCRIBE MEASURES TO BE USED TO TREAT/DISPOSE OF TURBID OR SEDIMENT-LADEN WATER AND METHOD TO PREVENT EROSION OR SCOUR OF DISCHARGE POINTS (SEE PART IV. D OF THE PERMIT):
N/A
2. WILL THE PROJECT INCLUDE USE OF FILTERS FOR BACKWASH WATER? NO
IF YES, DESCRIBE HOW FILTER BACKWASH WATER WILL BE MANAGED ON THE SITE OR PROPERLY DISPOSED (SEE PART III.D.3. OF THE PERMIT):
N/A

ADDITIONAL BMP'S FOR SPECIAL WATERS AND DISCHARGES TO WETLANDS (APPENDIX A, PARTS C AND D)
1. SPECIAL WATERS. DOES YOUR PROJECT DISCHARGE TO SPECIAL WATERS? NO
2. IF PROXIMITY TO BEDROCK OR ROAD PROJECTS WHERE THE LACK OF RIGHT OF WAY PRECLUDES THE INSTALLATION OF ANY OF THE PERMANENT STORMWATER MANAGEMENT PRACTICES, THEN OTHER TREATMENT SUCH AS GRASSED SWALES, SMALLER PONDS, OR GRIT CHAMBERS IS REQUIRED PRIOR TO DISCHARGE TO SURFACE WATERS. DESCRIBE WHAT OTHER TREATMENT WILL BE PROVIDED.
N/A
3. DESCRIBE EROSION AND SEDIMENT CONTROLS FOR EXPOSED SOIL AREAS WITH A CONTINUOUS POSITIVE SLOPE TO A SPECIAL WATERS, AND TEMPORARY SEDIMENT BASINS FOR AREAS THAT DRAIN FIVE OR MORE ACRES DISTURBED AT ONE TIME.
N/A
4. DESCRIBE THE UNDISTURBED BUFFER ZONE TO BE USED (NOT LESS THAN 100 LINEAR FEET FROM THE SPECIAL WATER).
N/A
5. DESCRIBE HOW THE PERMANENT STORMWATER MANAGEMENT SYSTEM WILL ENSURE THAT THE PRE AND POST PROJECT RUNOFF RATE AND VOLUME FROM THE 1, AND 2-YEAR 24-HOUR PRECIPITATION EVENTS REMAINS THE SAME.
N/A
6. DESCRIBE HOW THE PERMANENT STORMWATER MANAGEMENT SYSTEM WILL MINIMIZE ANY INCREASE IN THE TEMPERATURE OF TROUT STREAM RECEIVING WATERS RESULTING IN THE 1, AND 2-YEAR 24-HOUR PRECIPITATION EVENTS.
N/A
7. **WETLANDS.** DOES YOUR PROJECT DISCHARGE STORMWATER WITH THE POTENTIAL FOR SIGNIFICANT ADVERSE IMPACTS TO A WETLAND (E.G., CONVERSION OF A NATURAL WETLAND TO A STORMWATER POND)? YES OR NO
IF YES, DESCRIBE THE WETLAND MITIGATION SEQUENCE THAT WILL BE FOLLOWED IN ACCORDANCE WITH PART D OF APPENDIX A.
N/A

INSPECTIONS AND MAINTENANCE (IV.E)
DESCRIBE PROCEDURES TO ROUTINELY INSPECT THE CONSTRUCTION SITE:
- ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND
- WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS, AND WITHIN (7) DAYS AFTER THAT

INSPECTIONS MUST INCLUDE STABILIZED AREAS, EROSION PREVENTION,AND SEDIMENT CONTROL BMP'S AND INFILTRATION AREAS.
INSPECTOR WILL FOLLOW REQUIREMENTS SPECIFIED ABOVE AND FILL OUT "ATTACHMENT B - CONSTRUCTION STORMWATER INSPECTION CHECKLIST"
1. Describe practices for storage of building products with a potential to leach pollutants to minimize exposure to stormwater:
ALL BUILDING PRODUCTS WILL BE SEALED AND STORED IN A MANNER TO MINIMIZE EXPOSURE
2. Describe practices for storage of pesticides, herbicides, insecticides, fertilizers, treatment chemical, and landscape materials:
ALL LANDSCAPE TREATMENT CHEMICALS WILL BE SEALED AND STORED IN A MANNER TO MINIMIZED EXPOSURE
3. Describe practices for storage and disposal of hazardous materials or toxic waste (e.g., oil, fuel, hydraulic fluids, paint solvents, petroleum-based products, wood preservative, additives, curing compounds, and acids) according to Minn. R. ch. 7045, including restricted access and secondary containment:
ALL HAZARDOUS WASTE WILL BE APPROPRIATELY DISPOSED OF OFF SITE ACCORDING TO LOCAL AND STATE LAWS.
4. Describe collection, storage and disposal of solid waste in compliance with Minn. R. ch. 7035:
ALL CONSTRUCTION DEBRIS AND SOLID WASTER WILL BE APPROPRIATELY DISPOSED OF OFF SITE ACCORDING TO LOCAL AND STATE LAWS
5. Describe management of portable toilets to prevent tipping and disposal of sanitary wastes in accordance with Minn. R. ch. 7040:
SANITARY AND SEPTIC SERVICES WILL BE PROVIDED TO WORKERS WITH PORTABLE FACILITIES MAINTAINED AS NEEDED BY THE PROVIDER.
6. Describe spill prevention and response for fueling and equipment or vehicle maintenance:
EMPLOYEES WILL BE TRAINED IN TECHNIQUES DESIGNED TO MINIMIZE SPILLS. VEHICLES AND EQUIPMENT SHALL BE CHECKED FOR LEAKS.
7. Describe containment and disposal of vehicle and equipment wash water and prohibiting engine degreasing on the site:
ALL CONSTRUCTION VEHICLES SHALL BE WASHED OFF SITE
8. Describe storage and disposal of concrete and other washout wastes so that wastes do not contact the ground:
ALL CONCRETE WASHOUT SHALL OCCUR OFF SITE.

FINAL STABILIZATION (IV.G)
1. DESCRIBE METHOD OF FINAL STABILIZATION (PERMANENT COVER) OF ALL DISTURBED AREAS:
FINAL STABILIZATION WILL BE ACCOMPLISHED WITH PAVEMENT, SOD AND LANDSCAPE MATERIALS.
2. DESCRIBE PROCEDURES FOR COMPLETING FINAL STABILIZATION AND TERMINATING PERMIT COVERAGE (SEE PART IV.G.1-5):
UPON STABILIZATION DESCRIBED ABOVE, THE CONTRCTOR AND OWNER SHALL MUTUALLY TRANSFER THE NPDES PERMIT TO THE NEXT OWNER WITH DOCUMENTS DESCRIBING THE NATURE OF TERMINATION PROCEDURE.
DOCUMENTATION OF INFEASIBILITY: (IF APPLICABLE)

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN
LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.
Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

SWPPP - ATTACHMENTS

SW1.4

©COPYRIGHT 2017 CIVIL SITE GROUP INC.

ATTACHMENT B: SWPPP INSPECTION FORM

NOTE: THIS INSPECTION REPORT DOES NOT ADDRESS ALL ASPECTS OF THE NATIONAL APOLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM (NPDES/SDS) CONSTRUCTION STORMWATER PERMIT ISSUED ON AUGUST 1, 2013. THE COMPLETION OF THIS CHECKLIST DOES NOT GUARANTEE THAT ALL PERMIT REQUIREMENTS ARE IN COMPLIANCE; IT IS THE RESPONSIBILITY OF THE PERMITTEE(S) TO READ AND UNDERSTAND THE PERMIT REQUIREMENTS.

FACILITY INFORMATION
SITE NAME:
FACILITY ADDRESS: PERMIT NUMBER:
CITY: STATE: ZIP CODE:

INSPECTION INFORMATION
INSPECTOR NAME: _____ PHONE NUMBER: _____
DATE (MM/DD/YYYY): _____ TIME: _____ AM / PM
IS THE INSPECTOR CERTIFIED IN SEDIMENT AND EROSION CONTROL AND IS IT DOCUMENTED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP)?
IS THIS INSPECTION ROUTINE OR IN RESPONSE TO A STORM EVENT:
RAINFALL AMOUNT (IF APPLICABLE): _____
IS THE SITE WITHIN ONE AERIAL MILE OF A SPECIAL OR IMPARED WATER?
IF YES, FOLLOW APPENDIX A AND OTHER APPLICABLE PERMIT REQUIREMENTS

NOTE: IF N/A IS SELECTED AT ANY TIME, SPECIFY WHY IN THE COMMENT AREA FOR THAT SECTION.

EROSION CONTROL REQUIREMENT (PART IV.B)

	Y	N	N/A
1. SOIL STABILIZATION WHERE NO CONSTRUCTION ACTIVITY FOR 14 DAYS? (7 DAYS WHERE APPLICABLE)	☐	☐	☐
2. HAS THE NEED TO DISTURB STEEP SLOPES BEEN MINIMIZED?	☐	☐	☐
3. ALL DITCHES STABILIZED 200; BACK FROM POINT OF DISCHARGE WITHIN 24 HOURS? (NOT MULCH)	☐	☐	☐
4. ARE THERE BMP'S FOR ONSITE STOCKPILES?	☐	☐	☐
5. ARE APPROPRIATE BMP'S INSTALLED PROTECTING INLETS/OUTLETS?	☐	☐	☐
6. DO PIPE OUTLETS HAVE ENERGY DISSIPATION?	☐	☐	☐

COMMENTS:

SEDIMENT CONTROL REQUIREMENT (PART IV.C)

	Y	N	N/A
1. PERIMETER CONTROL INSTALLED ON ALL DOWN GRADIENT PERIMETERS?	☐	☐	☐
2. PERIMETER CONTROL TRENCHED IN WHERE APPROPRIATE?	☐	☐	☐
3. 50 FOOT NATURAL BUFFER MAINTAINED AROUND ALL SURFACE WATERS?	☐	☐	☐
3.1. IF NO, HAVE REDUNDANT SEDIMENT CONTROLS BEEN INSTALLED?	☐	☐	☐
4. INLET PROTECTION ON ALL CATCH BASINS AND CULVERT INLETS?	☐	☐	☐
5. VEHICLE TRACKING BEST MANAGEMENT PRACTICES (BMP'S) AT ALL SITE EXITS?	☐	☐	☐
6. ALL TRACKED SEDIMENT REMOVED WITHIN 24 HOURS?	☐	☐	☐
7. ARE ALL INFILTRATION SYSTEMS STAKED AND MARKED TO AVOID COMPACTION?	☐	☐	☐
8. ARE ALL INFILTRATION AREAS PROTECTED WITH A PRETREATMENT DEVICE?	☐	☐	☐
9. DO ALL STOCKPILES HAVE PERIMETER CONTROLS?	☐	☐	☐

COMMENTS:

MAINTENANCE-EROSION AND SEDIMENT CONTROL BMP'S (PART IV.E.)

	Y	N	N/A
1. ARE ALL PREVIOUSLY STABILIZED AREAS MAINTAINING 90% GROUND COVER?	☐	☐	☐
2. ANY DITCH EROSION OBSERVED?	☐	☐	☐
3. PERIMETER CONTROL: HAS SEDIMENT REACHED ONE HALF THE HEIGHT OF THE DEVICE?	☐	☐	☐
4. ARE INLET PROTECTION DEVICES MAINTAINED AND FUNCTIONING PROPERLY?	☐	☐	☐

COMMENTS:

OTHER

	Y	N	N/A
1. ARE ALL MATERIALS THAT CAN LEACH POLLUTANTS UNDER COVER?	☐	☐	☐
2. HAS ACCESS BEEN RESTRICTED TO ONSITE HAZARDOUS MATERIALS?	☐	☐	☐
3. DOES ON-SITE FUELING ONLY OCCUR IN A CONTAINED AREA?	☐	☐	☐
4. ARE ALL SOLID WASTES BEING PROPERLY DISPOSED OF?	☐	☐	☐
5. IS THE CONCRETE WASHOUT AREA COMPLETELY CONTAINED?	☐	☐	☐
6. IS THE CONCRETE WASHOUT AREA MARKED WITH SIGN?	☐	☐	☐

COMMENTS:

	Y	N	N/A
7. WERE ANY DISCHARGES SEEN DURING THIS INSPECTION, SEDIMENT, WATER, OR OTHERWISE?	☐	☐	☐

7.1. IF YES, STATE THE EXACT LOCATION OF ALL POINTS OF DISCHARGE. PHOTOGRAPH THE DISCHARGE AND DESCRIBE THE DISCHARGE (COLOR, ODOR, FOAM, OIL SHEEN, ETC). HOW WILL IT BE REMOVED? HOW DID THE DISCHARGE HAPPEN? HOW MUCH WAS DISCHARGED? HOW WILL IT BE STOPPED, AND HOW LONG WILL IT TAKE TO STOP? IS THE DISCHARGE GOING INTO AN ADJACENT SITE? WAS THE DISCHARGE A SEDIMENT DELTA? IF YES, WILL THE DELTA BE RECOVERED WITHIN 7 DAYS?

8. WILL A PERMANENT STORMWATER MANAGEMENT SYSTEM BE UTILIZED IN THIS PROJECT AS REQUIRED AND IN ACCORDANCE WITH PART III.D OF THE PERMIT? DESCRIBE:

	Y	N	N/A
9. IS ANY DEWATERING OCCURRING ON SITE?	☐	☐	☐

9.1. IF YES, WHERE? WHAT BMP IS BEING USED? HOW MUCH WATER IS BEING DEWATERED? IS THE WATER CLEAR? WHERE IS THE WATER BEING DISCHARGED TO?

	Y	N	N/A
10. IS A COPY OF THE SWPPP LOCATED ON THE CONSTRUCTION SITE?	☐	☐	☐
11. HAS THE SWPPP BEEN FOLLOWED AND IMPLEMENTED ON SITE?	☐	☐	☐
12. IS A SEDIMENTATION BASIN REQUIRED FOR THIS PROJECT AS SPECIFIED IN THE PERMIT?	☐	☐	☐
12.1. IF YES, ARE THEY MAINTAINED AS SPECIFIED IN THE PERMIT?	☐	☐	☐
13. IS THE TOPSOIL ON THIS PROJECT BEING PRESERVED?	☐	☐	☐

13.1. IF YES, EXPLAIN HOW THE TOP SOIL IS BEING PRESERVED. IF NO, EXPLAIN WHY IT WAS INFEASIBLE.

	Y	N	N/A
14. ARE ALL INFILTRATION SYSTEMS MARKED TO AVOID COMPACTION?	☐	☐	☐
14.1. DO ALL INFILTRATION AREAS HAVE PRETREATMENT DEVICES?	☐	☐	☐

15. DESCRIPTION OF AREAS OF NON-COMPLIANCE NOTED DURING THE INSPECTION, REQUIRED CORRECTIVE ACTIONS, AND RECOMMENDED DATE OF COMPLETION OF CORRECTIVE ACTIONS:

16. PROPOSED AMENDMENTS TO THE SWPPP:

17. POTENTIAL AREAS OF FUTURE CONCERN:

18. ADDITIONAL COMMENTS

DISCLOSURES:

- AFTER DISCOVERY, THE PERMIT REQUIRES MANY OF THE DEFICIENCIES THAT MAY BE FOUND IN THIS CHECKLIST BE CORRECTED WITHIN A SPECIFIED PERIOD OF TIME. SEE PERMIT FOR MORE DETAILS.
- THIS INSPECTION CHECKLIST IS AN OPTION FOR SMALL CONSTRUCTION SITES. LARGE CONSTRUCTION SITES AND LINEAR PROJECTS REQUIRE MORE EXTENSIVE/MORE LOCATION SPECIFIC INSPECTION REQUIREMENTS.
- THE PERMITTEE(S) IS/ARE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMP'S AS WELL AS EROSION PREVENTION AND SEDIMENT CONTROL BMP'S UNTIL ANOTHER PERMITTEE HAS OBTAINED COVERAGE UNDER THIS PERMIT ACCORDING TO PART II.B.5., OR THE PROJECT HAS UNDERGONE FINAL STABILIZATION AND A NOTICE OF TERMINATION HAS BEEN SUBMITTED TO THE MPCA.

ATTACHMENT C: MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEM

ATTACHMENT C - ABOVE-GROUND
FACILITY MANAGEMENT SCHEDULE

1. ALL STORMWATER RETENTION, DETENTION AND TREATMENT BASINS MUST BE INSPECTED AT LEAST ONCE A YEAR TO DETERMINE THAT BASIN RETENTION AND TREATMENT CHARACTERISTICS ARE ADEQUATE. A STORAGE TREATMENT BASIN WILL BE CONSIDERED INADEQUATE IF SEDIMENT HAS DECREASED THE WET STORAGE VOLUME BY 50 PERCENT OR DRY STORAGE VOLUME BY 25 PERCENT OF ITS ORIGINAL DESIGN VOLUME. BASED ON THIS INSPECTION, IF A STORMWATER BASIN REQUIRES SEDIMENT CLEANOUT, THE BASIN WILL BE RESTORED TO ITS ORIGINAL DESIGN CONTOURS AND VEGETATED STATE WITHIN ONE YEAR OF THE INSPECTION DATE.
2. ALL OUTLET STRUCTURES, CULVERTS, OUTFALL STRUCTURES AND OTHER STORMWATER FACILITIES FOR WHICH MAINTENANCE REQUIREMENTS ARE NOT OTHERWISE SPECIFIED HEREIN MUST BE INSPECTED IN THE SPRING, SUMMER AND FALL OF EACH YEAR. WITHIN 30 DAYS OF THE INSPECTION DATE, ALL ACCUMULATED SEDIMENT AND DEBRIS MUST BE REMOVED SUCH THAT EACH STORMWATER FACILITY OPERATES AS DESIGNED AND PERMITTED. CONTRIBUTING DRAINAGE AREAS MUST BE KEPT CLEAR OF LITTER AND VEGETATIVE DEBRIS. INFLOW PIPES AND OVERFLOW SPILLWAYS KEPT CLEAR, INLET AREAS KEPT CLEAN, AND UNDESIRABLE VEGETATION REMOVED. EROSION IMPAIRING THE FUNCTION OR INTEGRITY OF THE FACILITIES, IF ANY, WILL BE CORRECTED, AND ANY STRUCTURAL DAMAGE IMPAIRING OR THREATENING TO IMPAIR THE FUNCTION OF THE FACILITIES MUST BE REPAIRED.
3. VOLUME CONTROL FACILITIES AND CONTRIBUTING DRAINAGE AREAS MUST BE INSPECTED EVERY THREE MONTHS DURING THE OPERATIONAL PERIOD (BETWEEN SPRING SNOWMELT AND FIRST SUBSTANTIAL SNOWFALL) AND MONITORED AFTER RAINFALL EVENTS OF 1 INCH OR MORE TO ENSURE THAT THE CONTRIBUTING DRAINAGE AREA IS CLEAR OF LITTER AND DEBRIS, INFLOW PIPES AND OVERFLOW SPILLWAYS ARE CLEAR, INLET AREAS ARE CLEAN, UNDESIRABLE VEGETATION IS REMOVED AND THERE IS NO EROSION IMPAIRING OR THREATENING TO IMPAIR THE FUNCTION OF A FACILITY. IF SEDIMENT HAS ACCUMULATED IN A INFILTRATION FEATURE, WITHIN 30 DAYS OF INSPECTION DEPOSITED SEDIMENTS MUST BE REMOVED, THE INFILTRATION CAPACITY OF THE UNDERLYING SOILS MUST BE RESTORED, AND ANY SURFACE DISTURBANCE MUST BE STABILIZED. INSPECTION MUST ENSURE THAT SEDIMENT TRAPS AND FOREBAYS ARE TRAPPING SEDIMENT AND THAT MORE THAN 50 PERCENT OF THE STORAGE VOLUME REMAINS, THE CONTRIBUTING DRAINAGE AREA IS STABLE (I.E., NO EROSION IS OBSERVED), AND INLETS AND OUTLET/OVERFLOW SPILLWAYS ARE IN GOOD CONDITIONS WITH NO EROSION. MAINTENANCE TECHNIQUES USED MUST PROTECT THE INFILTRATION CAPACITY OF THE PRACTICE BY LIMITING SOIL COMPACTION TO THE GREATEST EXTENT POSSIBLE (E.G., BY USING LOW-IMPACT EARTH-MOVING EQUIPMENT).

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

Lazydays RV THE RV AUTHORITY

PROJECT
LAZYDAYS OF MINNEAPOLIS
RIVERDALE DRIVE NW., RAMSEY, MN

LAZYDAYS OF MINNEAPOLIS
8390 HIGHWAY 10 NW, ANOKA, MN 55303

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.
Matthew R. Pavek
DATE 07/09/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
07/09/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 18213

SWPPP - ATTACHMENTS

SW1.5

©COPYRIGHT 2017 CIVIL SITE GROUP INC.

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

PROJECT
Lazydays of Minneapolis
Ramsey, Anoka County, Minnesota

CLIENT
RJ Ryan Construction
1100 Mendota Heights Road - Mendota Heights, MN

DESCRIPTION OF PROPERTY SURVEYED

Outlot A, ALPACA ESTATES 4TH ADDITION, according to the recorded plat thereof, Anoka County, Minnesota

EXECPT

Parcel 22, ANOKA COUNTY HIGHWAY RIGHT-OF-WAY PLAT NO. 90.

General Survey Notes

1. Bearings are based on the Anoka County Coordinate System (1996 Adjustment).

2. Site Address: Unassigned.

3. This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27003C0280E, effective date of December 16, 2015.

4. The Gross land area is 408,916 +/- square feet or 9.387 +/- acres.

5. We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property.

6. The names of the adjoining owners of the platted lands, as shown hereon, are based on information obtained from Anoka County Online Property Map.

N

40 20 0 20 40 80
SCALE IN FEET

Linetype & Symbol Legend

- FIBER OPTIC
- GASMAIN
- WATERMAIN
- SANITARY SEWER
- STORM SEWER
- OVERHEAD UTILITIES
- TELEPHONE LINE
- ELECTRIC LINE
- CABLE LINE
- CHAINLINK FENCELINE
- CONCRETE SURFACE
- PAVER SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- SIGN
- UTILITY MANHOLE
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- TELEPHONE BOX
- TELEPHONE MANHOLE
- ELECTRIC TRANSFORMER
- TRAFFIC SIGNAL
- CABLE TV BOX
- ELECTRICAL METER
- GAS METER
- FOUND IRON MONUMENT
- SET IRON MONUMENT
- CAST IRON MONUMENT
- AIR CONDITIONER
- BOLLARD
- ELECTRIC MANHOLE
- FLAG POLE
- FLARED END SECTION
- GAS VALVE
- HANDICAP SYMBOL
- HYDRANT
- WATER MANHOLE
- WATER VALVE
- POWER POLE
- GUY WIRE
- CONIFEROUS TREE
- DECIDUOUS TREE

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 LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

RORY LI-SYNSTELIEN
DATE 07/09/2018 LICENSE NO. 44565

VICINITY MAP

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO.: 16213

BOUNDARY/ TOPOGRAPHIC SURVEY

V1.0

©COPYRIGHT 2018 CIVIL SITE GROUP INC

CUP Request Memorandum

TO: Planning Commission Board Members
City of Ramsey, MN

FROM: Matt Pavek, PE
Civil Site Group

DATE: 07/09/18

RE: LazyDays RV Expansion

Dear Board Members,

Below is a summary of the CUP request by LazyDays RV for the expansion of an existing facility along Highway 10. As a consultant to the applicant, feel free to contact me with any questions.

Matt Pavek, PE
Civil Site Group
mpavek@civilsitegroup.com
763-213-3944

Lazydays RV (Lazydays) operates Recreation Vehicle ("RV") dealerships and has a comprehensive portfolio of products and services for RV owners and outdoor enthusiasts. We provide RV owners and outdoor enthusiasts a full spectrum of products: RV sales, RV-repair and services, financing products, protection plans, after-market parts and accessories, RV rentals and RV camping. We provide these offerings through our Lazydays branded dealerships. Lazydays is known nationally as the RV Authority.

Currently, Lazydays operates the world's largest dealership located on 126 acres outside Tampa, FL and dealerships in Tucson, AZ and Loveland, Denver and Longmont, CO. Lazydays has the largest selection of RV brands in the nation featuring more than 2,500 new and pre-owned RVs. The Company has over 300 service bays and has RV parts and accessories stores at all locations. Lazydays also has RV rental fleets in all three markets. Lazydays welcomes over 500,000 visitors to our dealership locations annually and employs over 700 people at the five facilities. Our dealership locations are staffed with knowledgeable local team members, providing customers access to extensive RV expertise. Our dealership locations are strategically located in key RV markets.

Lazydays has announced it intention to acquire Shorewood RV Center located in Anoka, Minnesota. The acquisition of Shorewood RV Center fits well with Lazydays' geographic expansion strategy. With the finalization of the acquisition, the Shorewood dealership will be rebranded as Lazydays RV, and Lazydays will then operate six dealerships located in Florida, Colorado, Arizona and Minnesota.

As part of this acquisition, Lazydays will expand the service center from 10 bays (current capacity) to 30 bays. The expansion will be constructed on the parcel of land directly south of the existing dealership. It will consist of 20 service bays, customer service and waiting area, part warehousing, receiving dock and additional office space. We expect the zoning on the expansion to be similar to the current dealership (legal, non-conforming B-2 Business District). With the growth of the RV industry and Lazydays position as a market leader, this expansion fits well with our overall growth strategy.

City of RAMSEY

7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763.427.1410 • Fax: 763.427.5543
www.cityoframsey.com

July 23, 2018

Lazydays, RV
Attn: Srinivas Kuchipudi
6130 Lazydays Blvd
Seffner, FL 33584

Re: Lazydays RV Preliminary Plat/ Final Plat/Site Plan Review and Conditional Use Permit Application

Dear Mr. Kuchipudi:

In accordance with Minnesota Statute 15.99, this letter shall serve as official notification that the City has reviewed your application for the Preliminary Plat/ Final Plat/Site Plan Review and Conditional Use Permit Application submitted on July 9, 2018 and has determined that said **application is incomplete.**

Staff is deeming your application incomplete as the City's Ordinance requires that the Preliminary Plat application include a utility plan in accordance with City Code Article 3 Subdivisions, Division 2 Plat Approval Procedures, Section 117-588 Major Plat (5)

Please provide staff the additional information:

- Utility Plan.

The City will begin the 60-day review time frame established by State Statute for the Preliminary Plat application once all required documents required by ordinance have been submitted. It is staff's intention to continue reviewing the submitted documents with the understanding that the application will not be complete until it is determined that the connection to city sewer and water is to be made or if a private septic and well system is found to be acceptable via a variance by the City Council. City Staff is continuing to determine the best solution to address water and sewer access at the site and will continue to work with you and the City Council.

If you have any questions or need additional information, please don't hesitate to call me at 763-576-4314. Thank you for your cooperation in this process.

Respectfully,

PeggySue Imihy
Planning Intern
pimihy@cityoframsey.com

ProjectDox

Changemarks Report

Project Name: 17-126 Lazy Days RV

Workflow Started: 07/03/2018 8:11 AM

Report Generated: 07/25/2018 09:43 AM

Cycle	Complete?	Status	Department	Snapshot	File	Markup Name	Changemark Subject	Changemark Details	Markup Date	Updated By	Applicant Response
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Irrigation System	Update notes to specify that a rain sensor is required AND one or more water efficient technologies must be incorporated into the system, such as smart controller, soil moisture sensor, and/or evapotranspiration sensor.	07/13/2018 8:58 AM	Chris Anderson	
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Calculation Incorrect	This calculation shows 2147/500 to get 4 trees, it should be 2147/50 = 43 trees.	07/13/2018 8:58 AM	Chris Anderson	
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Shrub Calculation	This should be 1 shrub per 30 lineal feet of site perimeter; 2147/30 = 72 shrubs or 1 shrub per 1000 sq. ft. of building footprint, whichever is greater. This would require 99 shrubs.	07/13/2018 8:58 AM	Chris Anderson	
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Parking Lot Trees	Code requires 1 tree per every 10 parking stalls, there are 99 proposed stalls, which requires an additional 10 trees.	07/13/2018 8:58 AM	Chris Anderson	
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Wire Basket	Update note to also specify that the top 1/3 to 1/2 of the wire basket shall also be removed.	07/13/2018 8:58 AM	Chris Anderson	

ProjectDox

Changemarks Report

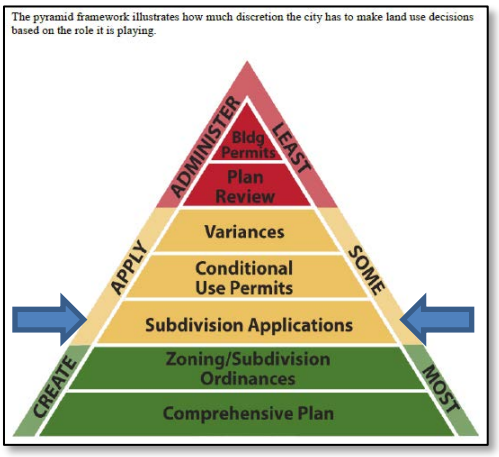
1	False	Unresolved	Planning		LAZYDAYS OF MINNEAPOLIS - L1.0.pdf	CA	Topsoil	All areas disturbed during construction and not improved with buildings or impervious surfacing shall receive 4 inches of topsoil meeting the City's specifications. Load tickets shall be provided to the City and the topsoil inspection shall occur prior to installation of plantings and sod.	07/13/2018 8:58 AM	Chris Anderson	
1	False	Unresolved	Engineering Tech		LAZYDAYS OF MINNEAPOLIS - C5.0.pdf	JJF	Details	Iclude detail for drive entrance. If proposing concrete sidewalk in City ROW must be min. 6" thick. Pedestrian Ramps within City ROW require individual site specific detail. Use City Storm Manhole Detail - existing storm manhole being adjusted.	07/12/2018 3:27 PM	Joe Feriancek	
1	False	Unresolved	Engineering Tech		18213_FinalPlat_07092018.pdf	JJF	D&U Easements	All lots shall have a minimum of a ten-foot drainage and utility easement adjacent to all road right-of-way and unplatted areas	07/12/2018 2:57 PM	Joe Feriancek	
1	False	Unresolved	Civil Engineer		00 - CSG RJ RYAN-RAMSEY RV STORMWATER REPORT - 07-09-18.pdf	LL	Report incomplete	Must include printouts for existing and proposed conditions for 2, 10 and 100 year events (Hydrocad or similar model)	07/10/2018 12:09 PM	Len Linton	
1	False	Unresolved	Civil Engineer		00 - CSG RJ RYAN-RAMSEY RV STORMWATER REPORT - 07-09-18.pdf	LL	Add existing information	MNDOT is using part of the infiltration capacity of the pond for the Interchange. This must be reflected in the calculations.	07/10/2018 12:09 PM	Len Linton	

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 25, 2018	**PROJECT ADDRESS**	8390 HIGHWAY 10 NW
PROJECT. TITLE	LAZYDAYS RV FINAL PLAT, PRELIMINARY PLAT, SITE PLAN REVIEW		
ESCROW #	116453		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: PeggySue Imihy, Planning Intern Phone: 763-576-4314 Email: Pimihy@CityOfRamsey.com		

Preliminary and Final Plat Review

General. The purpose of this file is to review the official Preliminary Plat, Final Plat, and Site Plan applications made by LazyDays RV. The associated plans were prepared by CivilSite Group and are dated July 9, 2018. The applicant is requesting approval for one (1) commercial lot and one (1) outlot.



This case is being reviewed per City Code Section 117-115 entitled B-2 Highway Business District, and Chapter 117, Article III entitled Subdivisions.

Staff provides the following comments for general review of applications:

Land Use and Zoning. The Property is guided as Commercial in the Comprehensive Plan and is zoned B-2 Highway Business District. This district is intended to provide for and limit the establishment of motor vehicle oriented or dependent and convenience type, high intensity commercial and service activities characteristically located along major traffic carriers, sewer and water. The proposed use is not consistent with this land use guidance, however it is part of an expansion of an existing legal, non-conforming use.

Lot Dimensions. The minimum lot size in the B-2 Highway Business District is ½ acre. The minimum lot width is 100 feet, measured at the building setback line, and the minimum lot depth is 150 feet. The proposed lot meets the requirements.

Setbacks and Dimensional Standards.

B-2 Highway Business District	
Required	Proposed
Minimum Lot Width: 100 feet	~500 feet
Minimum Lot Depth: 150 feet	446 feet
Front Yard Setback: 35 feet	114 feet
Side Yard Setback : 10 feet	71 feet
Rear Yard Setback: 35 feet	184 feet
Required Buffer Zone (South): 40 feet	40 feet
Parking and Pavement from Street ROW: 20 feet	20 feet
Building Height: 35 feet	30 feet

Setback from Riverdale Drive: 60 feet (from centerline of ROW) plus applicable setback	157 feet

Landscaping. Please refer to the landscaping and streetscape improvements technical memo dated July 12th, 2018.

Streets and Access. The Preliminary and Final Plat show the creation of two new access points off of Riverdale Drive NW.

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

General. The purpose of this portion of the review is to assess the submitted site plan application for Lazydays RV. The associated plans were prepared by CivilSite Group and are dated July 9, 2018.

Surfacing: The Applicant is proposing a completely bituminous parking lot which is an acceptable material within the B-2 district.

Waste Storage: Elevations provided show the trash enclosure to have an exterior finish of manufactured stone and EIFS that would match the primary structure as is required by the Design Framework, and Ramsey City Code.

Fencing: The Applicant is not proposing any fencing at this time.

Lighting: The plan set provided by CivilSite Group shows two (8) lighting fixtures. City Code requires that lighting used to illuminate an off-street parking area be arranged to deflect light away from adjacent residential districts or public streets. The photometric plan indicates that no illumination will spread beyond the bounds of the site which is in compliance with City Code. The Applicant has provided shop drawings (shown to the left) of the proposed lighting fixtures which show that they are downcast in design and adhere to the City Code requirements for lighting fixture design.

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 parking stalls and drive aisles which adhere to those dimensional requirements. The City's Zoning Ordinance requires that for motor vehicle, implement, and recreation equipment service and repair facilities there must be three spaces for each enclosed bay and one space for each full time employee. The plan set shows 20 service bays and 97 parking spots and 2 handicapped parking spots. The Applicant plans to employ approximately 30 staff members. Staff believes this is an adequate amount of parking.

Sidewalks: Boulevards shall be six (6) feet in width and shall be clearly labeled on plan sheets. Sidewalks shall also be six (6) feet in width and be clearly labeled on plan sheets.

Landscaping: Please refer to the landscaping and streetscape improvements technical memo dated July 12th, 2018.

Utility Plan: The Applicant has provided a utility plan that is not complete as it does not provide detail regarding the proposed septic system. Given that the use of a septic system in this location would require a variance to City Code, the lack of a detailed utility plan has rendered this application incomplete. City Staff is supportive of approving the Preliminary Plat and Final Plat with the condition that the connection to City Sanitary Sewer and Water is made.

Hazardous Waste Disposal: The Applicant has not supplied detailed plans for how to address the disposal of hazardous waste which will be created from the service bays. If a private septic system is used, the Applicant must address how where hazardous waste will be stored as it cannot be put into the septic system. If the connection to City Sanitary Sewer and Water is made, the installation of a flammable waste trap can be used and waste from the service bays can be drained into the City Sanitary Sewer. The City Building Department believes this would be a compelling reason for the Subject Property to be connected to City Sanitary Sewer and Water.

Fire Suppression: The Applicant has not identified a Fire Suppression System for the proposed building on the Subject Property. The City Fire Department has reviewed the case and has noted that The Applicant will need to work with a Fire Protection Engineer to identify what type of Fire Suppression system would be needed as well at what sized tanks and fire pumps will be required. These tanks will need to be buried underground to prevent from freezing and cannot be paved or driven over, room for these tanks is not indicated on the Site Plan.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	JULY 12, 2018	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	LAZY DAYS RV		
ESCROW #	116453		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The proposed project is on what is presently Outlot A, Alpaca Estates 4th Addition and includes a plat to create a buildable lot. The property is in the B-2 Highway Business District and the standards from City Code Section 117-115 are applicable. As this property is adjacent to land zoned R-1 Residential (MUSA) to the south, bufferyard plantings are also required (it appears that a combination of additional tree plantings and a six [6] foot tall cedar privacy fence are proposed to satisfy the bufferyard requirements).

We offer the following comments regarding the Landscape Plan, prepared by CivilSite Group and dated July 9, 2018:

Sheet L1:

- One tree per fifty (50) lineal feet of site perimeter or one tree per 1,000 square feet of building footprint, whichever is greater, is required. One tree for every ten (10) parking stalls is also required. This results in a total of fifty-three (53) trees required. However, the plantings must be increased by 25% because of the required bufferyard along the south lot line, thus, an additional thirteen (13) trees is required, bringing the total minimum required plantings to sixty-six (66) trees. A minimum of six (6) additional trees must be added to the Plant Schedule and should be conifers.
- One shrub per thirty (30) lineal feet of site perimeter or one shrub per 300 square feet of building footprint, whichever is greater, is required. The building footprint is 29,600, which requires ninety-nine (99) shrubs. The proposed number of shrubs greatly exceeds the minimum required and can be reduced if desired.
- At least twenty-five percent (25%) of the trees shall be coniferous. Update Planting Schedule to include a sufficient number conifers.
- 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. This includes boulevard areas between property boundaries and streets. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.
- Update the Tree Planting Detail to specify that the top 1/3 to 1/2 of the wire basket shall also be removed.

- Add note stating that any deviation from the approved Final Plat Schedule shall require approval of the City prior to installation.

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

RESOLUTION #18-162

A RESOLUTION APPROVING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO ALLOW MOTOR VEHICLE, IMPLEMENT, AND RECREATION EQUIPMENT SALES AND SERVICE; AND APPROVING A SITE PLAN AND FINAL PLAT ON THE PROPERTY GENERALLY KNOWN AS 8930 HIGHWAY 10 NW AND OUTLOT "A" DECLARING TERMS OF SAME

RECITALS

1. Lazydays Recreational Vehicles, hereinafter referred to as the "**Permittee**", has properly applied for a Conditional Use Permit to conduct motor vehicle, implement, and recreation equipment sales and service, and a site plan, preliminary plat, and final plat on the properties generally known as 8390 Highway 10 NW and Outlot "A" and legally described as follows:

   Lots 1, 2 and 3, Block 1; and Outlot A; ALPACA ESTATES 4TH ADDITION, Except Parcel 22, Anoka County Highway Right of Way Plat No. 90.

   (the "**Subject Property**")

2. That Sanco Properties LLC., is the owner of the **Subject Property**.

3. The City of Ramsey received an application for a Conditional Use Permit to conduct motor vehicle, implement, and recreation equipment sales and service, and a Site Plan, Preliminary Plat, and Final Plat for the **Subject Property** on July 9th, 2018.

4. That the **Subject Property** is located within the B-2 Business District as are the properties to the east, while the properties to the south are R-1 Residential MUSA, the properties to the west are R-2 Medium-Density Residential and the properties to the north are The COR. The lots are bisected by Riverdale Drive NW.

5. The **Subject Property** is 20.24 acres total. The parcel to be developed is 9.38 acres and is currently an outlot.

6. That the **Permittee** plans to increase the service bays on the Subject Property from 10 to 20.

7. That the **Permittee** plans to increase the number of employees by an additional 30 employees.

8. That the **Permittee** is proposing an approximately 29,600 square foot commercial building.

9. That the **Permittee** is proposing the commercial building be serviced by a private septic and sewer system.

10. That there is a lawful, non-conforming use of motor vehicle, implement, recreation equipment sales and service on the **Subject Property**.

11. That the **Permittee** is not proposing a new access point on to the **Subject Property** from Highway 10 NW. But is proposing a two new access points on to the **Subject Property** from Riverdale Drive NW.

12. That the proposed building on the **Subject Property** conforms to all applicable setbacks of the B-2 Business District

13. That the proposed use would not produce noise, vibrations, air pollution, fire hazard, or noxious emissions that will disturb or endanger neighboring properties.

FINDINGS OF FACT

1. That the motor vehicle, implement, recreation equipment sales and service will/will not be unduly dangerous or detrimental to persons residing or working in the vicinity of the use, or to the public welfare.

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

3. That the motor vehicle, implement, recreation equipment sales and service 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 not change the essential character of the area.

4. That the motor vehicle, implement, recreation equipment sales and service will/not not be hazardous to existing or future neighboring uses.

5. That the motor vehicle, implement, recreation equipment sales and service will/will not impact essential public facilities and services, such as highways, streets, police and fire protection.

6. That the motor vehicle, implement, recreation equipment sales and service will/will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the motor vehicle, implement, recreation equipment sales and service 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 a Conditional Use Permit (the "**Permit**") and the Site Plan, Preliminary Plat, and Final Plat for motor vehicle, implement, recreation equipment sales and service and the construction of a new Building on the **Subject Property** contingent upon the following conditions:

CONDITIONS

1. That this **Permit** allows for motor vehicle, implement, recreation equipment sales and service on the **Subject Property**.

2. That the **Permittee** shall obtain all necessary permits, including a building permit and a zoning permit, prior to construction of the building on the **Subject Property**.

3. That the **Permittee** shall comply with all applicable local, state, and federal regulations.

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

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

6. 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.

7. That this **Permit** shall automatically expire if the use is not initiated by August XXth, 2019 and adoption of the Zoning Text Amendment by the Ramsey City Council and issuance of a Building Permit for the tenant improvements shall be considered as initiating the use.

8. That the **Subject Property** will be connected to City Sanitary Sewer and Water before a Certificate of Occupancy is issued.

9. That the Permittee shall forfeit any rights associated with the previous legal, non-conforming status of the **Subject Property.**

10. That the **Permittee** shall only park vehicles of any kind along one side of Riverdale Drive Northwest at all times.

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 XXth of August, 2018

PERMITTEE

Lazydays Recreation Vehicles 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 _____, Lazydays Recreation Vehicles, 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

PROPERTY OWNER

Sanco 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 Sanco LLC., 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:_____
Acting Mayor City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this _____ day of _____, ____, before me a Notary Public personally appeared John LeTourneau and Jo Ann M. Thieling, to me personally known, who, being each by me duly sworn, did say that they are respectively the Acting 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 John LeTourneau 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

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 5.**

Meeting Date: 08/28/2018

By: Tim Gladhill, Community Development

Information

Title:

Receive Progress Report on Comprehensive Plan Update

Purpose/Background:

The purpose of this case is to review the current draft of the Comprehensive Plan Update. The Plan is available for public comment, including adjacent jurisdictions, at www.cityoframsey.com/ramsey2040. The City has until December 31, 2018 to make final edits and submit to the Metropolitan Council.

Observations/Alternatives:

The Comprehensive Plan is the City's long-range vision for the community for future development, preservation, and required infrastructure. The Comprehensive Plan ensures a clear vision for the community and proper coordination of infrastructure such as streets and utilities.

The City invested a signficant amount of time and energy to engaging the community in this process. Throughout the past two years, several themes or goals have emerged that drive the vision of our community for the next twenty years (in no priority order).

- A Balance of Rural Character and Urban Growth
- A Connected Community
- An Active Community
- Smart, Citizen-Focused Government
- Financial Stability

Some key highlights of the plan include, but are not limited to the following:

- Future Development Areas
  - Trott Brook District (north of Trott Brook along Nowthen Boulevard near new Elementary School) - Single-Family Residential
  - Elmcrest District (intersection of Saint Francis Boulevard and 167th Avenue) - retail revitalization and residential
  - Mississippi West District (south of Highway 10, west of Llama Street) - commercial/industrial along Highway 10, residential along Mississippi River
  - Bunker Lake Industrial Park
  - Riverstone/Northfork
- Key Transportation Issues
  - Highway 10
  - Highway 47
  - Future Mississippi River Crossing
  - Local Street Improvements
  - County Road Improvements

- Other Highlights
    - Retail Recruitment Strategies - "We need more restaurants and shops!"
    - Employment Recruitment and Tax Base Expansion Strategies
    - Preservation of Key Natural Resource Areas (for example, Trott Brook Corridor)
    - Park System Planning - expansion in developing areas and connecting to existing spaces
    - Keeping housing affordable to Ramsey's average income

Planning projects such as this have proven beneficial for the City, especially as it relates to Highway 10. The current Comprehensive Plan was last updated in 2008, and has become outdated (new Land Use Plans, new plan for Highway 10, etc.). In addition to long-range planning as a best practice, completion of a Comprehensive Plan is also required for metro-area municipalities per Minnesota Statutes Chapter 473. Plans are required to be reviewed by the Metropolitan Council.

The draft is approximately 90% complete. The draft is 100% complete in terms of meeting the minimum requirements of the plan. Staff desires to clarify policy direction on goals, strategies, and action items as well as the planning maps in the document. Staff has updated the format/layout considerably since the last review with City Council; however there are a number of formatting updates to be completed before December. Please note that this continues to be a working draft. The final product will be presented in December, with multiple opportunities for updates prior to that point. Given the scope and length of the document, Staff is focused first on content and policy, then on format and design. Sigificant work goes into formatting, so Staff finds it more cost-effective to lock in the content first, then create to polished design.

Working List of Priority Items to be Completed with Next Draft:

- Add detail to the Retail Sub-Section of the Economic Development Plan per the recommendation of the EDA (create site profiles for individual sites to mirror the Industrial Sub-Section)
- Complete/Update the Future Park Improvement Map to include priority trail gaps
- Complete final Action Items in the Natural Resources Plan
- Verify Strategies and Actions of the Housing Plan

Funding Source:

This project is being handled with Planning Staff and supplemented by various consulting professionals (WSB Associates, Bolton and Menk). The City received a $32,000 Planning Grant from the Metropolitan Council to assist in the completion of the Update.

Recommendation:

Staff recommends that the City Council provide feedback on the current draft.

Action:

No action is being requested. Council may wish to highlight which sections are generally complete, and which sections the Council would like to be brought back separately for a more in depth conversation.

Attachments

DRAFT Comprehensive Plan Update

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 02:28 PM
Form Started By: Tim Gladhill		Started On: 08/21/2018 06:28 AM
Final Approval Date: 08/23/2018		

City of RAMSEY

2040 Comprehensive Plan Update

August 2018 DRAFT

Our Mission

It is our mission to work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

Our Vision

Ramsey will evolve through citizen-driven, collaborative processes that respect the balance and connectivity between its unique urban, rural, and natural environment for current and future generations.

Strategic Goals

1. A Balance of Rural Character and Urban Growth Balance
2. An Active Community
3. A Connected Community
4. Smart, Citizen Focused Government
5. Financial Stability

Core Values for Land Use

These core values carry equal importance. They are not shown in a prioritized list.

- Encourage new pedestrian friendly neighborhoods and balanced transportation.
- Maintain landowner rights.
- Employ careful foresight that involves all citizens in decisions that affect their lives, property, and neighborhoods through collaborative public engagement.
- Nurture neighborhood and community interactions with flexibility to meet future needs without compromising the needs and interests of current residents.
- Develop and maintain a well-connected park and public space system for all ages.
- Attract and retain businesses that support the whole community.

Components of the Comprehensive Plan

The Land Use Plan serves as the foundation in a series of plans that guides the future of Ramsey. Policy decisions on how the community will change over the next twenty (20) years will have impacts on a variety of systems. This chapter sets the stage and tone for subsequent chapters. The Comprehensive Plan is a compilation of several chapters that are well integrated to form a vision for the community for the next twenty (20) years.

- Land Use
- Transportation
- Wastewater
- Surface Water
- Water Supply
- Parks and Trails
- Housing

DRAFT

- Resilience (Natural Resources)
- Economic Competitiveness
- Implementation (tying it all together in a plan of action)

Key Achievements of the Previous Plan

- Improved Public Engagement in Key Policy Decisions
- Secured the Ramsey Station on the Northstar Commuter Rail.
- Completed the Armstrong Interchange.
- Progressed on Completing The COR according to its Vision.

DRAFT

Community Profile

Prepared with assistance from WSB Associates

Community Profile

The Community

Located in the northwest Twin Cities Metro, the City of Ramsey boasts incredible outdoor recreation opportunities, a growing downtown in Ramsey COR, an impressive manufacturing sector, and a strong local government.

The City of Ramsey has experienced steady growth and development over the past 20 years. This trend is expected to continue as the City has over 1,000 acres of developable land in the COR located near U.S. Highway 10.

Our Neighborhoods

Ramsey's neighborhoods make up the fabric of our community and define the balance of Rural Character and Urban Development. Each neighborhood is uniquely connected to a variety of services.

Ramsey is a great place to live!

Ramsey boasts a robust recreation system, high-quality affordable housing, great jobs, and living wages.

Ramsey is a great place to locate a business!

Ramsey strives to provide high-quality, cost-effective government services while balancing a low tax rate.

DRAFT

City of RAMSEY

Snapshot of the City 2017

ABOUT OUR CITY

Population Trends[2]

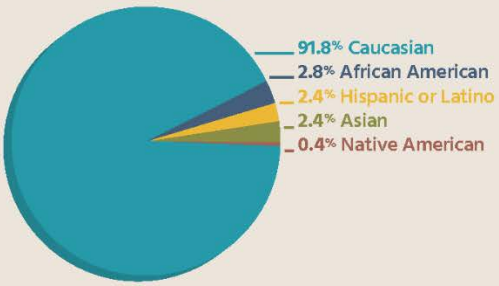
1970	2,360
1980	10,093
1990	12,408
2000	18,510
2010	23,668
2020	26,400[3]

#1 Community priority is to protect the balance of rural character and new development[14]

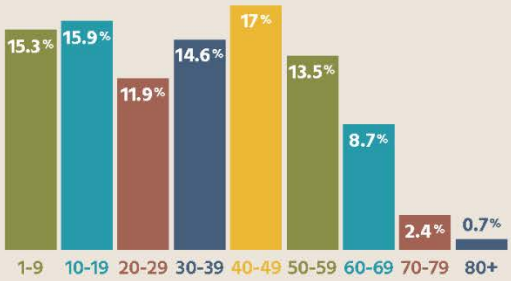
#2 Second fastest growing city in Anoka County[1]

WHO WE ARE

Race and Ethnicity[4]



Population by Age[4]



Additional Demographics

49.7% Female[4]

50.3% Male[4]

34.9 Median age[4]

$86,794 Median household income[5]

4.5% Born outside of US[5]

7.6% Speak a language other than English at home[5]

City of RAMSEY

Snapshot of the City 2017

WHAT WE HAVE

5.6k Acres of undeveloped land[9]

8k Acres of developed land[9]

1k+ Acres of developable land[1]

15+% of land is protected wetland[10]

17+ Miles of shoreline[8]

50+ Miles of trail[7]

32 Parks[6]

HOW WE LIVE AND WORK

9,158 Total Number of Housing Units[4]

6,776 Single family detached

1,438 Townhome

37 Duplex, triple, quad

823 Multifamily (5 units or more)

84 Manufactured home

Septic vs. Sewer

4,000 Housing units on septic[13]

5,158 Housing units on sewer[13]

Employment

470 Places of work[11]

6,334 Number of jobs in Ramsey[12]

1. City of Ramsey Developers Document | 2. Decennial Census (1970, '80, '90, 2000, '10) | 3. Metropolitan Council Population, Households and Employment Forecast | 4. 2010 census
5. 2011 American Community Survey | 6. 2017 Ramsey New Residents Packet | 7. City of Ramsey Parks Department | 8. Google earth
9. Metropolitan Council Generalized Land Use Historical Data Set | 10. City of Ramsey Parks and Recreation webpage | 11. 2012 Economic Census
12. 2016 Quarterly Census of Employment and Wages – second quarter | 13. Rick Jarson, Ramsey Building Official | 14. City Comprehensive Plan Community Engagement

Forecasted Growth

Table 1: Forecasted Growth

	2016	2020	2030	2040
Households	8,973	9,500	11,500	13,500
Population	26,251	27,550	33,350	39,150
Employment	6,334	6,900	7,800	8,400

Ramsey acknowledges that these forecasts deviate from the approved 2040 forecasts for Ramsey. After careful consultation and analysis of recent growth trends, Ramsey requests these modifications to our 2040 Forecasts. For assistance in reviewing requested changes, the series of tables below are offered.

Requested Household Forecast Amendment

	2020	2030	2040
Published Forecast	9,400	11,300	13,000
Requested Amendment	9,600	11,500	13,500
Difference	+200	+200	+500

Requested Population Forecast Amendment

	2020	2030	2040
Published Forecast	26,400	30,700	34,700
Requested Amendment	27,550	33,350	39,150
Difference	+1,150	+2,650	+4,450

Requested Employment Forecast Amendment

	2020	2030	2040
Published Forecast	6,200	7,000	7,600
Requested Amendment	6,900	7,800	8,400
Difference	+700	+800	+800

DRAFT

The People

Population

As of the 2010 US Census, the population of Ramsey was 18,510, and the most recent estimates from the 2015 American Community Survey (ACS) put the population at 25,362. The population has steadily increased since 1990. Although the number of households in the city has increased, the number of persons per household has decreased from 3.43 in 1990 to 2.95 in 2010. According to forecasts by the Metropolitan Council, the 2040 population is projected to nearly 40,000.

Figure 1: Historical and Future Population

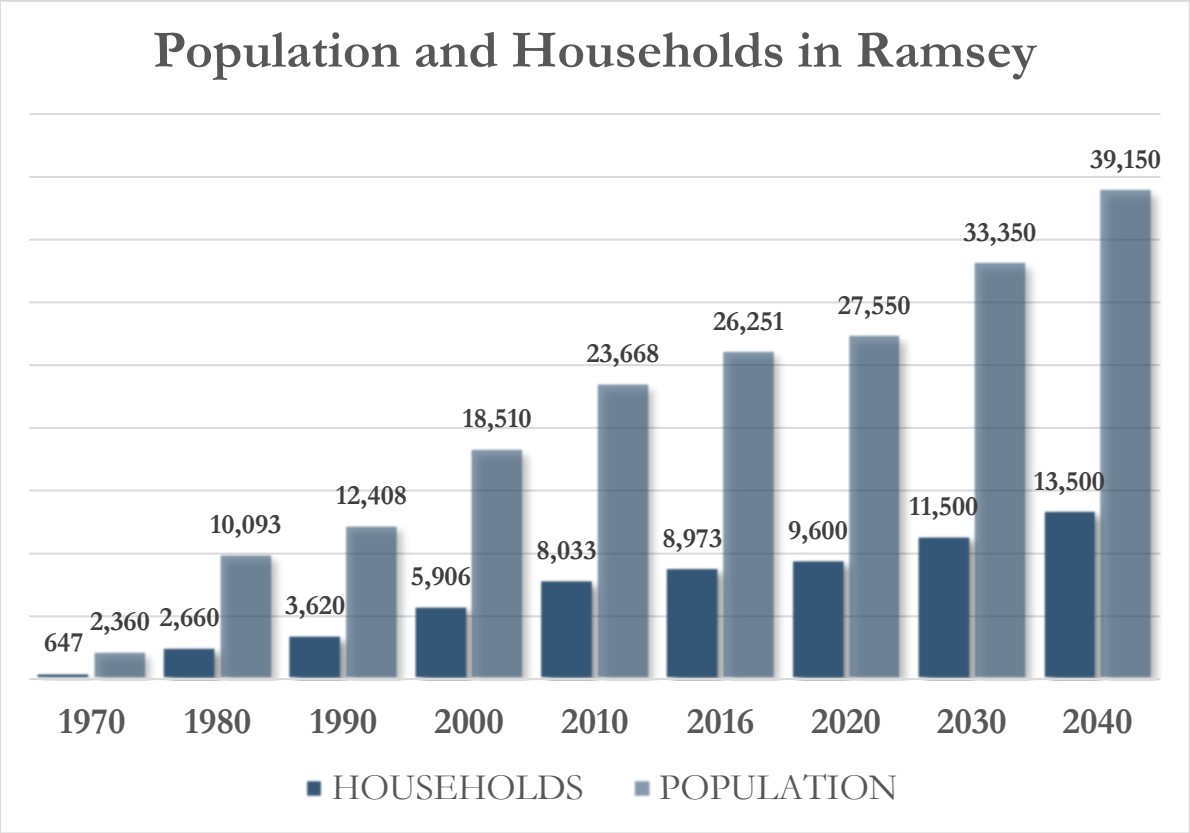
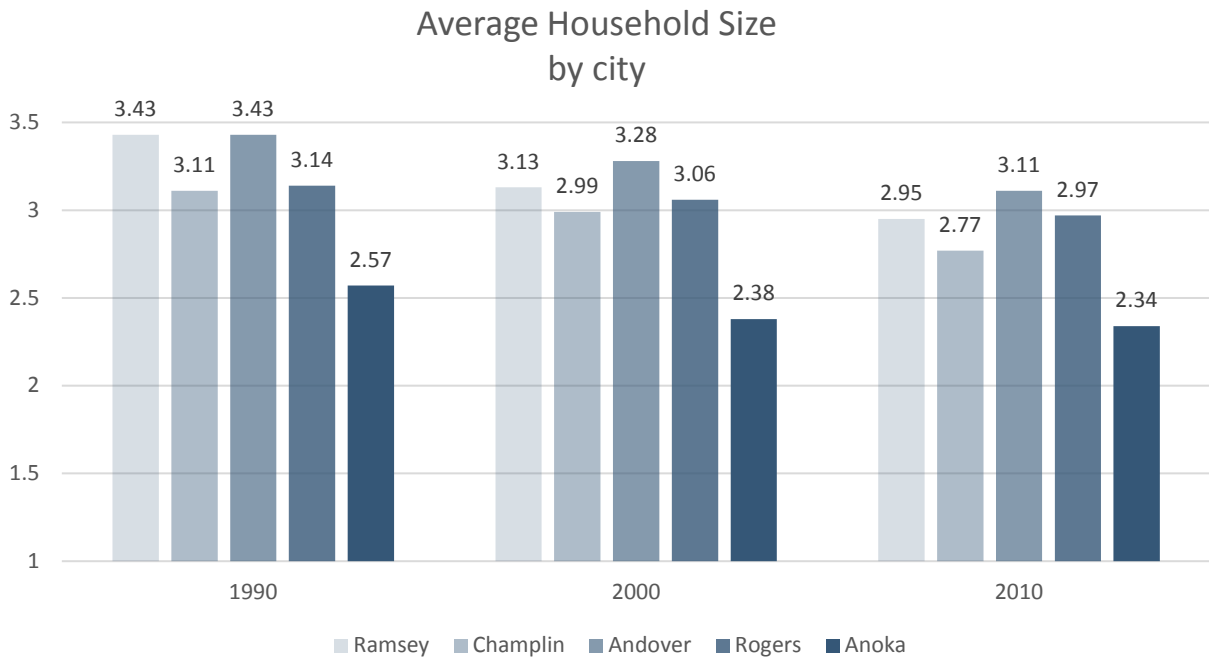


Figure 2: Average Household Size



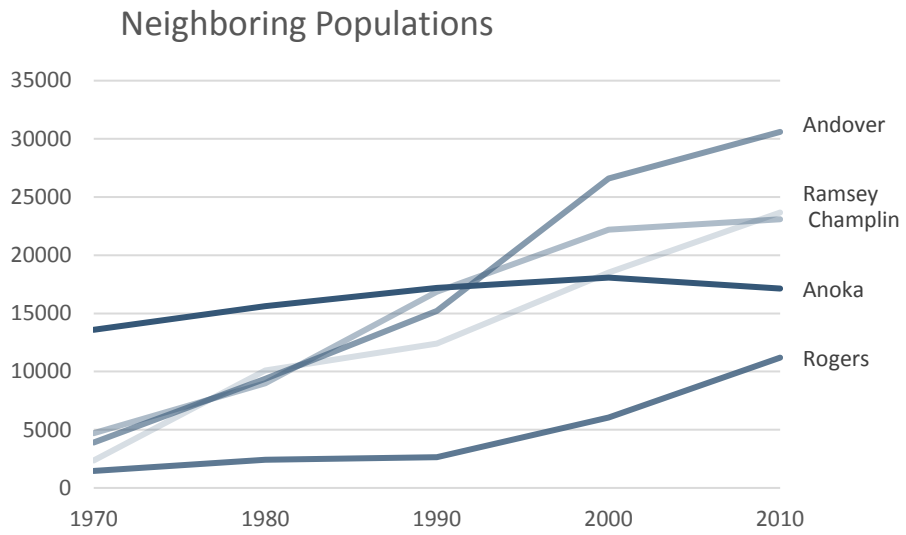
With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

Ramsey's population experienced steady growth between 1990 and 2010, slowed from 2010 to 2015, and is projected by the Metropolitan Council to steadily increase yet again from 2020 to 2040.

As shown in Figure 2, Ramsey has been outpaced by only Andover in population growth since 1990 and has risen from to the second most populated City in the area.

DRAFT

Figure 3: Population Comparison

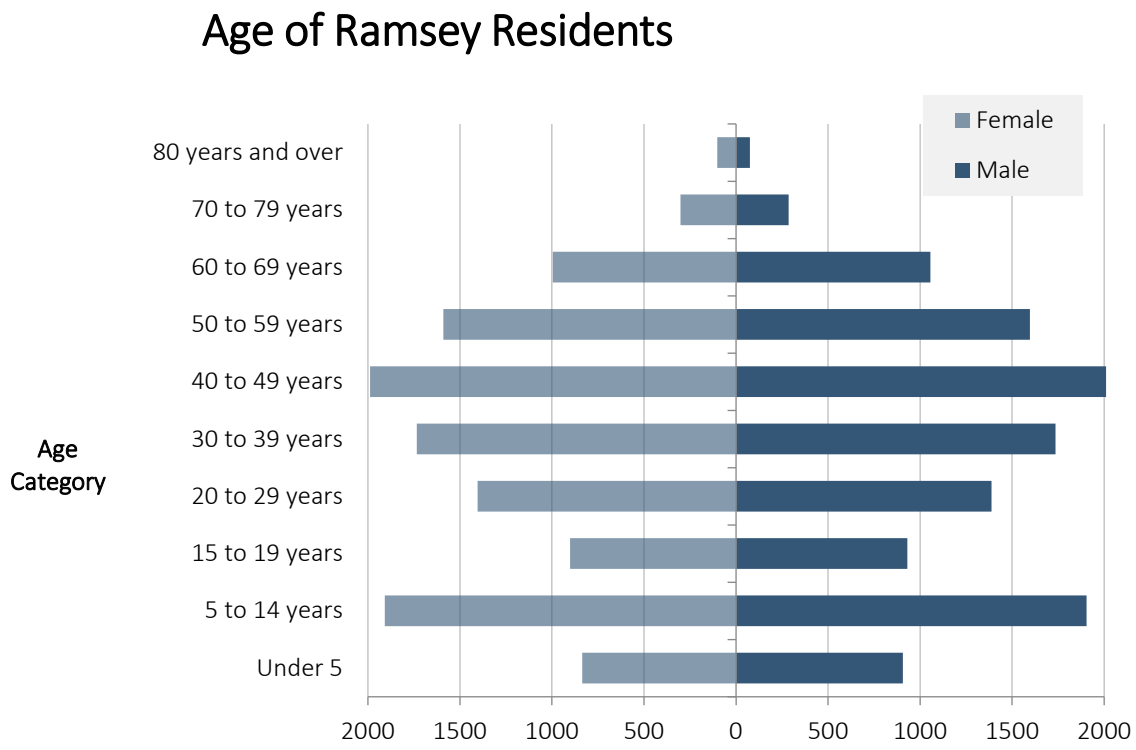


Age demographics

Consistent with most other communities across the region, Ramsey's population is aging. Figure 3 shows that the largest segment of the population is in the 40-49 age range which is quite young compared to many other communities in the metropolitan region. It will be important for Ramsey to plan for alternative housing options for these residents as they age so that they can remain in the community. In addition, it will also remain important that Ramsey seek ways to be competitive in retaining younger residents as the data shows the second largest section of residents in the 5-14 age range.

DRAFT

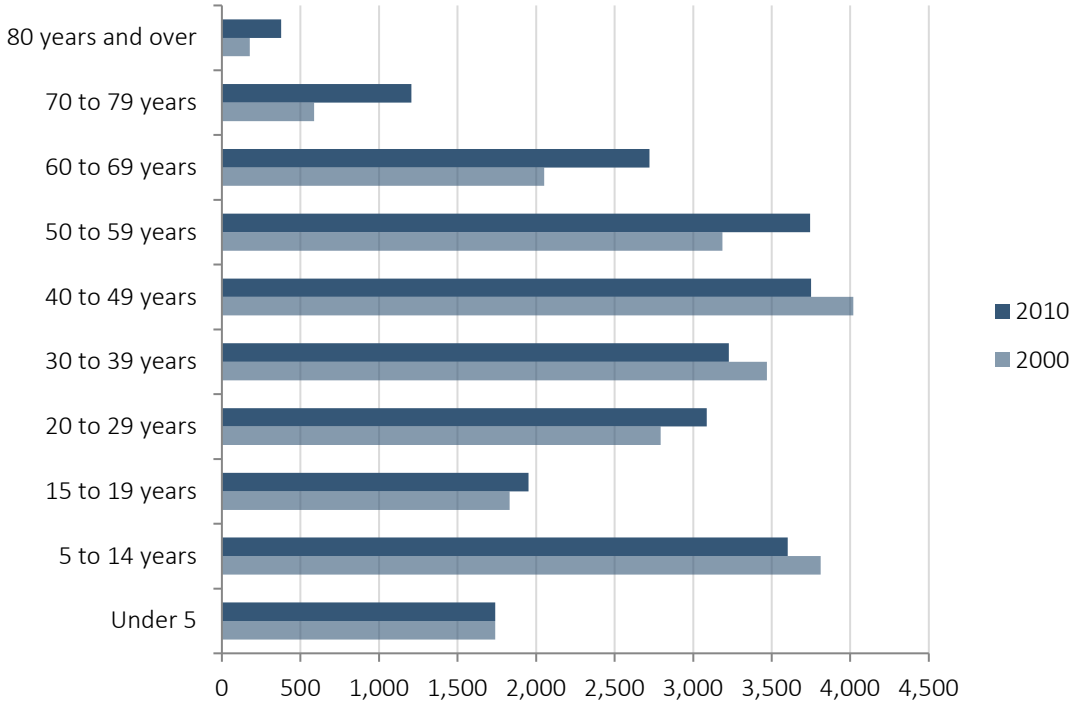
Figure 4: Age Distribution



Looking at the changes in age demographics from 2000 to 2010, the greatest gains were in the categories of "empty nester" adults, while there were losses in population amongst 30- to 50-year-olds. This age demographic profile helps explain Ramsey's key themes pertaining to schools, parks, and recreation.

DRAFT

Figure 5: Age Cohort

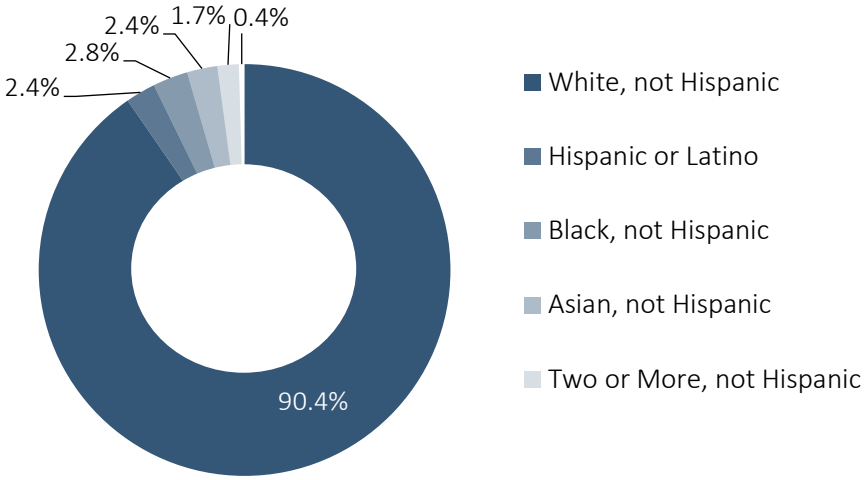


Race

At 90.4 percent, Ramsey residents are primarily white non-Hispanic individuals with the remaining 9.6% of residents being people of color. By comparison, the Twin Cities region is 24.6% residents of color, and Anoka County is 15.6% residents of color. As such, Ramsey is not diversifying at the same rate as Anoka County or the Twin Cities region. Regional trends indicate that in the Twin Cities metro area, residents of color will continue to comprise a greater share of our region's population, increasing from 24% in 2010 to 41% in 2040.

DRAFT

Figure 6: Racial Demographics



The Neighborhoods

Housing Types

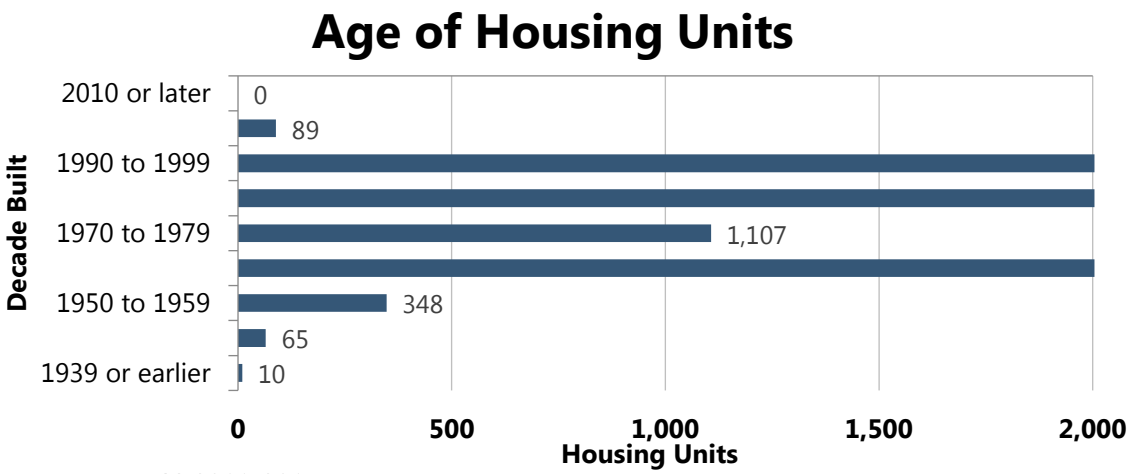
Housing is the predominant land use in Ramsey. Estimates from the Metropolitan Council indicate that there were 8,812 housing units in Ramsey in 2015. Around 75 percent of the housing units in Ramsey are single family detached homes with townhomes counting for an additional 15 percent of the total housing units.

Figure 7: Housing Type

Unit Type	Units	
Single Family Detached	6,692	75.9%
Multifamily (5 units or more)	680	7.7%
Townhomes	1403	15.9%
Duplex, triplex, quad	37	0.5%
Total:	**8,812**	100%

Source: Metropolitan Council Housing Stock Estimates (2015)

Figure 8: Age of Housing Stock

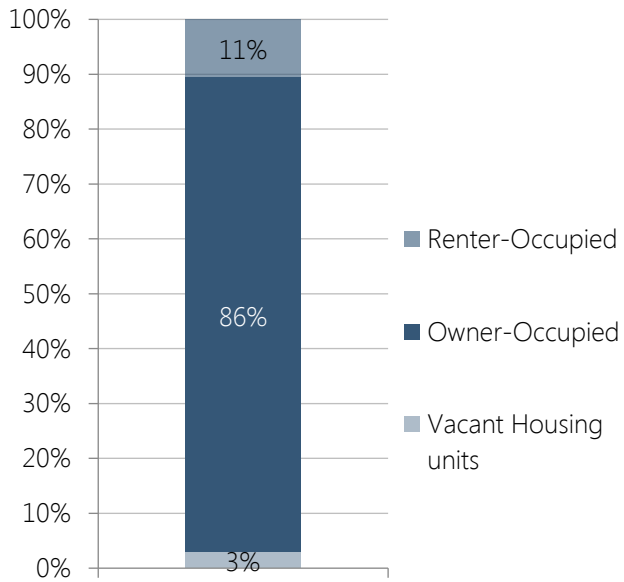


Data source: ACS 2011-2015

Housing Tenure

The City of Ramsey has a historically consistent foundation of owner-occupied housing which remains true today. Approximately 85 percent of Ramsey housing units are owner-occupied, and that percentage has remained largely the same since 1990. That percentage is higher than most of the cities surrounding Ramsey with the lowest percentage of owner-occupied housing of local communities being the City of Anoka at 52 percent.

Figure 9: Housing Tenure



The Economy

The Minnesota Department of Employment and Economic Development estimate approximately 6,150 jobs in the City of Ramsey in 2015. Average annual wages for 2015 are estimated at $46,637. A large reason for this average is likely due to the fact that manufacturing represents the largest employment industry in Ramsey at 34 percent, and these are typically living wage jobs. Anoka County as a whole has 16 percent devoted to Manufacturing.

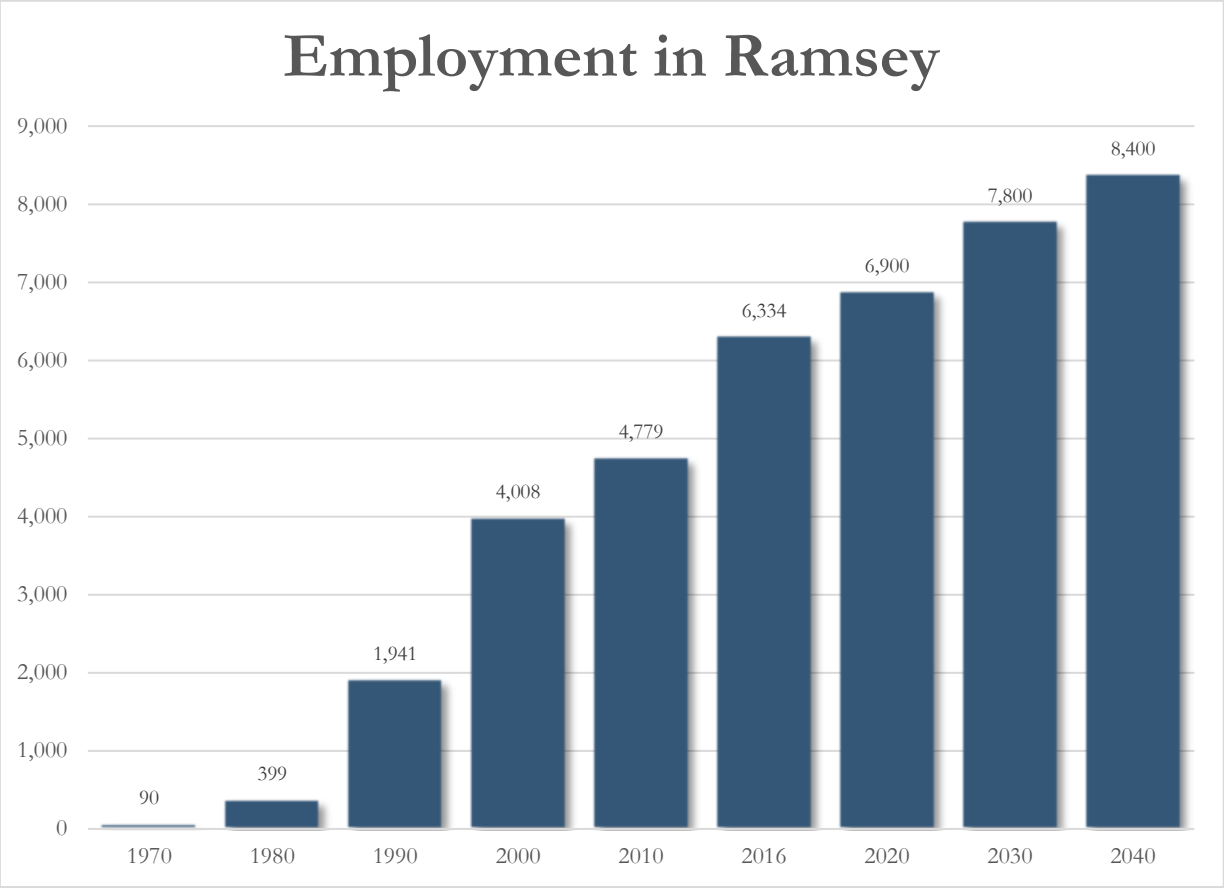
Figure 10: Jobs Located in Ramsey

Industry	Employment Total	Percentage
Retail Trade	554	9%
Health Care and Social Assistance	246	4%
Accommodation and Food Services	369	6%
Public Administration	185	3%
Manufacturing	2,091	34%
Other Services, Ex. Public Admin	308	5%
Educational Services	369	6%
Administrative and Waste Services	369	6%
Finance and Insurance	123	2%
Arts, Entertainment, and Recreation	123	2%
Information	62	1%
Wholesale Trade	308	5%
All Other Industries	1,046	17%
Total:	**6,150**	**100%**

The U.S. Highway 10 corridor is the commercial hub of Ramsey, running the length of the City. Ramsey faces the challenge of encouraging updates and redevelopment of its older and more outmoded buildings and businesses along U.S. Highway 10, while also developing greenfield properties within The COR and new business park east of Armstrong Boulevard.

Employment Forecasts

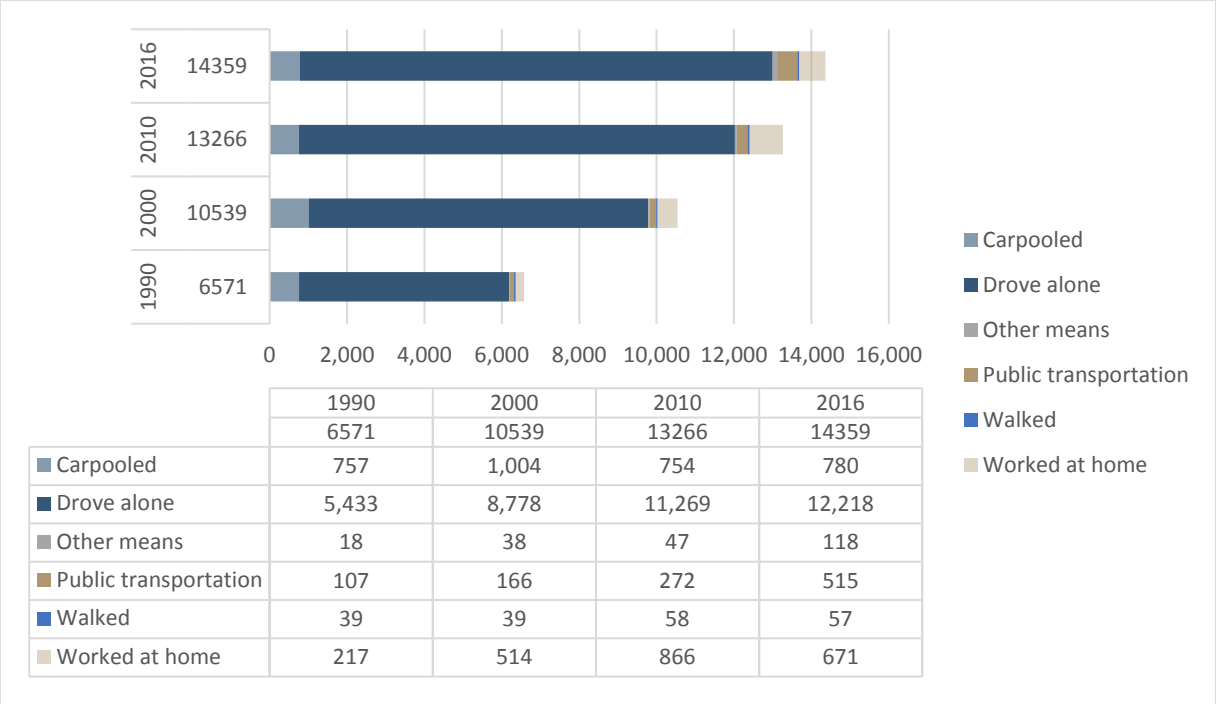
Figure 11: Employment Forecasts



Source: U.S. Census Decennial Survey, U.S. Census American Communities Survey, Metropolitan Council Forecasts

The Commute

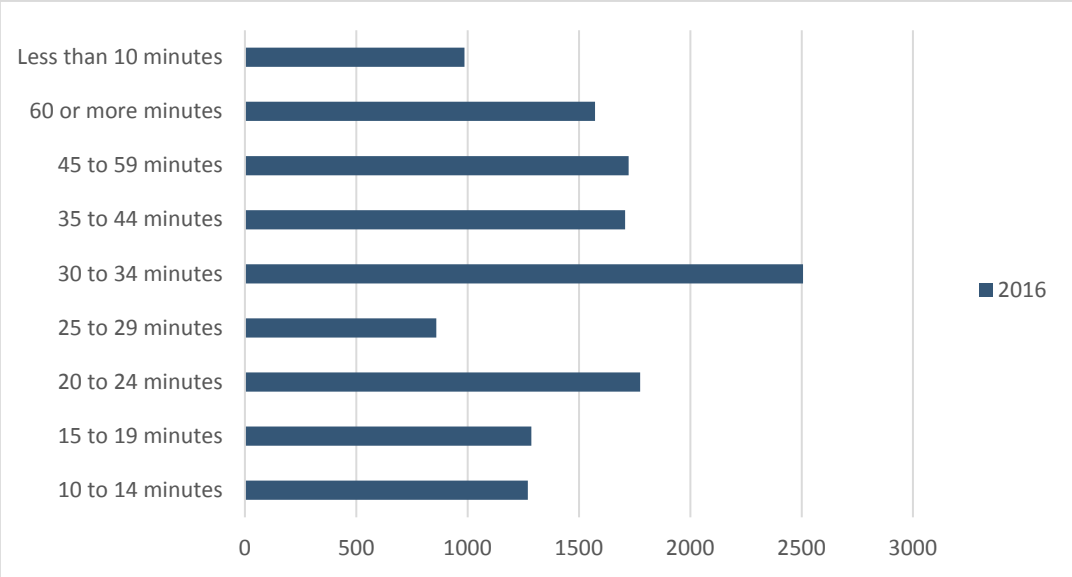
Figure 12: Means of Commuting



	1990	2000	2010	2016
	6571	10539	13266	14359
Carpooled	757	1,004	754	780
Drove alone	5,433	8,778	11,269	12,218
Other means	18	38	47	118
Public transportation	107	166	272	515
Walked	39	39	58	57
Worked at home	217	514	866	671

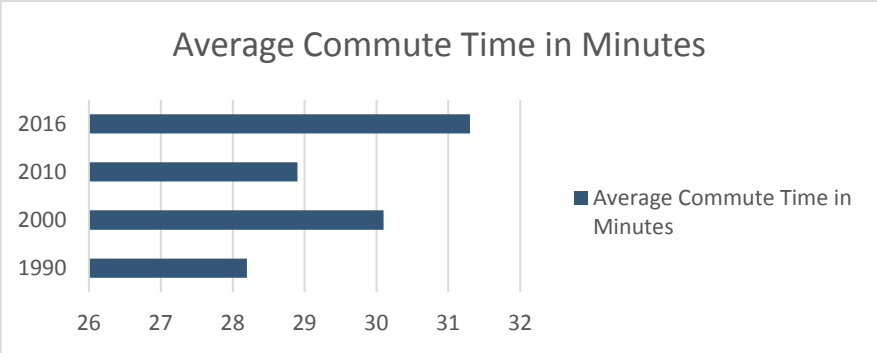
Source: U.S. Census American Communities Survey

Figure 13: Travel Time to Work



Source: U.S. Census American Communities Survey

Figure 14: Average Time to Work



Source: U.S. Census Decennial Census, U.S. Census American Communities Survey

Figure 15: Top Workplaces of Ramsey Residents

Workplace	Workers
Other	4,282
Minneapolis	1,722
Coon Rapids	1,062
Anoka	1,061
Ramsey	952
St. Paul	554
Plymouth	444
Brooklyn Park	433
Blaine	429
Fridley	425
Maple Grove	400

Figure 16: Top Residences of Ramsey Workers

Residence	Workers
Other	1,322
Ramsey	952
Coon Rapids	429
Andover	333
Anoka	280
Blaine	206
Nowthen	160
Brooklyn Park	145
Minneapolis	133
Oak Grove	121
Champlin	116

Proximity to jobs and commuting profiles are important to Ramsey's Transportation Goals and Economic Development Goals.

DRAFT

Land Use Plan

Land Use Goals and Objectives

The following represents goals and strategies for the future land use plan which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the land use plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Maintain and Expand the Rural Character of Ramsey
- Balance vision with market forces.
- Ensure a sense of place (public art)

A Connected Community

- Improve the safety and mobility of major corridors

An Active Community

- Create a diverse and robust offering of recreation opportunities
- Create a healthy community

Smart, Citizen-Focused Government

- Plan for future educational needs for youth in Ramsey
- Ensure an Adequate Workforce for Business Community and Economic Development Goals

Financial Stability

- Plan for a balance of desired community amenities with goal of maintaining a low tax rate.

DRAFT

2030 Land Use Plan Accomplishments

The last plan was adopted in 2010. While a number of factors changed since the last plan was adopted, the City can celebrate a number of successes as it relates to our land use vision. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

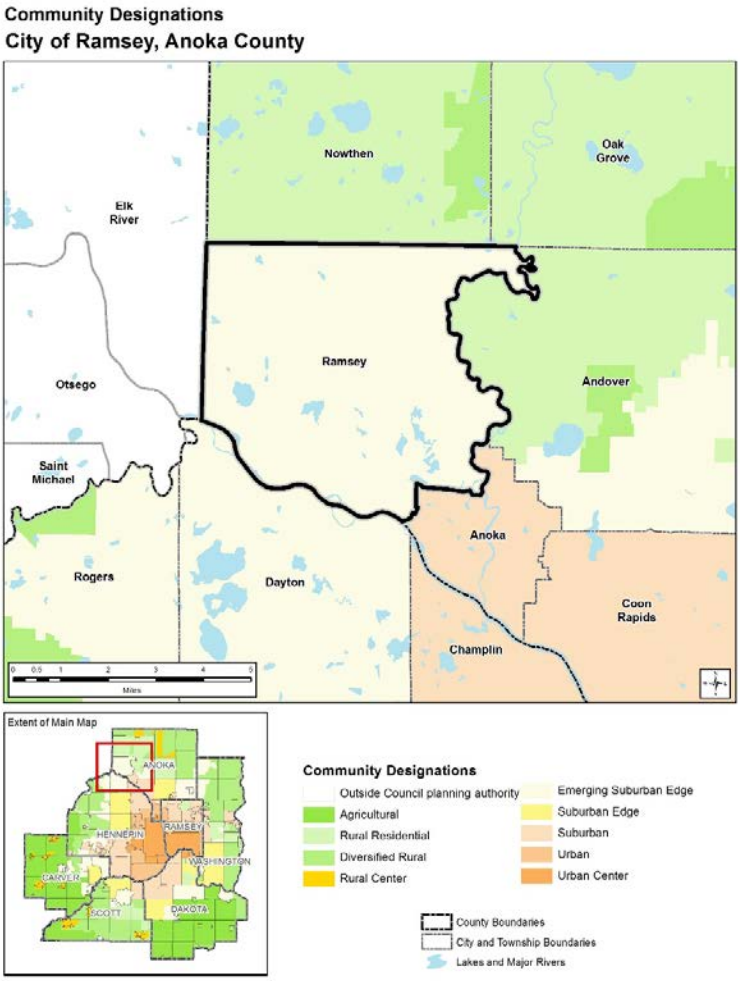
- Created a collaborative development review process for land use plans and project review.
- Implemented meaningful density transition into projects that are located adjacent to existing residential neighborhoods.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.
- Responded to changing market conditions to provide a variety of housing types and prices.
- Concentrated more dense developments in or near The COR to protect the City's rural character, create walkability, and create a unique identity for the community.
- Re-assessed the effectiveness of rural reserve and rural preserve practices and policies.
- Implemented design standards for walkable streets into review practices.
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Developed incentives for The COR to enhance its marketability.
- Maintained high quality design standards in The COR.
- Planned for adequate retail and commercial services.
- Expanded employment and industrial opportunities by facilitating a new, private business park.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices aimed to protect existing neighborhoods and natural resources.
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.

DRAFT

Community Designation: Balancing Rural Character and Urban Growth

A primary theme from Ramsey public engagement and outreach efforts was the need to better plan for and communicate our vision for a balanced approach of rural preservation and urban growth. Ramsey supports continued urban growth in areas planned for growth, all while preserving some of the Rural Character that makes Ramsey unique. After extensive review, Ramsey believes this balance can be best achieved through our existing designation as Emerging Suburban Edge. Later in the plan, Ramsey will highlight a generalized land use map that better illustrates the balance of rural character and urban growth while providing the flexibility to develop consistent with historical growth patterns.

Figure 17: Ramsey Community Designation



The Metropolitan Council uses community designations to group communities with similar characteristics in order to more effectively target its policies, similar to Ramsey's Future Land Use Categories and Zoning Districts. The Metropolitan Council uses these community designations to:

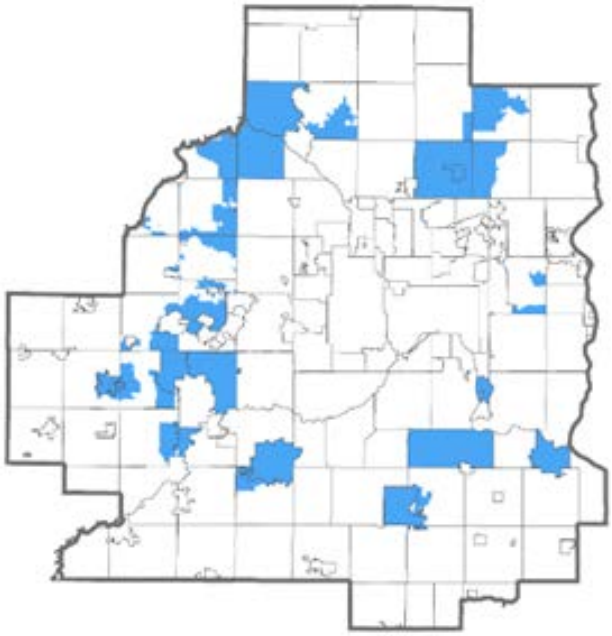
- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective roles of the Metropolitan Council and Ramsey along with strategies for planning for forecasted growth.

Emerging Suburban Edge

An Emerging Suburban Edge Community is characterized as transitioning from rural to developed. It should be noted that although a portion of Ramsey certainly is transition in this manner, a significant portion of the community remains guided for larger-lot, single-family development on private well and septic along with goals to protect a significant amount of exceptional quality ecological resources.

The Emerging Suburban Edge includes cities, townships, and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one Community Designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed. Communities designated as Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

Figure 18: Emerging Suburban Edge Communities



Communities in the Emerging Suburban Edge have a mix of residential, rural, and agricultural areas, often including lower-density single-family neighborhoods and small downtown service centers. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern, characterized by large curving streets, limited through-roadways, and auto-oriented street design. Emerging Suburban Edge communities have access to regional wastewater services (either municipally owned or regional services), access to the metropolitan highway system, and include existing or planned Regional Parks System facilities.

The Emerging Suburban Edge communities provide a variety of commercial activities along the main transportation corridors, and most encompass historic small downtowns with small town characteristics. These communities benefit from their proximity to more developed areas while retaining their local rural character and protecting natural resources. Commercial areas in the Emerging Suburban Edge tend to be individual large employers and smaller-scale commercial centers serving the local population.

Although these communities have some redevelopment potential in older areas such as historic downtown districts, the focus in the Emerging Suburban Edge is on greenfield development. Greenfields present opportunities to integrate natural resource preservation into site planning prior to development. Some of these communities have land available within their jurisdiction staged for future development, while others are expanding through orderly annexation agreements with neighboring townships. This mix of uses, availability of undeveloped land, and rich access to natural resources is a characteristic unique to Emerging Suburban Edge communities.

As of May 2014, the Metropolitan Council forecasts that the Emerging Suburban Edge area will add 201,000 residents, 93,000 households, and 58,000 jobs between 2010 and 2040. This represents growth of 66% in population, 87% in households, and 66% in employment over the three decades. Because most Emerging Suburban Edge communities also have areas designated as rural, these numbers are approximations. These numbers may change during the current comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area.

DRAFT

Forecasted Growth

Table 2: Forecasted Growth

	2016	2020	2030	2040
Households	8,973	9,500	11,500	13,500
Population	26,251	27,550	33,350	39,150
Employment	6,334	6,900	7,800	8,400

Ramsey acknowledges that these forecasts deviate from the approved 2040 forecasts for Ramsey. After careful consultation and analysis of recent growth trends, Ramsey requests these modifications to our 2040 Forecasts. For assistance in reviewing requested changes, the series of tables below are offered.

Requested Household Forecast Amendment

	2020	2030	2040
Published Forecast	9,400	11,300	13,000
Requested Amendment	9,600	11,500	13,500
Difference	+200	+200	+500

Requested Population Forecast Amendment

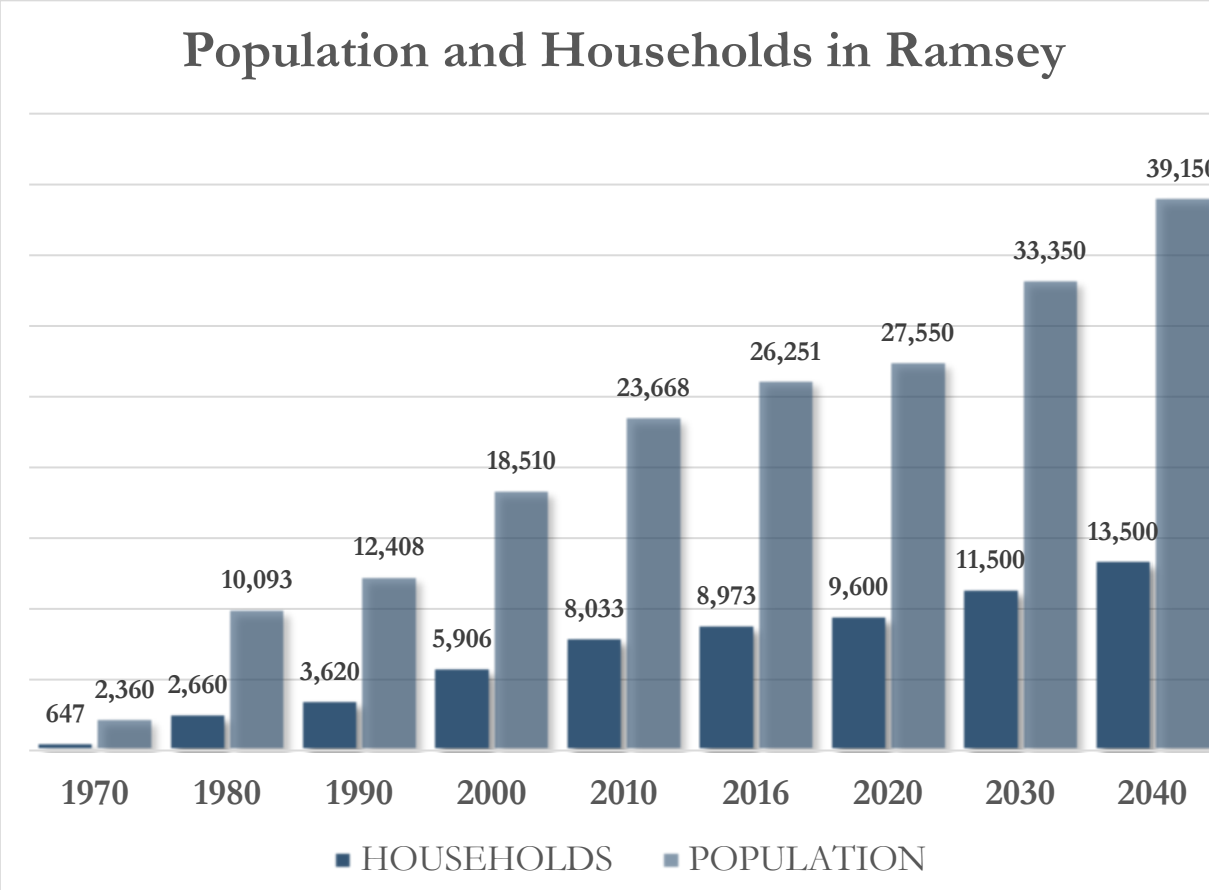
	2020	2030	2040
Published Forecast	26,400	30,700	34,700
Requested Amendment	27,550	33,350	39,150
Difference	+1,150	+2,650	+4,450

Requested Employment Forecast Amendment

	2020	2030	2040
Published Forecast	6,200	7,000	7,600
Requested Amendment	6,900	7,800	8,400
Difference	+700	+800	+800

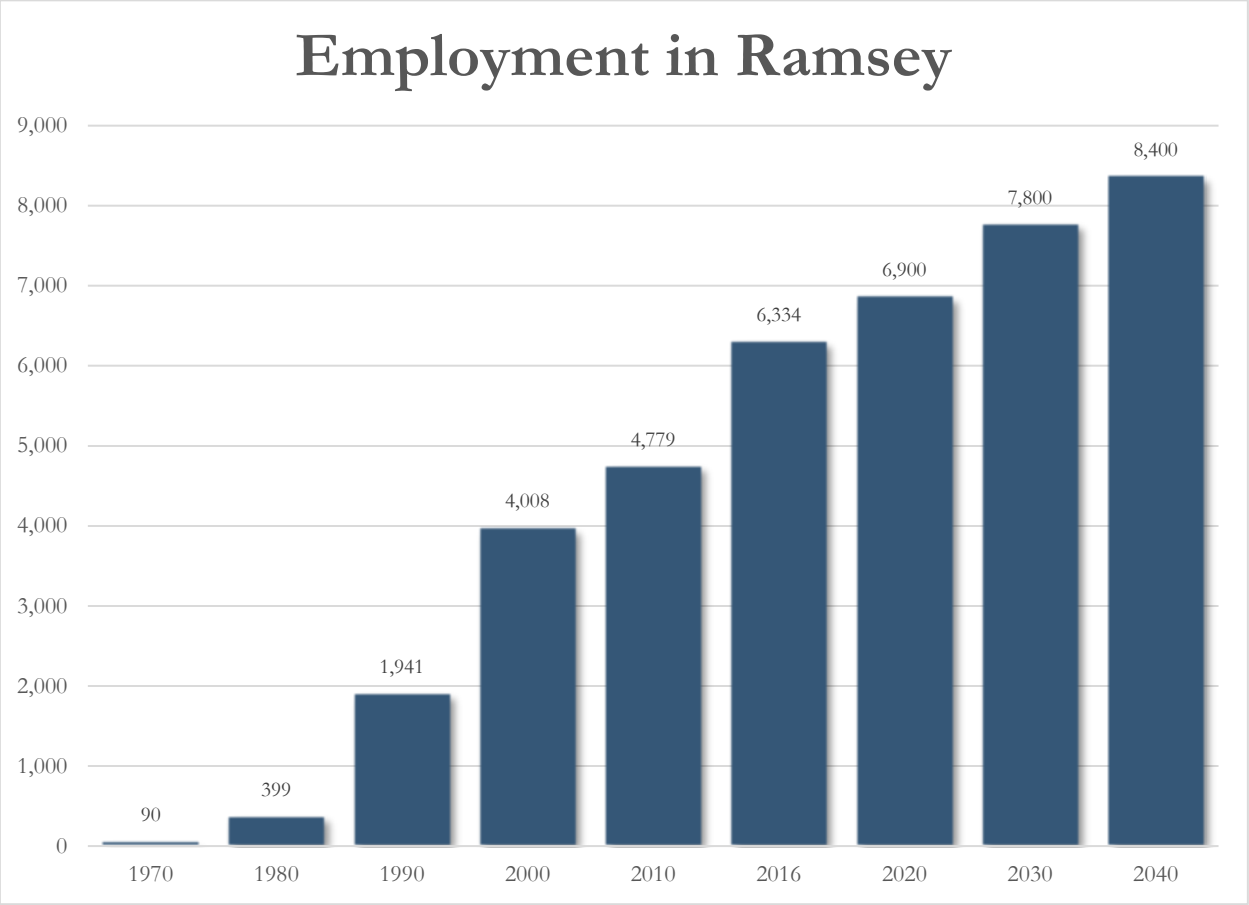
DRAFT

Figure 19: Forecasted Household and Population Growth



DRAFT

Figure 20: Forecasted Employment Growth

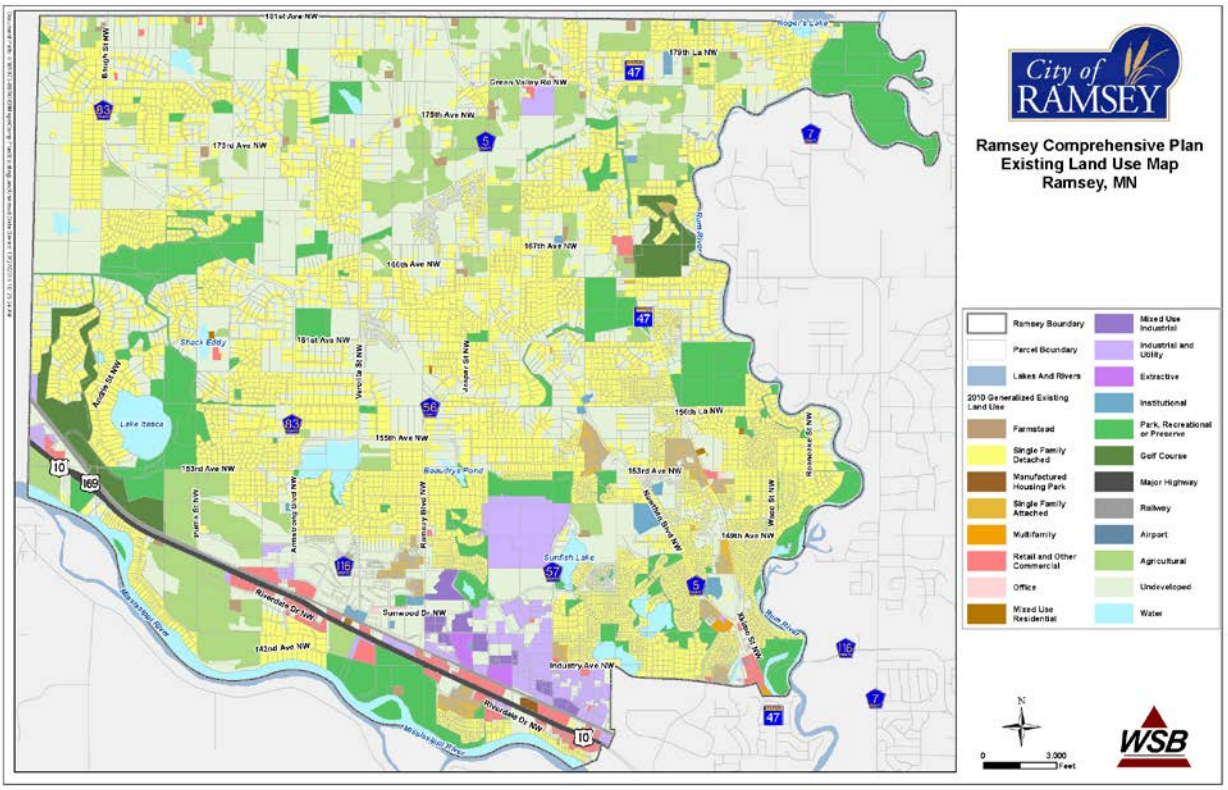


Planned Employment Density

Ramsey plans for forecasting future employment growth by a metric of 45% building coverage of a parcel.

Existing Land Uses

Figure 21: Existing Land Use Map



DRAFT

Table 3: 2010 Existing Land Use Categories

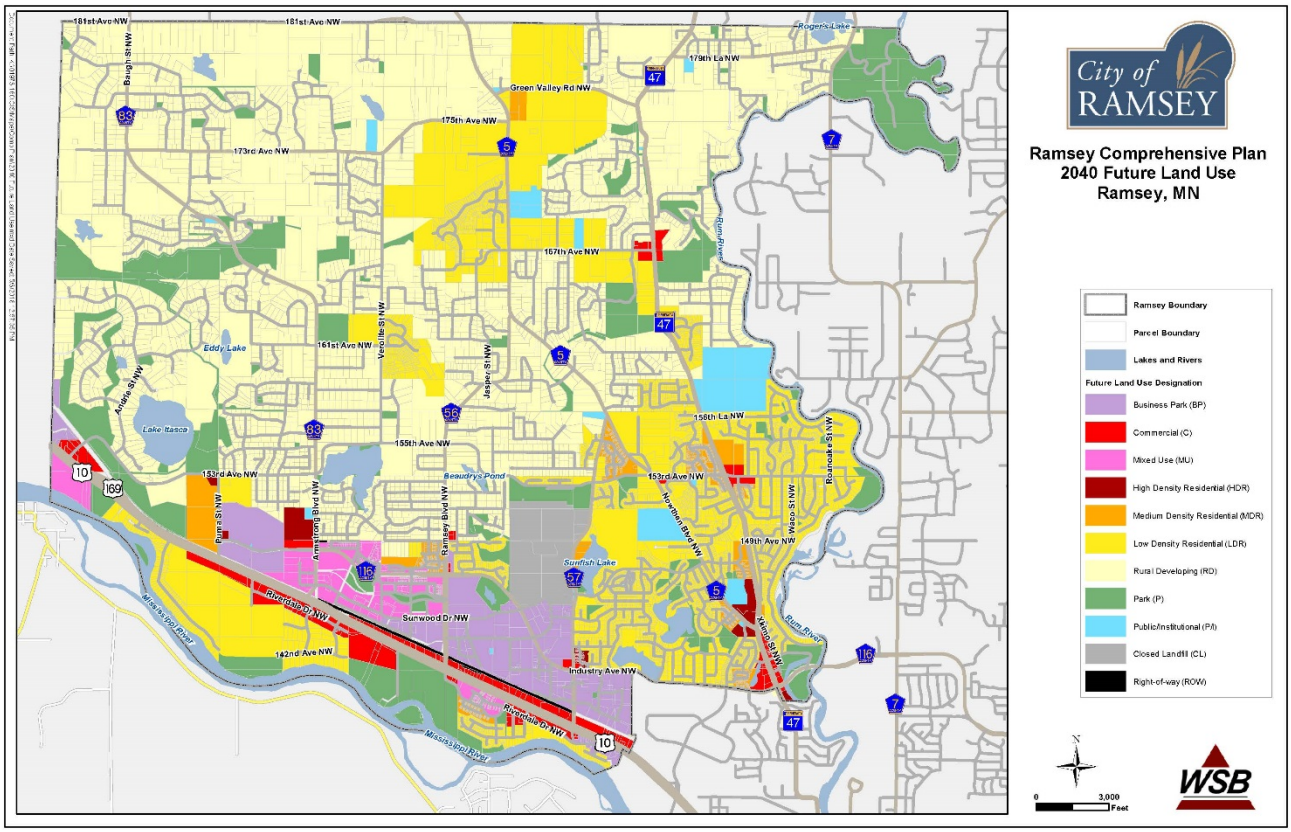
Land Use	Acres	Percentage of Total
Agriculture	1,659	9 %
Airport	0	0 %
Extractive	40	0 %
Farmstead	65	0 %
Golf Course	332	2 %
Industrial and Utility	561	3 %
Institutional	92	0 %
Major Highway	144	1 %
Manufactured Housing Park	7	0 %
Mixed Use Industrial	107	1 %
Mixed Use Residential	8	0 %
Multifamily	12	0 %
Office	14	0 %
Open Water	753	4 %
Park, Recreational or Preserve	1,960	10 %
Railway	67	0 %
Retail and Other Commercial	254	1 %
Single Family Attached	227	1 %
Single Family Detached	6,837	36 %
Undeveloped Land	5,957	31 %

Note: over 8,000 acres of Ramsey is already developed.

DRAFT

Future Land Uses

Figure 22: Future Land Use Map



DRAFT

Future Land Use Descriptions

Rural Developing (RD)

Areas guided Rural Developing are those areas that may be developed utilizing private utilities. These areas are expected to develop at a minimum of 1 unit per 10 acres and a maximum of 1 unit per 2.5 acres.

Low Density Residential (LDR)

Areas guided Low Density Residential must have urban services before development can take place. These areas are expected to develop at a minimum of 3 units per acre and a maximum of 4 units per acre for an average of 3.5 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 three (3) units per acre, those lots directly adjacent to 2.5 acre lots will be required to provide an effective transition that maintains the existing character of the neighborhood. Screening methods, such as landscaping must also be employed to transition between very low density areas and urban lots.

Medium Density Residential (MDR)

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. These areas are expected to develop at a minimum of four (4) units per acre and a maximum of eight (8) units per acre. Average density will be six (6) units per acre. Medium density detached single-family is becoming an increasingly popular development pattern for Ramsey.

High Density Residential (HDR)

These areas are within the MUSA and intended to accommodate multi-family housing such as townhomes and apartment buildings. These areas are expected to develop at a minimum of ten (10) units per acre and a maximum of fifteen (15) units per acre. The average density will be 12.5 units per acre.

Mixed Use (MU)

Mixed Use areas may include a combination of residential, commercial, light industrial, open space, and a transit hub and are broken into the following three categories:

Mixed Use (Low). Areas guided as Mixed Use (Low) are expected to develop at a minimum of five (5) units per acre and a maximum of fifteen (15) units per acre. It is expected that 50% of the land area will be developed as residential.

Mixed Use (Medium). Areas guided as Mixed Use (Medium) are expected to develop at a minimum of eight (8) units per acre and a maximum of twenty-five (25) units per acre. It is expected that 50% of the land area will be developed as residential.

Mixed Use (High). Areas guided as Mixed Use (High) are expected to develop at a minimum of fifteen (15) units per acre and a maximum of seventy-five (75) units per acre. It is expected that 50% of the land area will be developed as residential.

DRAFT

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

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

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

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

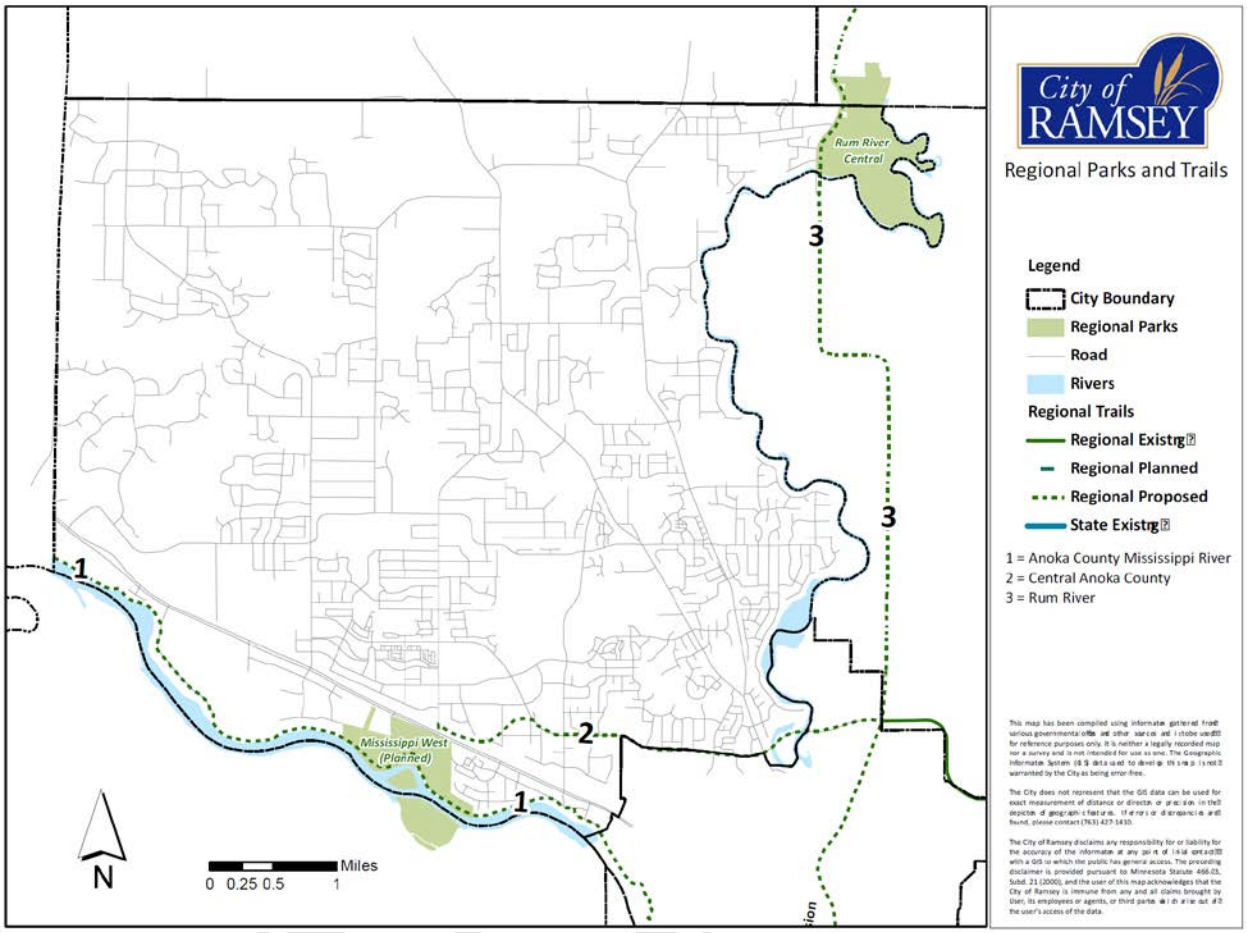
Closed Landfill (CL)
The risk to public health and safety associated with the closed landfill in Ramsey is mitigated by implementing land-use controls that minimize public exposure to landfill hazards and protect the state's response action equipment. In other words, future use of land at and around closed landfills needs to be planned carefully and responsibly. The purpose, then, for preparing a Closed Landfill Use Plan (CLUP) for each landfill is to protect the integrity of the landfill's remediation and monitoring systems, protect human health and public safety at each landfill, and accommodate local government needs and desires for land use at the qualified facility with consideration for health and safety requirements.

Right of Way (ROW)
Right of way identifies area designated for public roadways.

Metropolitan Council Approved Master Plans
The Metropolitan Council has approved Master Plans for Rum River Central Regional Park and Mississippi West Regional Park (future). These Master Plan Boundaries are reflected in the Future Land Use Map and within the Parks and Recreation Plan. Additional information on local park and recreation planning is included in the Parks and Recreation Plan.

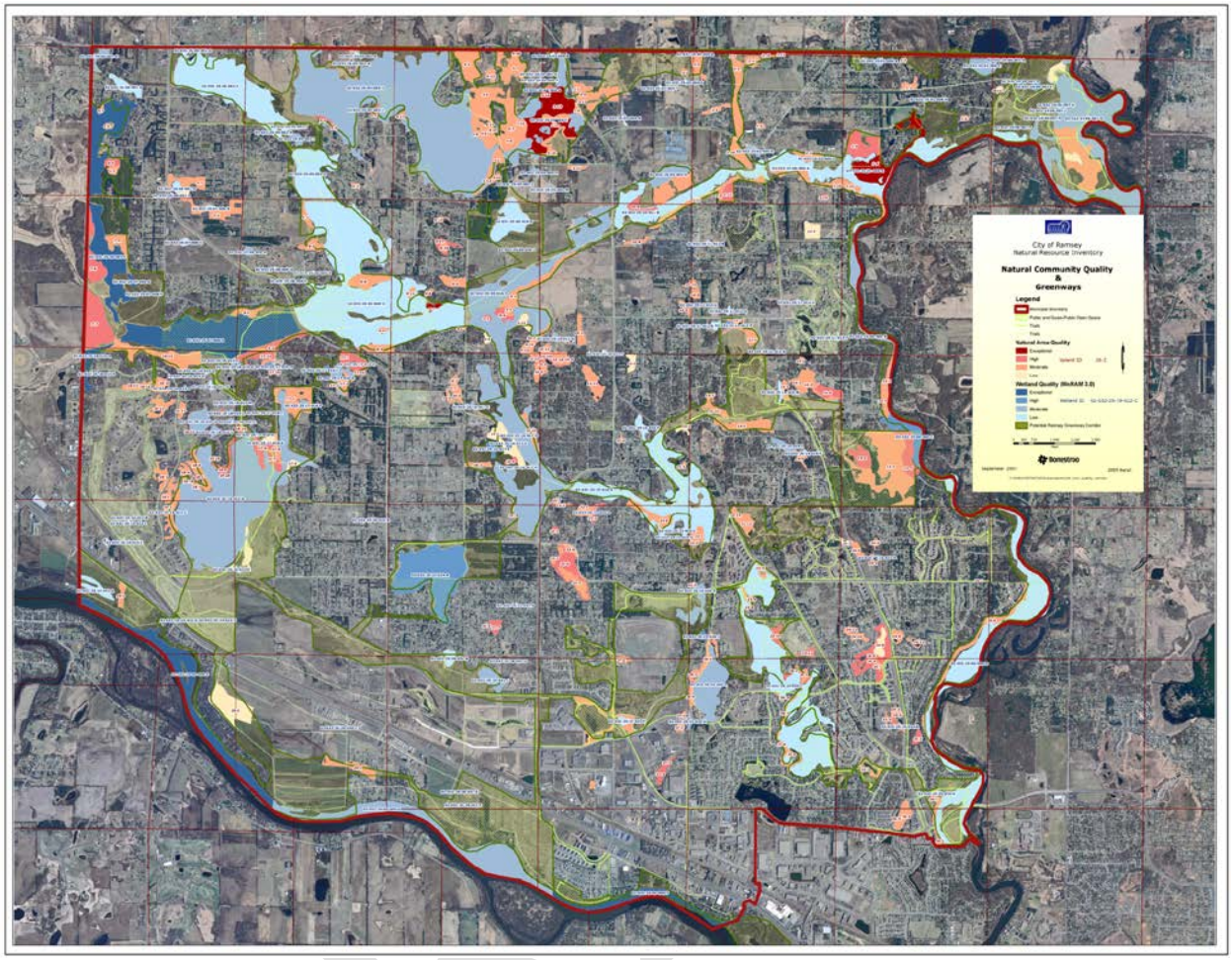
DRAFT

Figure 23: Master Plan Boundaries



DRAFT

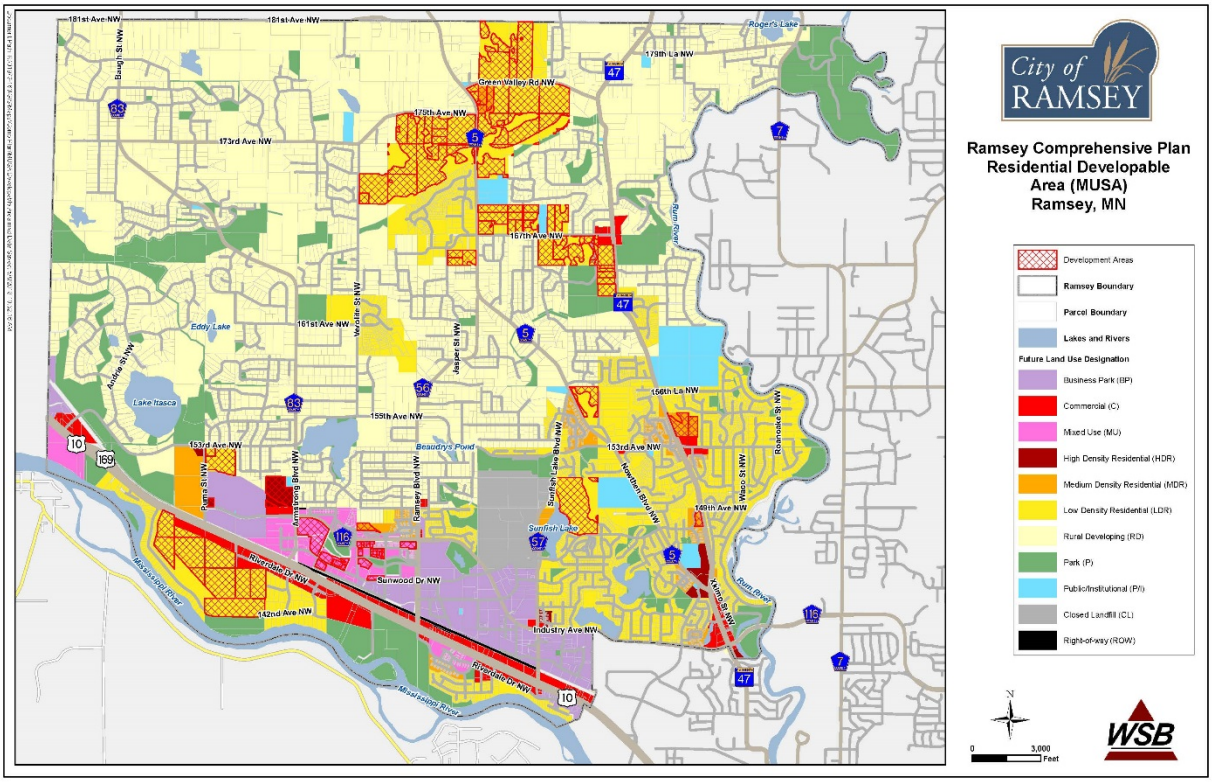
Figure 24: Natural Resources



DRAFT

Expected Density of Future Development

Figure 25: Development Potential to meet Metropolitan Council Forecast



Affordable Housing Allocation

The City participates in the Livable Communities Program of the Metropolitan Council, which provides access to a number of funding opportunities. As part of said participation, the City plans for an allocation of affordable housing. The City has confirmed that the Future Land Use Map/Plan is acceptable for anticipated affordable housing need. Additional information and narrative regarding affordable housing within the City is included in the Housing chapter.

Affordable Housing Need	
At or Below 30% AMI	292
31% to 50% AMI	167
51% to 80% AMI	40
Total Units	499
AMI = Area Median Income	

Staged Development Plan

Ramsey will need to complete this section on the final draft. The City needs further policy direction on the underlying assumptions before preparing a staging plan for future development. Future Development and supporting infrastructure shall be forecasted in the following periods.

- 2020
- 2030
- 2040

Planned Density

Table 5: Density Table

Land Use Category	Minimum Density	Midpoint Density	Maximum Density
Rural Developing	0.1 units/acre	0.25 units/acre	0.4 units/acre
Low Density Residential	3 units/acre	3.25 units/acre	4 units/acre
Medium Density Residential	4 units/acre	6 units/acre	8 units/acre
High Density Residential	10 units/acre	12.5 units/acre	15 units/acre
The COR – Low Density	5 units/acre	10 units/acre	15 units/acre
The COR – Medium Density	8 units/acre	16.5 units/acre	25 units/acre
The COR – High Density	15 units/acre	45 units/acre	75 units/acre

Table 6: Mixed Use Densities

Land Use Category	% Residential	% Commercial	% Office	Residential Density Range
The COR – Low Density	50%	25%	25%	5 - 15 units/acre
The COR – Medium Density	50%	25%	25%	8 – 25 units/acre
The COR – High Density	50%	25%	25%	15 – 75 units/acre

DRAFT

Table 7: Forecasted Growth Allocations

	Guided Land Use Type	Dev. Acres	Density Range			Yield %	Minimum Units (overall density and average)	Midpoint Units (meet forecast)
			Min	Mid	Max			
Guided in 2040 Plan	Low Density Residential (LDR)	1096.95	3	3.5	4	100%	3291	3839
	Medium Density Residential (MDR)	49.62	4	6	8	100%	198	298
	High Density Residential (HDR)	29.50	10	12.5	15	100%	295	369
	Mixed Use (Low Density)	4.30	5	10	15	50%	11	22
	Mixed Use (Medium Density)	45.30	8	16.5	25	50%	181	374
	Mixed Use (High Density	6.90	15	45	75	50%	52	155
	Guided Total	1204.32					4,028	5,056
Community Designation Density								
Overall Average		3.34	(min. 3 for emerging suburban edge community)					

DRAFT

Staged Development and Redevelopment

Development and Redevelopment is likely to focus on the following areas.

- Armstrong West/COR West
  - Bunker Lake Industrial Park
  - Future Business Park
  - Riverstone
- Mississippi West
  - Pearson Agricultural Area
  - Riverside Farms
- Rum River Retail Node
  - Rum River Hills
  - Retail Node Revitalization
- The COR
- Trott Brook

Table 8: Development Staging by Planning Period

Land Use	Dev. Acres	2020	2030	2040	Density Range			Planning Period Units					
					Min	Mid	Yield %	2020		2030		2040	
								Min	Mid	Min	Mid	Min	Mid
LDR	1096.95	365.65	365.65	365.65	3	3.5	100 %	1097	1280	1097	1280	1097	1280
MDR	49.62	16.54	16.54	16.54	4	6	100 %	66	99	66	99	66	99
HDR	29.5	9.83	9.83	9.83	10	12.5	100 %	98	123	98	123	98	123
MU-Low	4.3	1.43	1.43	1.43	5	10	50%	4	7	4	7	4	7
MU-Med	45.3	15.1	15.1	15.1	8	16.5	50%	60	125	60	125	60	125
MU-High	6.9	2.3	2.3	2.3	15	45	50%	17	52	17	52	17	52

Armstrong West/COR West

Armstrong West is a planning area generally north of Highway 10 and west of Armstrong Boulevard. This area is approximately 350 acres and is current a mix of agricultural land, vacant land, and industrial land. Planned future land uses include a retail redevelopment area of the current industrial park, Business Park, low density residential, medium density residential, high density residential, and rural developing. Development is expected to commence in 2018. Full build out is expected in the next ten (10) to fifteen (15) years.

Mississippi West

Mississippi West is a planning area generally south of Highway 10 between Armstrong Boulevard and Bowers Drive. This area is predominantly agricultural.

DRAFT

Planned land use within this area is predominantly low density residential, with an area of natural resource protection along the Mississippi River. Development of this area is likely ten (10) to fifteen (years) in the future due to availability of infrastructure (2015 to 2025 timeframe).

Connexus Energy is planning a nineteen (19) acre solar farm within this planning district in 2018.

This area is also the location of a potential extension of Armstrong Boulevard to serve as a future river crossing to the City of Dayton. This improvement is not currently in official regional planning documents and is likely at least twenty (20) years away, if not longer. The cities of Dayton and Ramsey choose to plan for this long-term improvements to protect the necessary corridor.

Elmcrest District Small Area Plan

The Elmcrest District is a planning area anchored by a 1970s area rural commercial node. This node has shown evidence of blight and vacancy, with some recent renovations of existing structures. The City has excess land for sale, remnant from the construction of Water Tower #3. Rum River Hills Golf Course desires redevelop a portion of their property (two holes only) and reconfigure the two (2) holes displaced by redevelopment.

The retail node located at 167th Avenue and Trunk Highway 47 has been a topic of discussion with City Councils and EDA boards for several years. The Elmcrest District has struggled to become economically viable for some time, is experiencing high vacancy rates, an increase of blighted building conditions and escalating crime.

Ramsey's goal is to improve and/or remove blight from properties-of-concern and encourage sustainable market-driven redevelopment of the Elmcrest District that will benefit the entire City of Ramsey. Our vision is a mixture of residential and retail uses. Residential users may include single family residential, townhomes, or senior living units as directed by the market. Retail will include a market driven neighborhood commercial node. Redevelopment of the Elmcrest District should include a connection to Elmcrest Park and/or nearby trails where feasible.

DRAFT

The COR

The COR is a 320-acre master-planned community located adjacent to the Northstar Commuter Rail – Ramsey Station (The COR plus surrounding developable area is over 400 acres). Together with adjacent developed and developable area, there are approximately 400 acres of development of a mix of uses. Goals for this development include an identity for the community, a destination for retail to support the local community, walkability, and supportive of commuter-rail transit.

As an implementation strategy of this Comprehensive Plan Update, Ramsey will be updating the land use plans for The COR. To frame said update, the vision of the COR is as follows.

The COR will serve as a City Center primarily to bring people of Ramsey together that embraces natural market opportunities. The COR will also attract energy from the surrounding region. It will be a unique destination, technology-accessible, and serve as a gathering place. It will feature unique architecture stressing historical feel and function.

The COR is approximately 50% developed, and is likely to experience substantial additional development in the next ten (10) years. Ramsey is updating this plan as a separate planning document known as The COR Development Plan Update.

Table 7: Development Progress in The COR

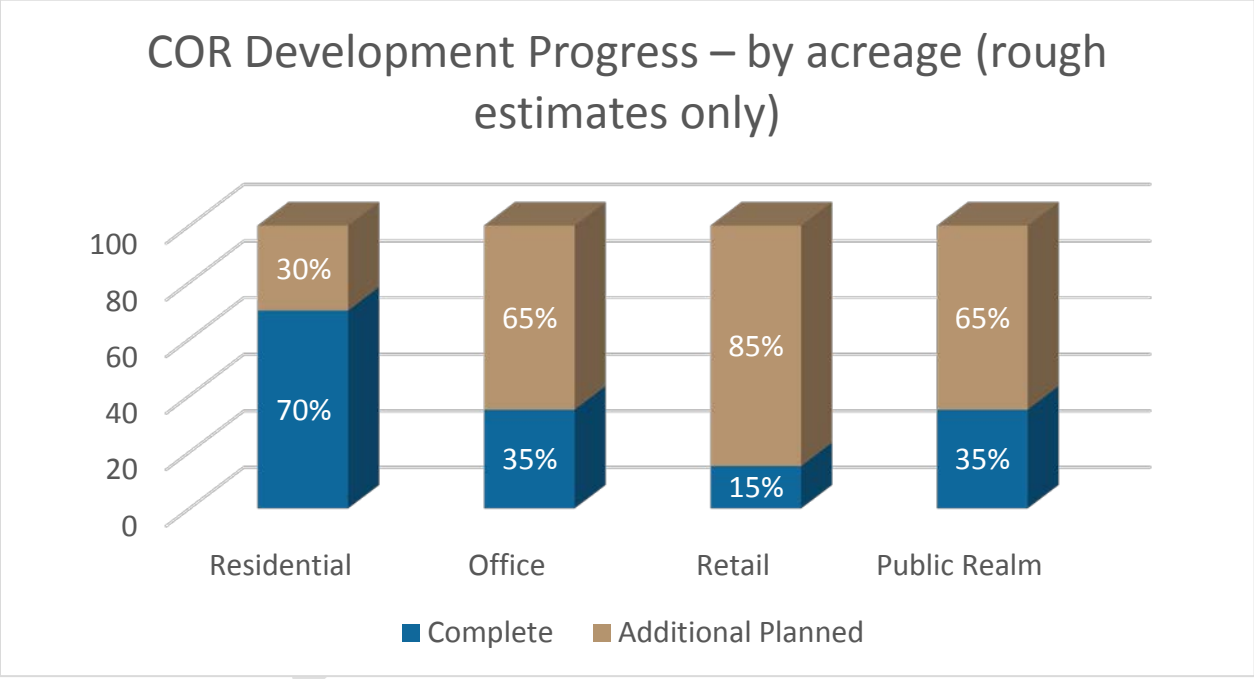
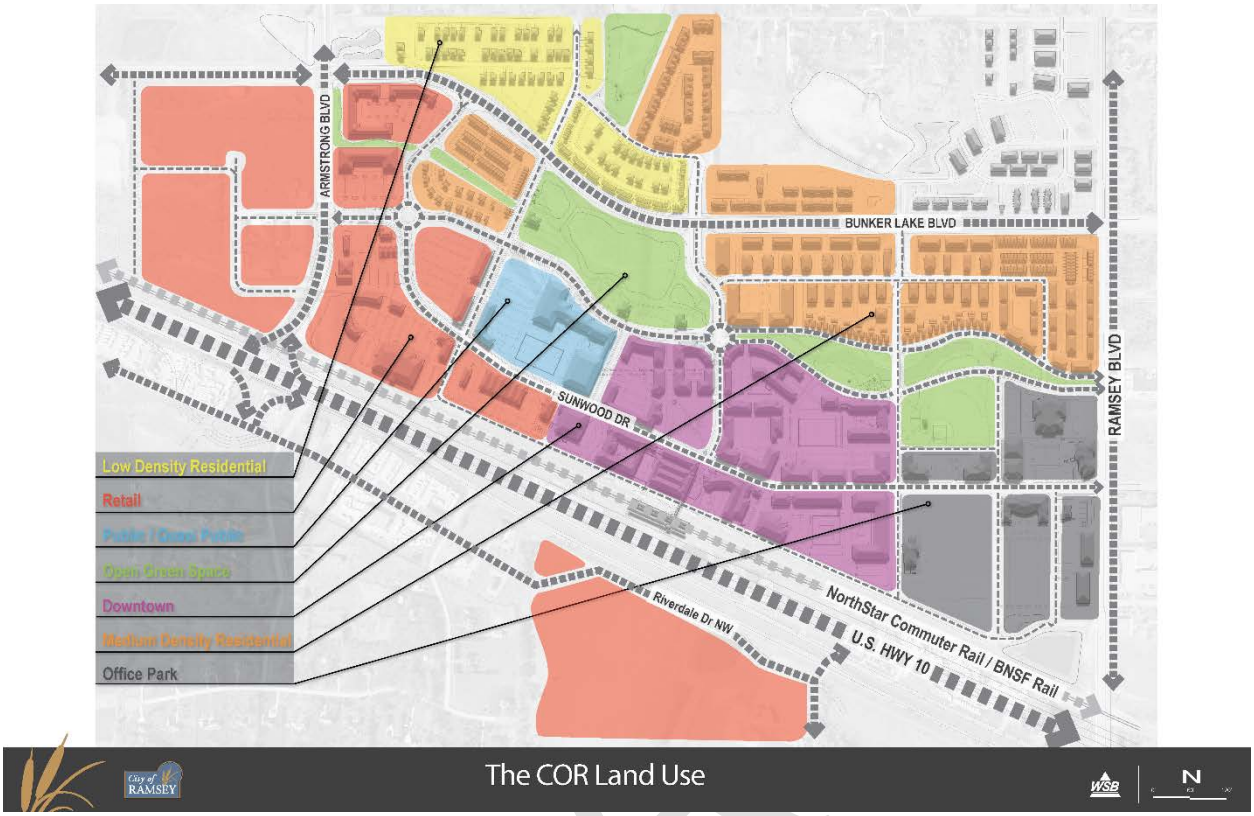


Figure 26: Land Use Plan for The COR



Trott Brook

A significant area for future development of primarily Low Density Residential uses is planned for north of Trott Brook. Trott Brook is a significant ecological resource for the City to protect, and also serves as an important recreational corridor. This development area will represent the first area in the community north of Trott Brook to receive municipal services (water and sanitary sewer).

Immediately adjacent to this area is the site of a planned second elementary school operated by Anoka Hennepin School District #11.

DRAFT

Natural Resources

Ramsey has established a number of land use goals focused on natural resources.

- Enhanced Protection of Natural Resources
- Enhanced Recreation Opportunities in Natural Resource Areas
- Clean Water and Clean Air
- Reduced Waste Stream in Landfills

These goals are defined within the Natural Resources Plan

There are no known aggregate resources within the community.

Special Resources Plan

Ramsey has two (2) special resources within the community.

1. Mississippi River Corridor Critical Area
2. Old Town Hall

Mississippi River Corridor Critical Area

The Minnesota Department of Natural Resources has adopted new rules for the Mississippi River Corridor Critical Area. Ramsey is awaiting guidance from the DNR before updating our Comprehensive Plan for this section. The City will prepare this plan as a separate chapter.

Old Town Hall

The former Ramsey Township Town Hall is the only structure within Ramsey on the National Historic Database. Ramsey is working with the Anoka County Historical Society to develop a long-term plan for this facility.

Other Opportunities

The City has partnered with the University of Minnesota through its Resilient Communities Project (RCP). One of these projects is evaluating other cultural and historical resources that may exist within the community.

Mississippi River Corridor Critical Area

Portions of Ramsey are located within the Mississippi River Corridor Critical Area (MRCCA). Ramsey acknowledges the requirement to update MRCCA Plans based on new State of Minnesota Rules. Said Plan Amendment will be added to this document either as a section within this Chapter or as a separate chapter of the Comprehensive Plan.

DRAFT

Land Use Goals, Strategies, and Actions

A Balance of Rural Character and Urban Growth

Strategy: Objective: Maintain and Expand the Rural Character of Ramsey

Policies and Actions:

1. Establish a Policy for Urban Service Boundary Extensions
2. Update the Density Transitioning Ordinance

Strategy: Balance Land Use Vision with Market Realities

Policies and Actions:

1. Complete the Development Plan Update for The COR
2. Create a Neighborhood Plan for Green Valley Greenhouse Area
3. Create a Neighborhood Plan for Mississippi West Neighborhood
4. Create a Neighborhood Plan for the Elmcrest District

Strategy: Ensure a Sense of Place

Policies and Actions:

1. Create a Public Art Plan
2. Complete the Community Identity and Streetscape Plan

An Active Community

Strategy: Create a Diverse and Robust Offering of Recreation Opportunities

Policies and Actions:

1. Complete the Master Park and Recreation Plan

Strategy: Ensure a Healthy Community

Policies and Actions:

1. Ensure all Comprehensive Plan Chapters are reviewed through the lens of Healthy Communities

A Connected Community

Policies and Actions

Strategy: Improve the Safety and Mobility of Major Corridors

1. Create a Corridor Plan for Highway 10
2. Create a Corridor Plan for Highway 47
3. Create a Corridor Plan for Highway 5
4. Create a Corridor Plan for Green Valley Road
5. Create a Corridor Plan for Mississippi River Crossing

Smart, Citizen-Focused Government

Strategy: Plan for Future Educational Needs

Policies and Actions:

1. Advocate for a new Middle School and third Elementary School
2. Create a Workforce Development Plan
3. Encourage updates to district boundaries to reflect neighborhood boundaries

DRAFT

4. Ensure an Adequate Workforce for Business Community and Economic Development Goals

Financial Stability

Strategy: Plan for a balance of desired community amenities with goal of maintaining a low tax rate.

1. Prioritize desired amenities and basic infrastructure needs through the annual Capital Improvement Program (CIP) process.

Land Use Implementation

Ramsey will achieve our land use goals and strategies through the following specific action items.

Action	Priority	Timeframe
Amend Official Zoning Map	Required	June 1, 2019
Amend Zoning Code	Required	December 31, 2019
Update The COR Development Plan	Immediate	December 31, 2018
Complete the Mississippi West Small Area Plan	Opportunity Driven	Prior to 2023
Complete the Elmcrest District Small Area Plan	Opportunity Driven	Prior to 2023
Complete the Green Valley District Small Area Plan	Opportunity Driven	Prior to 2023
Complete Corridor Plans	See Transportation Plan	

DRAFT

Transportation Plan

Prepared with assistance from WSB Associates

Transportation Background

The City of engaged the services of WSB Associates to complete a Transportation Plan on behalf of the City. The Transportation Plan is included in the Comprehensive Plan Update by reference.

Transportation Priorities

Ramsey has several transportation priorities highlighted in the Transportation Plan. Detailed planning efforts are planned for each of these main corridors.

- Highway 10
- Highway 47
- Mississippi River Crossing
- Nowthen Boulevard
- Armstrong Boulevard
- Green Valley Road
- 181st Avenue

Ramsey hopes to have Corridor Plans completed for each of these corridors by 2023.

Introduction

The transportation system in Ramsey generally operates well today. The city's multimodal transportation system includes facilities for vehicles, freight, walking, bicycling and transit. Facilities are operated by a number of agencies, including the City of Ramsey, Anoka County, the Minnesota Department of Transportation (MnDOT), Metro Transit, and the Burlington Northern Santa Fe (BNSF) Railway.

This transportation chapter has been prepared in compliance with State of Minnesota Statutes and applicable Metropolitan Council guidelines. As part of this Plan, the city has reviewed existing and future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The city has also developed goals and

DRAFT

strategies to preserve and improve the transportation system.

Transportation Glossary

CIP: Capital Improvement Plan – five year plan for capital investments in the transportation system

This transportation plan includes the following information:

1. Summary of Regional Strategies
2. Existing Roadway System
3. 2040 Traffic Forecasts and Roadway Network Planning
4. Existing and Planned Non-Motorized Transportation Network
5. Freight Network
6. Transit
7. Aviation
8. Goals and Multimodal Strategies
9. Proposed Short and Long Range Roadway Projects
10. Public Comments
11. Conclusion and Next Steps

and in other capital assets owned by the city (equipment, buildings, etc.).

CR: County Road – county-owned roadway that does not receive State funding.

Critical Crash Rate: Statistical indicator of a safety problem at a location. If crash rates at a location are above the critical crash rate, it indicates that the location has a crash rate that is statistically significant compared to similar roadways.

CSAH: County State Aid Highway – county-owned roadway that receives State Aid funding.

MnDOT: Minnesota Department of Transportation.

RBTN: Regional Bicycle Transportation Network – existing and planned regional bicycle network established by the Metropolitan Council.

TH: Trunk Highway – State highway owned and operated by MnDOT.

TPP: Transportation Policy Plan – Regional transportation plan for the Twin Cities metropolitan region, developed by the Metropolitan Council.

Summary of Regional Strategies

This Plan has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). Similar to this Plan, the TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation system stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Ramsey under the Emerging Suburban Edge Community Designation. Based on *Thrive MSP 2040*, Emerging Suburban Edge areas are expected to plan for forecasted population and household growth at average densities of at least three to five units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments.

DRAFT

Existing Roadway System

The sections below provide information about the existing roadway system in Ramsey, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This chapter also includes summary recommendations from recent plans and corridor studies.

Functional Classification

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

The functional classification system organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.

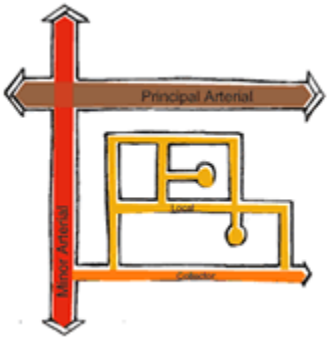
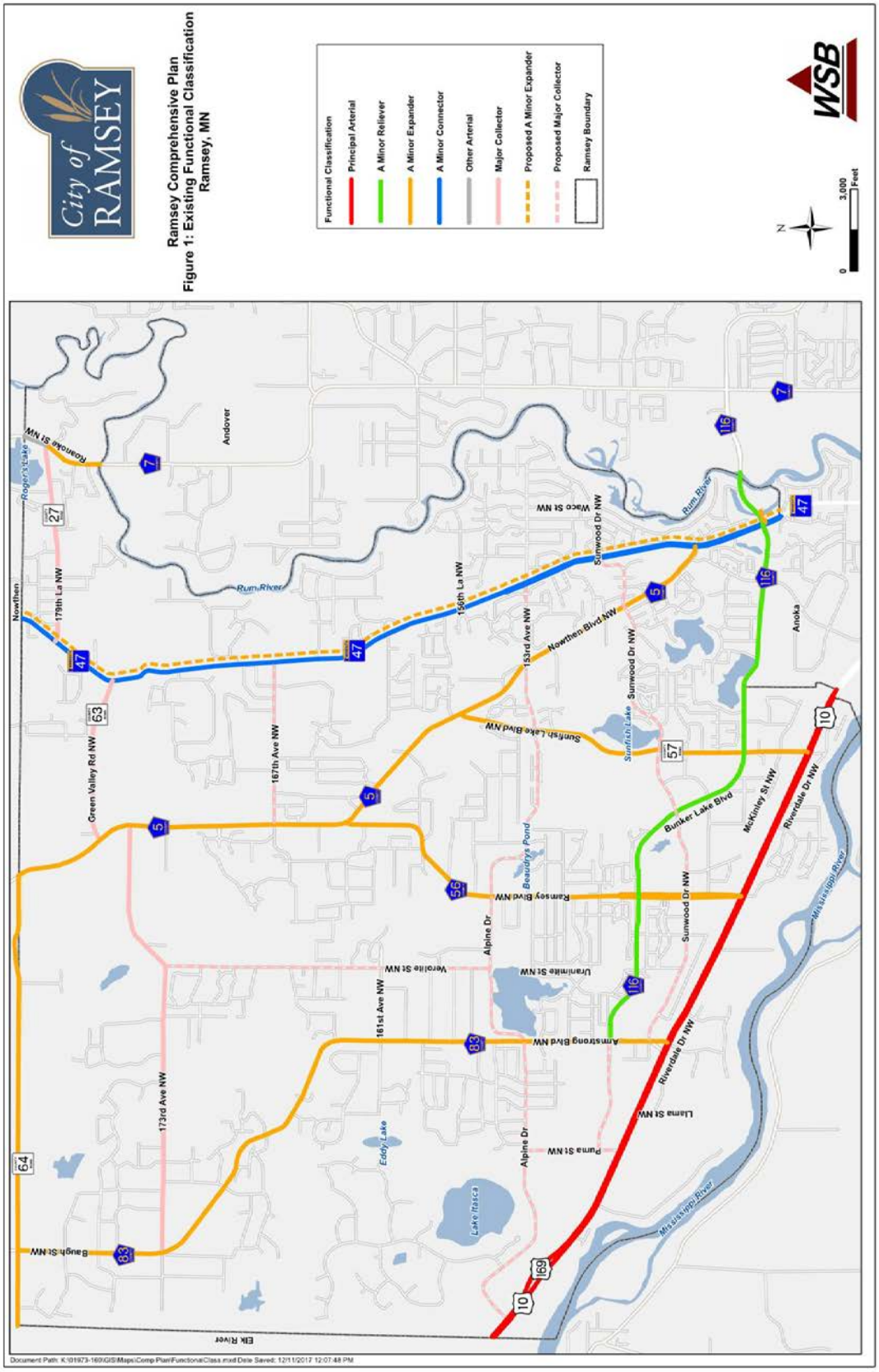
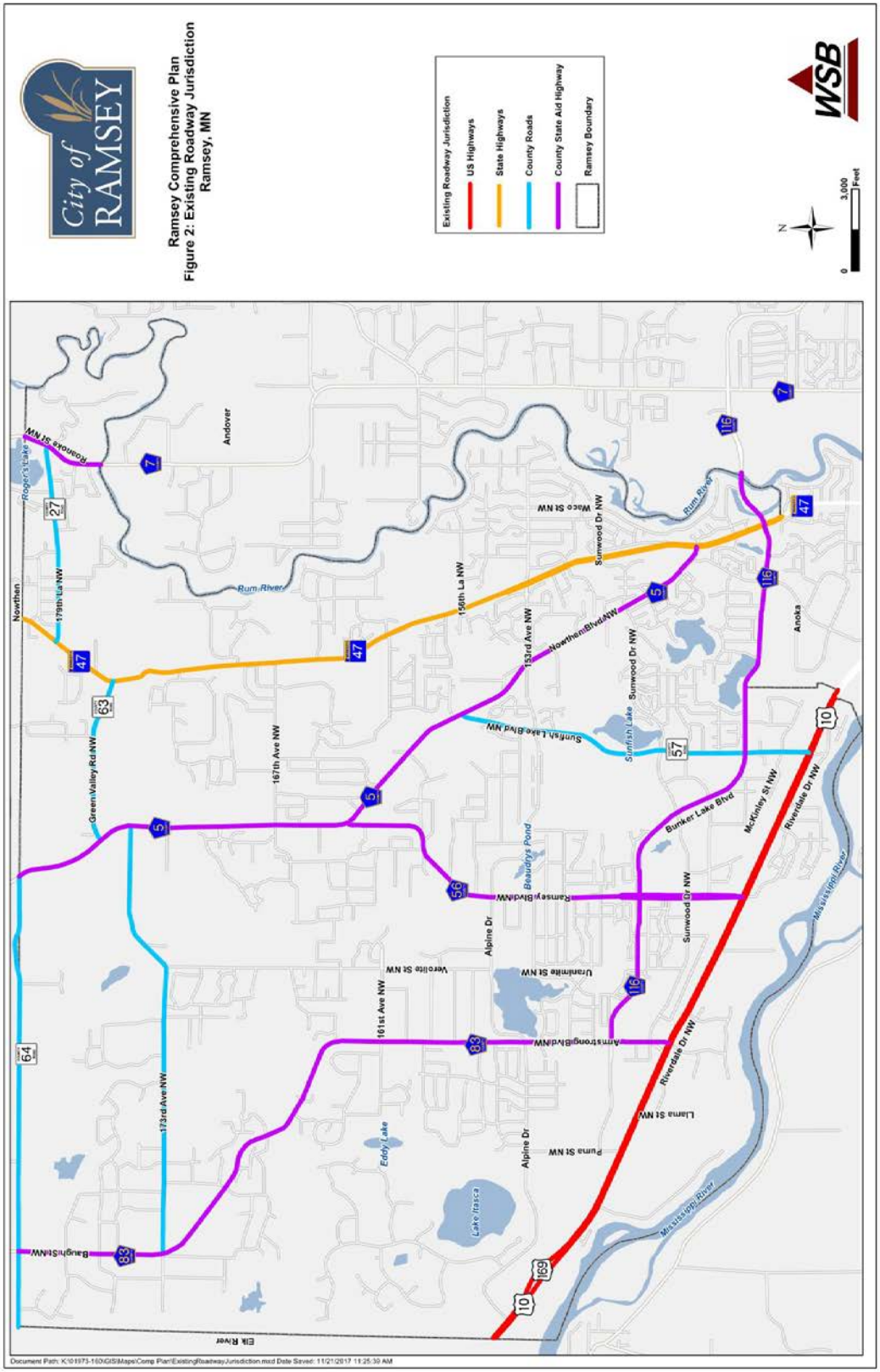


Image: MnDOT

Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. **Figure 1** shows the existing functional classification of each road in the City of Ramsey and **Figure 2** shows the existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 1: Existing Functional Classification
Ramsey, MN
WSB
Functional Classification
Principal Arterial
A Minor Reliever
A Minor Expander
A Minor Connector
Other Arterial
Major Collector
Proposed A Minor Expander
Proposed Major Collector
Ramsey Boundary
N
0
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Roanoke St NW
179th La NW
Green Valley Rd NW
167th Ave NW
156th La NW
153rd Ave NW
Nowthen Blvd NW
Sunwood Dr NW
Wace St NW
Sunfish Lake Blvd NW
Bunker Lake Blvd
McKinley St NW
Riverdale Dr NW
Ramsey Blvd NW
Alpine Dr
Beaudrys Pond
Sunfish Lake
Verolle St NW
Uranilite St NW
161st Ave NW
Armstrong Blvd NW
173rd Ave NW
Eddy Lake
Lake Itasca
Puma St NW
Llama St NW
Mississippi River
Baugh St NW
Elk River
Document Path: K:\91973-169\GIS\Maps\Comp Plan\FunctionalClass.mxd Date Saved: 12/11/2017 12:07:48 PM


City of RAMSEY
Ramsey Comprehensive Plan
Figure 2: Existing Roadway Jurisdiction
Ramsey, MN
Existing Roadway Jurisdiction
US Highways
State Highways
County Roads
County State Aid Highway
Ramsey Boundary
WSB
N
0
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Sunfish Lake
Ramsey Blvd NW
Bunker Lake Blvd
Sunwood Dr NW
Riverdale Dr NW
Mississippi River
Alpine Dr
Eddy Lake
Lake Itasca
Elk River

Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other state or US freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and "A" Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

One existing principal arterial is located within Ramsey. US Highway (US) 169/US Highway 10 crosses the southern portion of the city in a northwest-southeast direction parallel to the Mississippi River. US 169 and US 10 join in the City of Elk River to the west of Ramsey and diverge again in the City of Anoka, just east of Ramsey. US 169 connects northern Minnesota with the Twin Cities metropolitan area, Mankato, and areas further south. US 10 provides a connection between the western portion of the state and the Twin Cities metropolitan area and Wisconsin. These roadways are also trunk highways (THs) on the MnDOT system, and these combined highways in Ramsey are hereafter referred to as "US 10" in this Plan. The 2040 Transportation Policy Plan does not propose any additional principal arterials within the city.

Minor Arterials

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Within Ramsey, all minor arterials are under the jurisdiction of MnDOT or Anoka County. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and industrial land uses. The Metropolitan Council has established a system of "A" Minor and "B" Minor arterials. "A" Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split "A" Minor arterials into four types, described below:

- Relievers: Arterials located parallel to congested principal arterials. The purpose of "A" Minor Relievers is to provide additional capacity in congested corridors.

DRAFT

- Augmenters: Arterials that supplement the principal arterials system within urban centers and urban communities.
- Expanders: Arterials that supplement principal arterials in less-densely developed areas of the metro area.
- Connectors: Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

There are seven "A" Minor Expanders, one "A" Minor Reliever, and one "A" Minor Connector within the city:

"A" Minor Expanders:

- Anoka County State Aid Highway (CSAH) 5 (Nowthen Boulevard)
- CSAH 7 (Rum River Boulevard) south of 179th Lane
- CSAH 22 (181st Avenue)
- CSAH 56 (Ramsey Boulevard)
- CSAH/County Road 57 (Sunfish Lake Boulevard)
- County Road 64 (181st Avenue)
- CSAH 83 (Armstrong Boulevard/Baugh Street)

"A" Minor Reliever:

- CSAH 116 (Bunker Lake Boulevard)

"A" Minor Connector:

- Trunk Highway (TH) 47 (St. Francis Boulevard)

"B" Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. "B" Minor arterials are not eligible for federal funding. "B" Minor arterials within the city include the following:

- CSAH 7 (Rum River Boulevard) north of 179th Lane

An additional B minor arterial connecting CSAH 5 with TH 47 in the northern section of the city is identified as a planned arterial in the 2040 Transportation Policy Plan.

Major and Minor Collectors

Major and minor collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Ramsey, two collector roadways are owned and operated by the city, and Anoka County operates two. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

DRAFT

Major collectors typically serve higher density residential areas and concentrations of commercial and industrial land uses. These facilities tend to serve longer trips than minor collectors. Major collectors within the city include the following:

- 173rd Avenue Northwest
- 175th Avenue Northwest
- County Road 63 (Green Valley Road)
- County Road 27 (179th Lane Northwest)

There are no minor collectors within the city, and the 2040 Transportation Policy Plan does not propose any additional collector roadways within the city.

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Ramsey. Local roadways are all roadways that are not arterials or collectors.

Planned Functional Classification

Aside from new proposed roadways, no functional classification changes are currently recommended in the city.

> **A note on transportation plan strategies:**
>
> Throughout this Plan, locations associated with numbered mode-specific strategies are identified on corresponding maps. These strategies are listed and described in further detail in **Table 8.**

DRAFT

Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the city's transportation needs. The sections below provide information to better understand capacity and safety issues within Ramsey.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes. **Table 1** below lists planning-level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, and amount of turning traffic, the availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

Table 1: Planning-level Urban Roadway Capacities

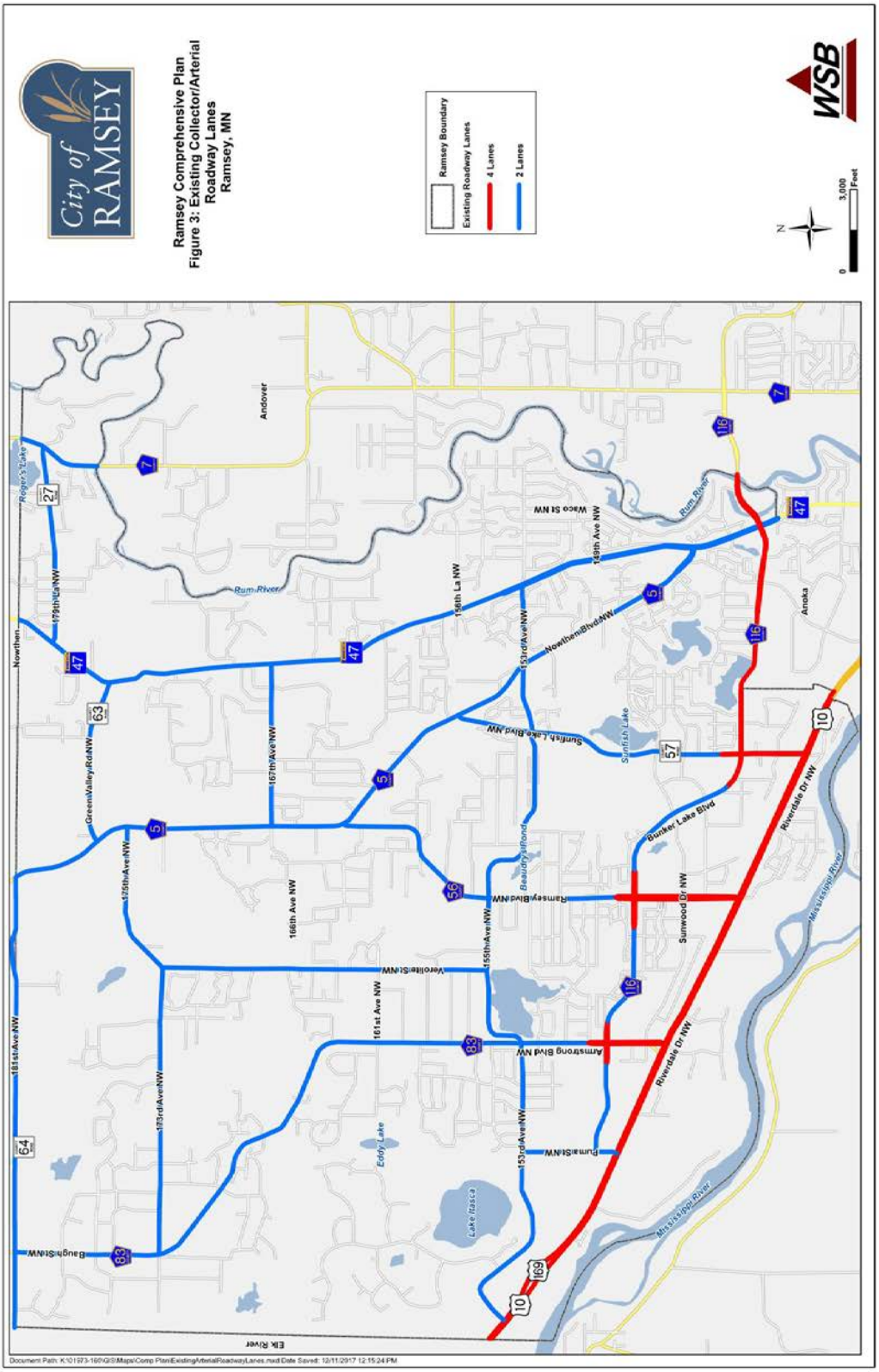
Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

1.1.1. Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. **Table 2** and **Figure 3** illustrate the existing number of lanes on collector and arterial roadways within the city. **Figure 4** illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other significant roadways within the city.

As shown in the table, US 10 has four lanes throughout the city, as do portions of CSAH 56 (Ramsey Boulevard), CSAH 57 (Sunfish Lake Boulevard), CSAH 83 (Armstrong Boulevard), and CSAH 116 (Bunker Lake Boulevard). All other arterial roadways have two lanes. Most of the arterials in Ramsey currently exhibit traffic volumes below or within the range of the planning level capacity thresholds shown in **Table 1**; however, existing volumes on TH 47 (St. Francis Boulevard) exceed these thresholds in the southeastern area of the city. This indicates that this roadway may be experiencing some levels of congestion during peak travel periods.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 3: Existing Collector/Arterial Roadway Lanes
Ramsey, MN
Ramsey Boundary
Existing Roadway Lanes
4 Lanes
2 Lanes
WSB
N
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Rogers Lake
Sunfish Lake
Eddy Lake
Lake Itasca
Mississippi River
Bunker Lake Blvd
Sunwood Dr NW
Riverdale Dr NW
Armstrong Blvd NW
Ramsey Blvd NW
Sunfish Lake Blvd NW
Nowthen Blvd NW
Wisconsin St NW
Bunker Lake Blvd NW
Vermillion St NW
Bridge St NW
Pumas St NW
Bauer St NW
Wisconsin St NW
Wisconsin St NW
149th Ave NW
153rd Ave NW
155th Ave NW
157th Ave NW
161st Ave NW
166th Ave NW
167th Ave NW
173rd Ave NW
175th Ave NW
179th La NW
Green Valley Rd NW
Elk River

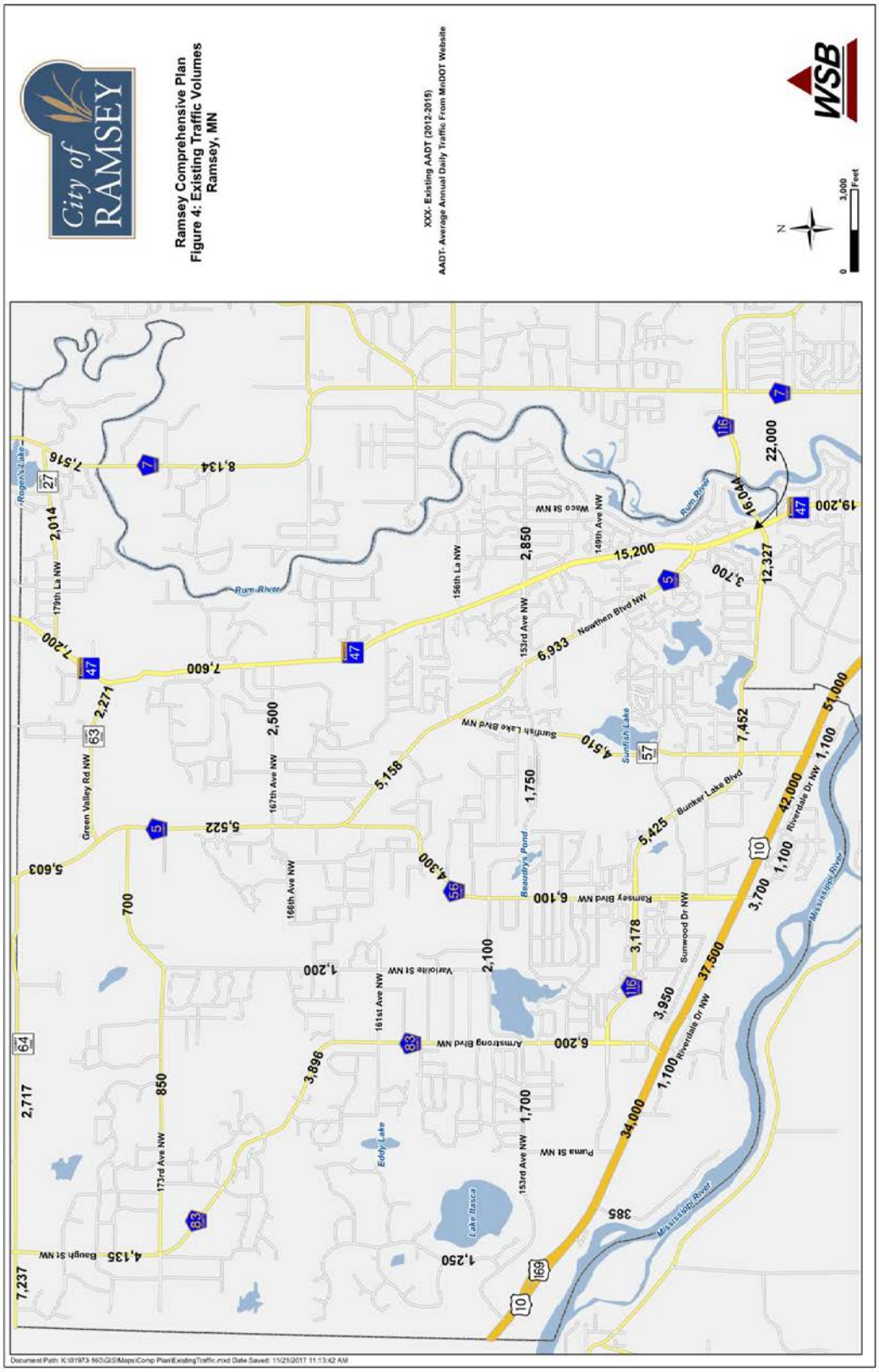

City of RAMSEY
Ramsey Comprehensive Plan
Figure 4: Existing Traffic Volumes
Ramsey, MN
XXX: Existing AADT (2012-2015)
AADT: Average Annual Daily Traffic From MnDOT Website
WSB
N
0
3,000
Feet
Rum River
Sunfish Lake
Beaudry's Pond
Eddy Lake
Lake Itasca
Mississippi River
Bunker Lake Blvd
Sunwood Dr NW
Riverdale Dr NW
Armstrong Blvd NW
Ramsey Blvd NW
Sunfish Lake Blvd NW
Nowthen Blvd NW
Green Valley Rd NW
Varoille St NW
Pheasant Ridge Dr NW
Baugh St NW
Puma St NW
179th La NW
173rd Ave NW
166th Ave NW
161st Ave NW
156th La NW
153rd Ave NW
149th Ave NW
Waco St NW
19,200
16,044
22,000
15,200
12,327
3,700
6,933
2,850
7,600
7,200
2,271
2,014
7,516
8,134
5,158
2,500
5,522
5,603
4,300
1,750
4,510
7,452
5,425
6,100
3,178
2,100
1,200
700
6,200
3,896
850
2,717
7,237
4,135
1,700
1,250
385
34,000
37,500
3,950
1,100
3,700
42,000
1,100
51,000
1,100

Table 2: Existing number of lanes on arterial roads

Functional Classification	Roadway Name	Location	Number of Lanes
Principal Arterial	US 10	Ramsey-Elk River border to Ramsey-Anoka border	4
"A" Minor Expander	CSAH 5 (Nowthen Boulevard)	TH 47 to Ramsey-Nowthen border	2
	CSAH 7 (Rum River Boulevard)	Ramsey-Andover border to 179th Lane	2
	CSAH 22 (181st Avenue)	Ramsey-Elk River border to CSAH 83	2
	CSAH 56 (Ramsey Boulevard)	US 10 to CSAH 5	2–4
	CSAH/County Road 57 (Sunfish Lake Boulevard)	US 10 to CSAH 5	2–4
	County Road 64 (181st Avenue)	CSAH 83 to CSAH 5	2
	CSAH 83 (Armstrong Boulevard/Baugh Street)	US 10 to Ramsey-Nowthen border	2–4
"A" Minor Reliever	CSAH 116 (Bunker Lake Boulevard)	CSAH 83 to Ramsey-Anoka border	2–4
"A" Minor Connector	TH 47 (St. Francis Boulevard)	Ramsey-Anoka border to Ramsey-Nowthen border	2
"B" Minor	CSAH 7	179th Lane to Ramsey-Oak Grove border	2

Existing Safety and Operational Issues

There are a number of intersection locations within Ramsey where safety, geometric, or operational issues have been identified for motorists and pedestrians. These locations include:

- TH 47 and Bunker Lake Boulevard (CSAH 116)
- TH 47 and Nowthen Boulevard (CSAH 5)
- Armstrong Boulevard (CSAH 83) and Alpine Drive
- Armstrong Boulevard (CSAH 83) and 161st Avenue
- Ramsey Boulevard (CSAH 56) and Alpine Drive
- Ramsey Boulevard (CSAH 56) and Nowthen Boulevard (CSAH 5)
- Nowthen Boulevard (CSAH 5) and Sunfish Lake Boulevard (CSAH 57)
- Nowthen Boulevard (CSAH 5) and 167th Avenue
- Nowthen Boulevard (CSAH 5) and 175th Avenue
- Nowthen Boulevard (CSAH 5) and Green Valley Road

DRAFT

Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable and safe traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Because they are designed for higher speed, longer distance trips, arterials generally have restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to US 10 must meet MnDOT access management guidelines. See **Tables 3.1** and **3.2** for MnDOT Access Management Guidelines.

Anoka County has established access management guidelines for county roadways, as displayed in **Table 4**.

DRAFT

MnDOT Access Management Manual

Table 3.1 – Summary of Recommended Street Spacing for IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1	**High Priority Interregional Corridors & Interstate System (IRCs)**				
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊘
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2	**Medium Priority Interregional Corridors**				
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		¼ mile
3	**Regional Corridors**				
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

DRAFT

MnDOT Access Management Manual

Table 3.2 – Summary of Recommended Street Spacing for Non-IRCs

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4	**Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)**				
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5	**Minor Arterials**				
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6	**Collectors**				
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7	**Specific Area Access Management Plans**				
7	All	All	By adopted plan		

DRAFT

Table 4: Anoka County Access Spacing Guidelines

Private Access	Signal Spacing	Intersection Spacing: Conditional Secondary Intersection	Intersection Spacing: Full Movement Intersection	Route Speed (miles per hour)	Roadway Type
Subject to conditions for all roadway types and speeds	1 mi.	1/2 mi.	1 mi.	50 – 55	Principal Arterial
	1/2 mi.	1/4 mi.	1/2 mi.	40 – 45	
	1/4 mi.	300 – 660 ft.	1/8 mi.	< 40	
	1 mi.	1/2 mi.	1 mi.	50 – 55	Arterial Expressway
	1/2 mi.	1/4 mi.	1/2 mi.	50 – 55	Minor Arterial
	1/4 mi.	1/8 mi.	1/4 mi.	40 – 45	
	1/4 mi.	300 – 660 ft.	1/8 mi.	< 40	
	1/2 mi.	1/4 mi.	1/2 mi.	50 – 55	Collector and Local
	1/4 mi.	NA	1/8 mi.	40 – 45	
	1/8 mi.	300 – 660 ft.	1/8 mi.	< 40	
By adopted plan/agreement/covenant on land					Specific Access Plan

DRAFT

Recommendations from Recent Plans and Studies

A number of recent planning efforts have been completed that identify potential improvements to the City of Ramsey's transportation system. This section describes these studies and summarizes their recommendations.

Highway 10 Access Planning Study

In 2014, MnDOT completed the Highway 10 Access Planning Study to identify safety and mobility along the US 10 corridor between the Anoka/Sherburne County line and the Rum River. Specifically, the purpose of the study was to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed, and implemented incrementally. The study area was divided into subareas and concepts were developed and evaluated, and recommendations for individual projects were broken into immediate priority, short-term priority projects, mid-term priority projects, and opportunity/development/safety-driven projects. The recommended projects specific to the City of Ramsey include the following:

- Immediate Priority projects
  - Construct North Frontage Road from Sunfish Lake Boulevard to Anoka Technical College
  - Construct North Frontage Road from Ramsey Boulevard to Sunfish Lake Boulevard
  - Construct South Frontage Road from Traprock Street to Ramsey Boulevard
- Short-Term Priority projects
  - Extend Riverdale Drive east of Tungsten Street (two alignment options)
- Mid-Term Priority projects
  - Grade separation at Sunfish Lake Boulevard – Highway 10 flyover with access or overpass with right-turn access
  - Grade separation at Ramsey Boulevard – Highway 10 flyover with access or overpass with right-turn access
- Opportunity/Development/Safety Driven Priority projects
  - Purchase ROW north of US 10 and west of Ramsey Boulevard
  - Extend Civic Center Drive to Ramsey Boulevard
  - Railroad grade separation at Sunfish Lake Boulevard
  - Railroad grade separation at Ramsey Blvd
  - Extend 156th Street from Jarvis Street to Alpine Drive
  - Construct a Reduced Conflict U-Turn (RCUT) intersection at US 10 and Alpine Drive
  - Construct a Reduced Conflict U-Turn (RCUT) intersection at US 10 and Bowers Drive
  - Extend Riverdale Drive from Bowers Drive to Llama Street

Mississippi Skyway Preliminary Engineering Report

In 2014, the City of Ramsey completed the Mississippi Skyway Preliminary Engineering Report to identify potential alignments for a new pedestrian bridge crossing of US 10 near Riverdale Drive. This study also produced a preliminary analysis of alternative profiles and aesthetic design options, along with impacts associated with various alternatives. This study recommended an open air bridge with a helix approach ramp located just south of Riverdale Drive. A preferred bridge concept was also identified, with a prefabricated steel truss including dual modified bowstring arches.

DRAFT

Future Roadway System

This section addresses future roadway improvement needs and roadway design guidelines.

Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network, as the City and County Capital Improvement Plans (CIPs) do not include any projects that add significant capacity to the roadway network.

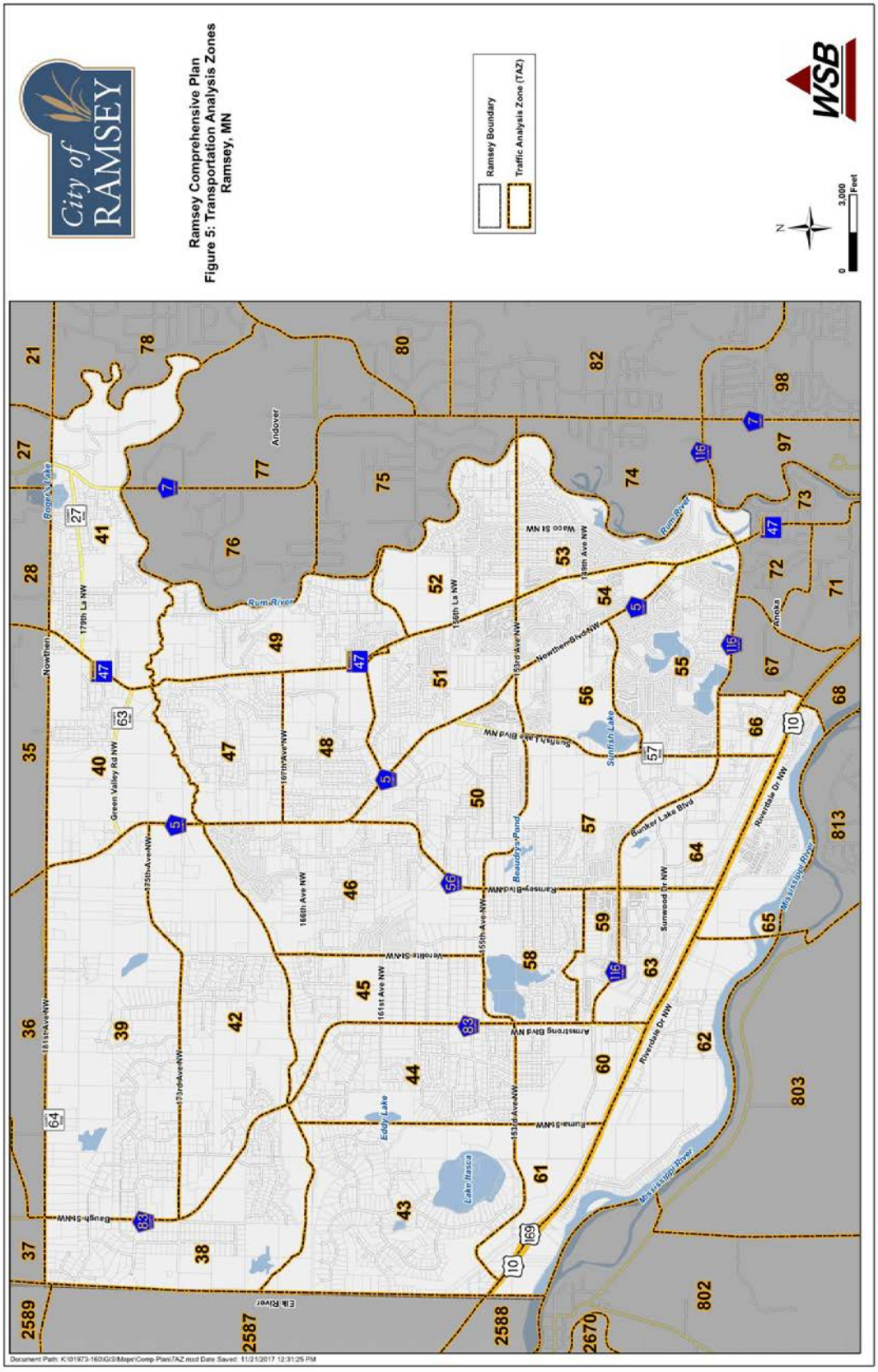
While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.

A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, in this case, the City of Ramsey, is divided into a series of TAZs. Each TAZ has population, employment, and household data that is used by the model to assign trips to the various network roadways. **Figure 5** displays Metropolitan Council TAZs within Ramsey.

The results of the Ramsey modeling process are summarized in **Figure 6**, which displays Metropolitan Council 2040 projected average daily traffic volumes compared to the existing (2012–2015) traffic volumes.

Tables 5 provides a summary of existing and forecasted demographic growth by TAZ for Ramsey through the year 2040. The Ramsey population is forecasted to reach 39,150 by the year 2040, with households and employment increasing by approximately 5,500 and 3,600 respectively. Allocated demographic growth and associated land use was located throughout the community. Higher density residential was generally allocated to the southern portion of the city, with commercial and multi-optional development areas also generally identified within the southern portion of the city, consistent with the Center of Ramsey (COR) land use plan. For more information about the demographic allocation and associated land use forecast, please refer to the Ramsey Land Use Plan of the Ramsey Comprehensive Plan.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 5: Transportation Analysis Zones
Ramsey, MN
Ramsey Boundary
Traffic Analysis Zone (TAZ)
WSB
N
0
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Roger's Lake
Sunfish Lake
Eddy Lake
Lake Itasca
Mississippi River
Elk River
Bunker Lake Blvd
Armstrong Blvd NW
Riverdale Dr NW
Sunwood Dr NW
Bunker Lake Blvd NW
Ramsey Blvd NW
Sunfish Lake Blvd NW
Newthen Blvd NW
Wa-co St NW
Rum Ln NW
Jeffers St NW
Bunker Ln NW
Wolfe St NW
Sumac St NW
Beaudry Pond
179th La NW
175th Ave NW
173rd Ave NW
171st Ave NW
169th Ave NW
167th Ave NW
161st Ave NW
159th Ave NW
157th Ave NW
155th Ave NW
153rd Ave NW
151st Ave NW
156th La NW
198th Ave NW
Green Valley Rd NW
Document Path: K:\81973-160\GIS\Maps\Comp Plan\TAZ.mxd Date Saved: 11/21/2017 12:31:25 PM

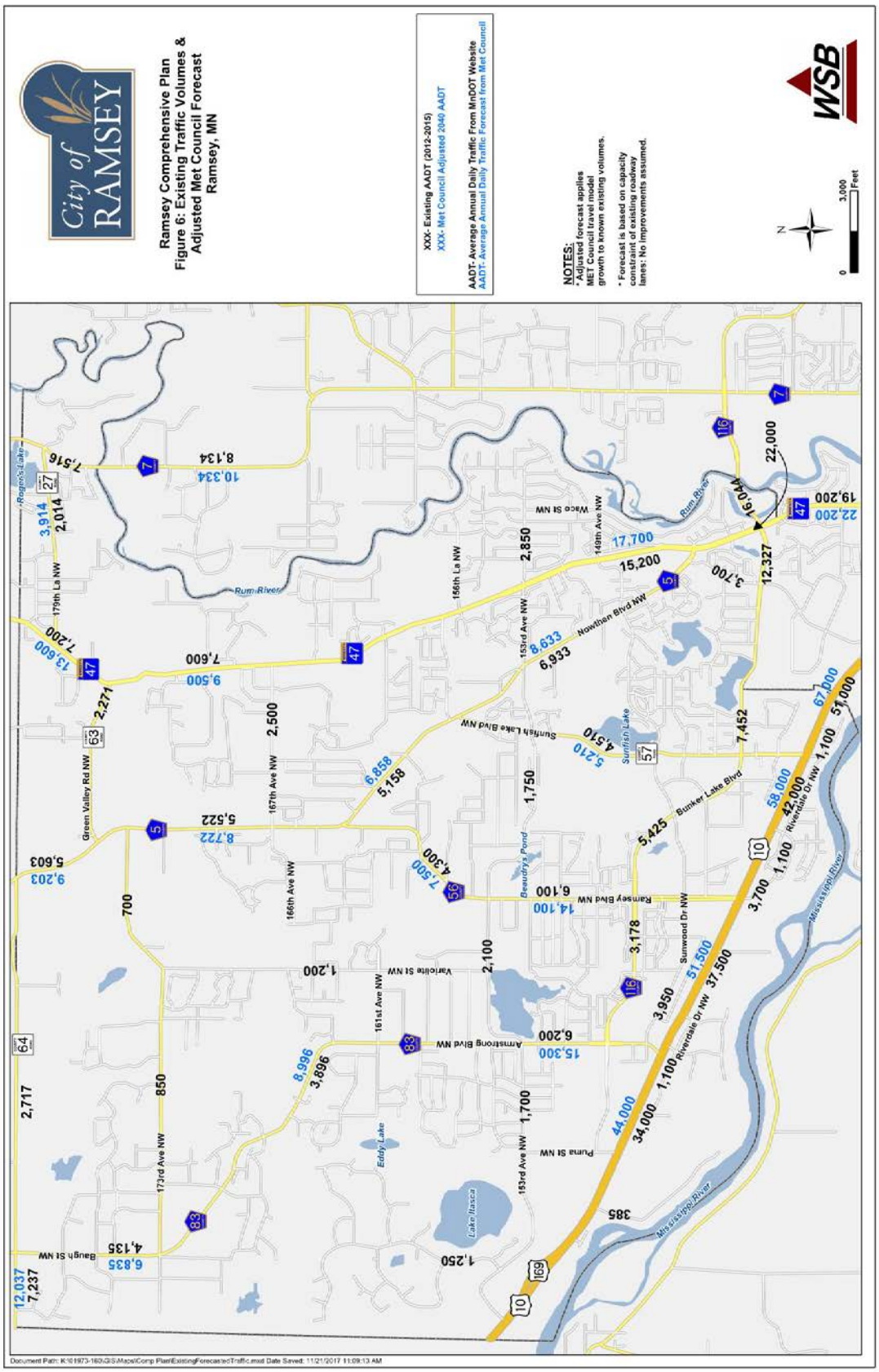

City of RAMSEY
Ramsey Comprehensive Plan
Figure 6: Existing Traffic Volumes & Adjusted Met Council Forecast
Ramsey, MN
XXX- Existing AADT (2012-2015)
XXX- Met Council Adjusted 2040 AADT
AADT- Average Annual Daily Traffic From MnDOT Website
AADT- Average Annual Daily Traffic Forecast from Met Council
NOTES:
• Adjusted forecast applies MET Council travel model growth to known existing volumes.
• Forecast is based on capacity constraint of existing roadway lanes: No improvements assumed.
WSB
0
3,000
Feet
Rum River
Bunker Lake Blvd
Ramsey Blvd NW
Armstrong Blvd NW
Sunfish Lake Blvd NW
Nowthen Blvd NW
Riverdale Dr NW
Sunwood Dr NW
Wace St NW
Varicella St NW
Pump St NW
Bough St NW
Mississippi River
Lake Itasca
Eddy Lake
Beaudry's Pond
Sunfish Lake
Rogers Lake
Green Valley Rd NW
179th La NW
167th Ave NW
166th Ave NW
161st Ave NW
153rd Ave NW
149th Ave NW
156th La NW
173rd Ave NW
Document Path: K:\61973-160\GIS\Maps\Comp Plan\ExistingForecastedTraffic.mxd Date Saved: 11/21/2017 11:09:13 AM

Table 5: Ramsey 2040 Land Use Plan TAZ Growth Allocation

TAZ	POP2010	HH2010	EMP2010	POP2020	HH2020	EMP2020	Change from 2010-2020			POP2030	HH2030	EMP2030	Change from 2020-2030			POP2040	HH2040	EMP2040	Change from 2030-2040		
							POP	HH	EMP				POP	HH	EMP				POP	HH	EMP
38	700	234	6	788	281	11	88	47	5	986	367	11	198	86	0	1145	434	11	159	67	0
39	750	266	20	900	321	10	150	55	-10	1143	426	13	243	105	3	1355	515	16	212	89	3
40	322	102	126	340	121	180	18	19	54	538	197	189	198	76	9	831	309	192	293	112	3
41	531	207	15	607	207	3	76	0	-12	601	209	8	-6	2	5	600	211	12	-1	2	4
42	597	195	16	686	240	50	89	45	34	1918	336	52	1,232	96	2	3161	734	53	1,243	398	1
43	1,052	325	160	1207	421	179	155	96	19	1488	537	220	281	116	41	1558	574	224	70	37	4
44	742	265	23	999	349	53	257	84	30	1290	466	62	291	117	9	1443	532	64	153	66	2
45	456	160	5	675	245	9	219	85	4	788	295	9	113	50	0	847	323	9	59	28	0
46	1,034	358	21	1503	544	31	469	186	10	1729	648	32	226	104	1	1824	696	33	95	48	1
47	647	207	41	637	228	33	-10	21	-8	769	282	35	132	54	2	919	342	36	150	60	1
48	577	198	13	601	215	189	24	17	176	688	253	196	87	38	7	766	285	198	78	32	2
49	665	215	57	642	219	66	-23	4	9	655	228	76	13	9	10	672	237	81	17	9	5
50	1,351	496	19	1496	535	19	145	39	0	1661	612	20	165	77	1	1770	662	20	109	50	0
51	1,864	600	89	1797	644	84	-67	44	-5	1942	719	89	145	75	5	1988	749	90	46	30	1
52	1,038	315	3	923	315	7	-115	0	4	908	318	12	-15	3	5	898	321	20	-10	3	8
53	1,792	577	199	1648	570	195	-144	-7	-4	1611	579	218	-37	9	23	1588	588	233	-23	9	15
54	1,075	358	109	1096	389	174	21	31	65	1080	396	249	-16	7	75	1078	401	310	-2	5	61
55	3,785	1,269	126	3512	1264	148	-273	-5	22	3450	1286	154	-62	22	6	3438	1304	156	-12	18	2
56	489	158	121	436	157	96	-53	-1	-25	427	160	114	-9	3	18	430	165	129	3	5	15
57	715	241	498	683	234	753	-32	-7	255	682	238	779	-1	4	26	694	240	805	12	2	26
58	725	253	1	1016	368	3	291	115	2	1066	400	3	50	32	0	1018	389	3	-48	-11	0
59	522	200	134	866	314	93	344	114	-41	1061	399	101	195	85	8	1215	466	106	154	67	5
60	179	60	51	654	106	467	475	46	416	708	255	643	54	149	176	1290	473	639	582	218	-4
61	0	0	12	416	72	31	416	72	19	99	36	44	-317	-36	13	227	86	56	128	50	12
62	313	123	82	500	185	178	187	62	96	1944	576	611	1,444	391	433	3546	809	776	1,602	233	165
63	447	175	426	1364	384	835	917	209	409	2339	617	868	975	233	33	3015	967	982	676	350	114
64	246	81	1,579	228	79	1745	-18	-2	166	226	80	1614	-2	1	-131	227	82	1756	1	2	142
65	1,022	375	150	1279	473	324	257	98	174	1552	585	426	273	112	102	1606	606	428	54	21	2
66	0	0	665	1	0	917	1	0	252	1	0	952	0	0	35	1	0	962	0	0	10
73	32	20	13	50	20	17	18	0	4	48	21	18	-2	1	1	49	21	20	1	0	2
2040	23,668	8,033	4,780	27,550	9,500	6,900	3,882	1,467	2,120	33,350	11,500	7,800	5,800	2,000	900	39,150	13,500	8,400	5,800	2,000	600
Land Use Plan																					
Totals																					

2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning-level roadway capacities for Principal and A-Minor Arterial Roadways. Planning-level roadway capacities used for this analysis are illustrated in **Table 6** below. Based on this comparison, most roadways in the city have adequate capacity to accommodate forecasted Metropolitan Council 2040 travel volumes with little to minimal congestion. These roadways are expected to function well through the 2040 planning horizon.

Table 6: Planning-Level Roadway Capacity

Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

Based on these planning level roadway capacities, portions of TH 47, US 10, Armstrong Boulevard (CSAH 83), and Ramsey Boulevard (CSAH 56) are expected to exceed capacity in 2040. TH 47 is currently a rural two-lane roadway with a planning-level capacity of 10,000–12,000 and a forecasted 2040 volume of 9,500–22,200. US 10 is a four-lane divided roadway with a planning-level capacity of 28,000–32,000 and a forecasted 2040 volume of 44,000–67,000. Armstrong Boulevard (CSAH 83) and Ramsey Boulevard (CSAH 56) each vary between two and four lanes within Ramsey, but each roadway includes a segment where the forecasted 2040 volume would surpass the associated planning-level capacity for a two-lane undivided roadway of 10,000–12,000 (15,300 for Armstrong Boulevard and 14,100 for Ramsey Boulevard). Accordingly, motorists will likely experience some congestion along these roadways during the 2040 planning horizon.

DRAFT

Existing and Planned Non-Motorized Transportation Network

This section addresses network needs for walking and bicycling within Ramsey. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Ramsey transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Ramsey, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

Existing Non-Motorized Transportation Network

The non-motorized transportation network in Ramsey is comprised of sidewalks, on-street bicycle lanes/shoulders, local multi-use trail, and regional trail. As shown in **Figure 7**, there is existing sidewalk on many of the streets in the COR and on some residential streets in other areas of the city. There are also approximately 38 miles of city trails, which are largely paved with asphalt and primarily adjacent to roadways, connecting parks, schools, and other destinations within the city.

Additionally, there are two regional multi-use trails located in the City of Ramsey. The Central Anoka Regional Trail is an existing Anoka County regional trail that, when complete, will be 26 miles long, beginning at the Mississippi West Regional Park in Ramsey and ending at the Anoka-Washington County line. The completed portions of the trail within Ramsey are located along Bunker Lake Boulevard and Ramsey Boulevard. A route for the Mississippi River Regional Trail (which is also part of a national bikeway) crosses the southern portion of the city using a combination of on-street and off-street facilities.

4Connections to Land Use Planning

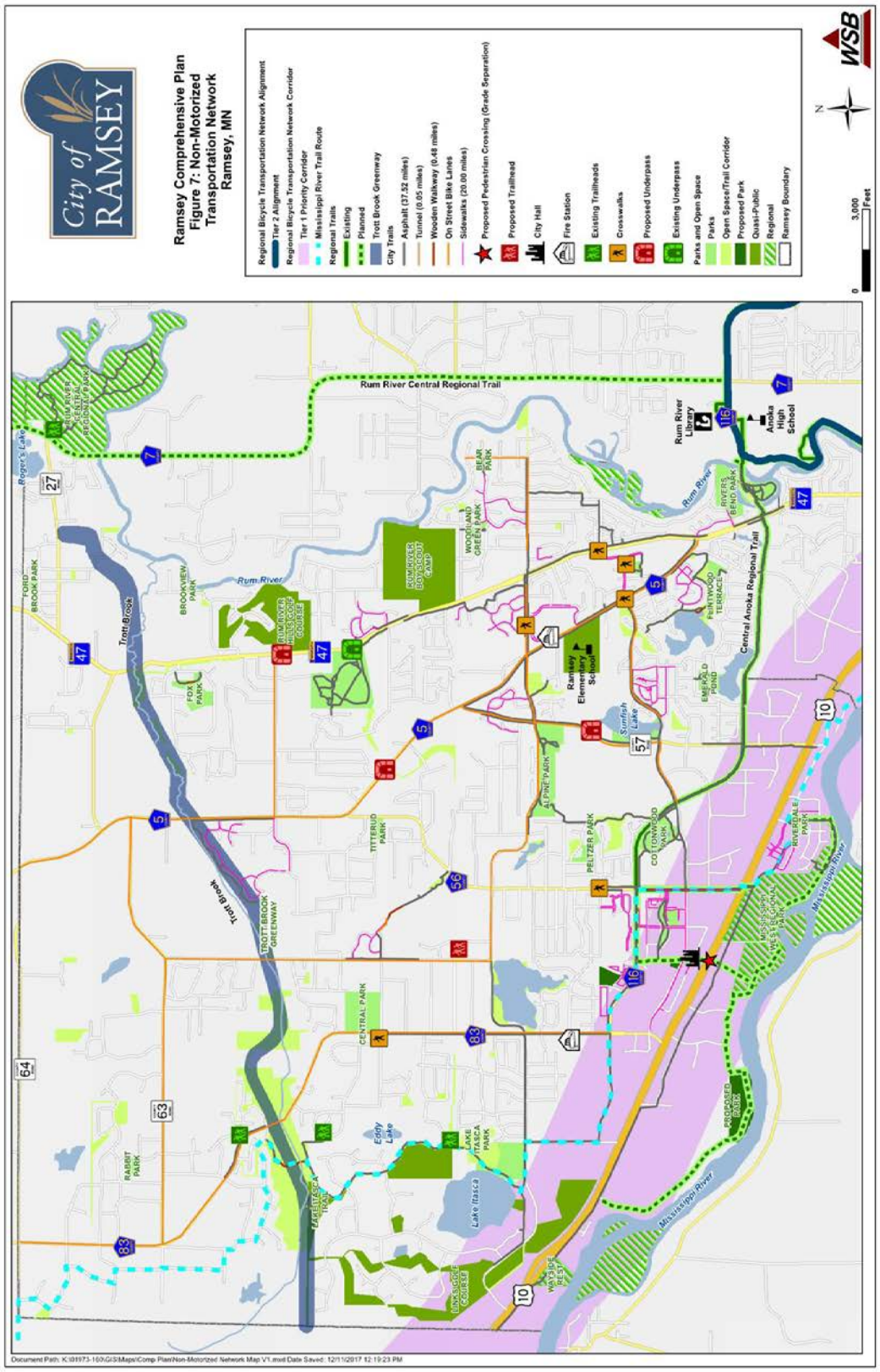
Ramsey has development patterns largely consistent with its designation as an Emerging Suburban Edge community. In many areas of the city, existing residential development is lower in density compared with many urban and suburban areas, reflecting a community that has developed relatively recently. As a result, most commercial land uses are separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. In these areas of the city, development patterns are likely better suited to bicycling than walking for transportation for most trips due to the distance between residential and commercial areas of the city. However, the COR area demonstrates existing and planned land use patterns that are more similar to urban or suburban areas, including transit facilities and a mix of land uses at higher densities, along with a more regular street grid. In this area, development patterns are better-suited to bicycling and walking.

The city's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The city can continue to encourage mixed-use development that situates residents within a short walk of commercial destinations. The city can also work with developers to construct sidewalks and trails within developments. Additionally, the

DRAFT

city can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 7: Non-Motorized Transportation Network
Ramsey, MN
Regional Bicycle Transportation Network Alignment
Tier 2 Alignment
Regional Bicycle Transportation Network Corridor
Tier 1 Priority Corridor
Mississippi River Trail Route
Regional Trails
Existing
Planned
Trott Brook Greenway
City Trails
Asphalt (37.52 miles)
Tunnel (0.05 miles)
Wooden Walkway (0.48 miles)
On Street Bike Lanes
Sidewalks (20.00 miles)
Proposed Pedestrian Crossing (Grade Separation)
Proposed Trailhead
City Hall
Fire Station
Existing Trailheads
Crosswalks
Proposed Underpass
Existing Underpass
Parks and Open Space
Parks
Open Space/Trail Corridor
Proposed Park
Quasi-Public
Regional
Ramsey Boundary
WSB
N
0
3,000
Feet
Rum River Central Regional Trail
Central Anoka Regional Trail
Rum River
Trott Brook
Mississippi River
Lake Itasca
Eddy Lake
Sunfish Lake
Rum River Library
Anoka High School
Ramsey Elementary School
FORD BROOK PARK
BROOKVIEW PARK
FOX PARK
TROTT BROOK GREENWAY
TITTERUD PARK
CENTRAL PARK
RABBIT PARK
ALPINE PARK
PELTZER PARK
COTTONWOOD PARK
RIVERDALE PARK
BEAR PARK
WOODLAND GREEN PARK
RIVERS BEND PARK
PROPOSED PARK
Document Path: K:\93973-160\GIS\Maps\Comp Plan\Non-Motorized Network Map V1.mxd Date Saved: 12/11/2017 12:19:23 PM

Planned Local Non-Motorized Transportation Network

The city's planned local non-motorized transportation network includes sidewalk, paved multi-use trails, and on-street bicycle lanes or shoulders. The existing and proposed network is shown in **Figure 7**. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. This includes filling existing network gaps and adding facilities adjacent to developing areas. The planned network also includes completion of the Trott Brook Trail Corridor, which would generally follow Trott Brook from the city's border with Elk River to Rum River Regional Park. The network will improve options for people to walk and bicycle for transportation within the city, and facilitate regional connections (described in greater detail in the following section).

The planned non-motorized transportation network also includes construction of the planned Mississippi Skyway, a bicycle and pedestrian bridge that would cross US 10, providing a dedicated crossing between the COR and Mississippi West Regional Park for non-motorized users. While the project is being led by the City of Ramsey and is important in providing a local connection between the COR and the Mississippi River area, the Mississippi Skyway would be a key regional connection, likely becoming part of the Central Anoka Regional Trail and providing a key connection to the Mississippi River Regional Trail (MRRT).

Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within Ramsey, the RBTN identifies one Tier 1 RBTN corridor. The corridor follows the alignment of US 10 west–east along the Mississippi River and the southern border of the city. This corridor substantially contains completed or planned off-street segments of the MRRT. In 2017, a segment of the MRRT was constructed within the US 10 right of way between Mississippi West Regional Park and the city's border with Elk River. The county's planned ultimate alignment for MRRT will include a segment closer to the river. The timing for construction of this portion of the MRRT is dependent on the pace of development in the area and available funding. The city proposes the ultimate MRRT alignment as the RBTN alignment.

The Rum River Regional Trail is a planned Anoka County trail that, when completed, would be 20 miles long stretching north to south through the county along the east side of the Rum River. A short segment of this trail is planned to pass through the City of Ramsey along CSAH 7 and connecting to Rum River Central Regional Park in the northeastern portion of the city. Anoka County also plans to complete the Central Anoka Regional Trail through the city, completing existing gaps in the trail. The city and county plan to realign Central Anoka Regional Trail to pass through the COR and over the Mississippi Skyway. This would provide an off-road connection to Mississippi West Regional Park.

The existing and proposed regional network is shown in **Figure 7**.

DRAFT

Roadway Crossing Improvements for Bicycling and Walking

Through public outreach, a number of intersections and other locations throughout the city have been identified for potential improvements based on safety issues for crossing pedestrians and bicyclists. In these locations, potential improvements could be made by adding or improving pavement markings or signals, constructing traffic calming elements, shortening crossing distances, and/or providing pedestrian refuges. In most cases, addition of these features would be evaluated and conducted as opportunities arise. For example, crossing improvements would be considered in concert with adjacent roadway improvements or as development/redevelopment occurs in an area.

Non-Motorized Transportation Design Considerations

Design dimensions for sidewalks are recommended to be five-feet or wider, with a minimum of a four-foot-wide boulevard between the sidewalk and the curb. Increased separation improves pedestrian comfort and provides space for street signs and snow storage.

Design considerations for bicycle facilities are somewhat more complicated due to the hierarchy of facility types. In order of their ability to provide a comfortable bicycling environment from largest improvement to smallest, facilities include: off-street facilities, protected bikeways, buffered bicycle lanes, conventional bicycle lanes, bicycle boulevards, and wide paved shoulders. **Figure 8** shows examples of these facility types.

Multi-use trails are recommended to be a minimum of eight-feet wide. Regional trails are recommended to be a minimum of ten-feet wide due to higher use and the design requirements to comply with federal funding. Trails must have a two-foot wide clear zone on either side to reduce hazards for bicyclists and provide a recovery zone if a bicyclist leaves the edge of the trail. The clear zone can be paved or turf surface. No signs, furnishings, trees, or other obstructions can be in the clear zone.

Paved shoulders should be a minimum of four-feet wide if intended for bicycle and pedestrian use. Four-foot wide shoulders are adequate on streets with traffic volumes below 1,000 vehicles per day. Six- to eight-foot shoulders are recommended when traffic volumes exceed 1,000 vehicles per day. A wider shoulder improves pedestrian and bicyclist safety and comfort when vehicle traffic speeds and volumes are higher.

As non-motorized facilities are planned and designed, the city should consult additional planning and design resources, including:

- Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT
- Bikeway Facility Design Manual, MnDOT
- Minnesota Manual on Uniform Traffic Control Devices, MnDOT
- NACTO Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT
- Public Rights of Way Accessibility Guidelines (PROWAG), US Access Board

DRAFT

A Complete Streets approach to planning and implementing non-motorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes. A Complete Streets policy or process is intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA accessibility guidelines established in PROWAG. The guidelines in PROWAG address the design needs of people with physical and/or visual impairments. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around.

DRAFT

Off-street Facility
Source: www.pedbikeimages.org / Laura Sandt

Conventional Bicycle Lane
Source: www.pedbikeimages.org / Jennifer Compos

Protected Bikeway
Source: NACTO Urban Bikeway Design Guide

Bicycle Boulevard
Source: NACTO Urban Bikeway Design Guide

Buffered Bicycle Lane
Source: www.pedbikeimages.org / Lyubov Zuyeva

Wide Paved Shoulder
Source: www.pedbikeimages.org / Laura Sandt

Figure 8:
Example Bicycle Facilities
Ramsey Transportation Plan
Ramsey, MN

Freight

Freight transportation in Ramsey is primarily served by one rail line and arterial roadways. **Figure 9** shows the city's freight system and potential freight generators. A Burlington Northern Santa Fe (BNSF) rail line passes through the southern portion of the city, adjacent to TH 10.

There are no large freight traffic generators or intermodal facilities within the city. Most truck and rail traffic is passing through Ramsey on trips to, from, and through the Twin Cities. Freight traffic generators within Ramsey are located along the BNSF rail line and TH 10. Freight generators include concentrations of industrial and commercial land uses along the TH 10 corridor.

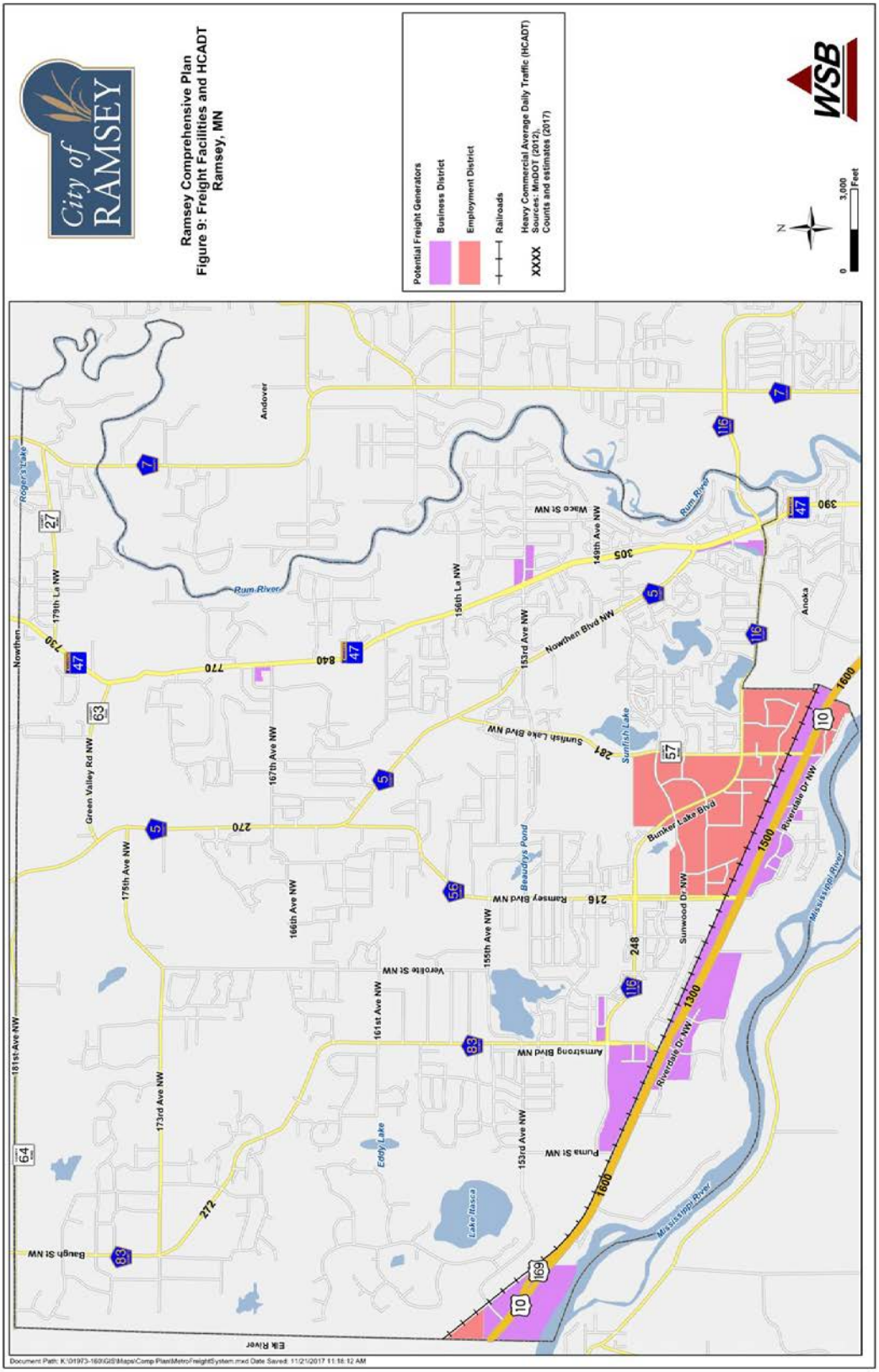
Figure 9 also shows Heavy Commercial Average Annual Daily Traffic (HCAADT) within the City of Ramsey. TH 10 carries the greatest number of heavy commercial vehicles (1,600 vehicles per day). TH 47 also carries a substantial amount of heavy commercial traffic within the city. The 2017 Regional Truck Highway Corridor study identifies TH 10 as a Tier 2 Corridor on the regional freight network.

The BNSF rail line carries 40–80 trains per day through Ramsey, depending on market conditions, which includes 12 Northstar Commuter Rail trains and 2 Amtrak trains. The Metropolitan Council 2040 TPP notes that freight rail traffic has increased substantially since 2010. Throughout the region, freight rail traffic is expected to increase, especially as the regional population continues to grow.

With the recent construction of a grade separation at Armstrong Boulevard, there are three remaining locations in the city where the BNSF rail line crosses public roadways at grade: Alpine Drive, Ramsey Boulevard, and Sunfish Lake Boulevard. Each of these crossings is controlled by flashing lights and gates. The Ramsey Boulevard crossing includes sidewalk and the Sunfish Lake Boulevard crossing includes multi-use trail.

The Metropolitan Council 2040 TPP acknowledges several freight challenges that impact the city and the region. As mentioned above, freight traffic is expected to increase and place pressure on the region's highway and rail systems. East-west traffic on the BNSF lines has increased in recent years in part due to growth in the Bakken oil fields of North Dakota and Montana. Safety is also an increasing concern, particularly rail safety as related to Bakken crude oil being transported through the region on the BNSF lines. The volume of rail traffic has therefore raised concerns about compatibility between freight traffic and adjacent land uses. While land use adjacent to the city's primary freight routes is generally compatible with these uses (industrial, commercial, etc.), there are several areas of existing and planned multi-family residential housing or mixed use that lie adjacent to the rail lines, particularly in the COR area.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 9: Freight Facilities and HCADT
Ramsey, MN
Potential Freight Generators
Business District
Employment District
Railroads
Heavy Commercial Average Daily Traffic (HCADT)
Sources: MnDOT (2012), Counts and estimates (2017)
XXXX
WSB
N
0
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Roger's Lake
Sunfish Lake
Beaudrys Pond
Eddy Lake
Lake Itasca
Elk River
Mississippi River
179th La NW
167th Ave NW
175th Ave NW
166th Ave NW
161st Ave NW
181st Ave NW
173rd Ave NW
156th La NW
153rd Ave NW
155th Ave NW
Wace St NW
148th Ave NW
Nowthen Blvd NW
Sunfish Lake Blvd NW
Bunker Lake Blvd
Ramsey Blvd NW
Sunwood Dr NW
Riverdale Dr NW
Armstrong Blvd NW
Vertelle St NW
Puma St NW
Baugh St NW
Green Valley Rd NW
27
63
64
7
47
5
10
116
56
57
83
169
730
770
840
305
390
281
270
216
248
272
1600
1500
1300

Transit

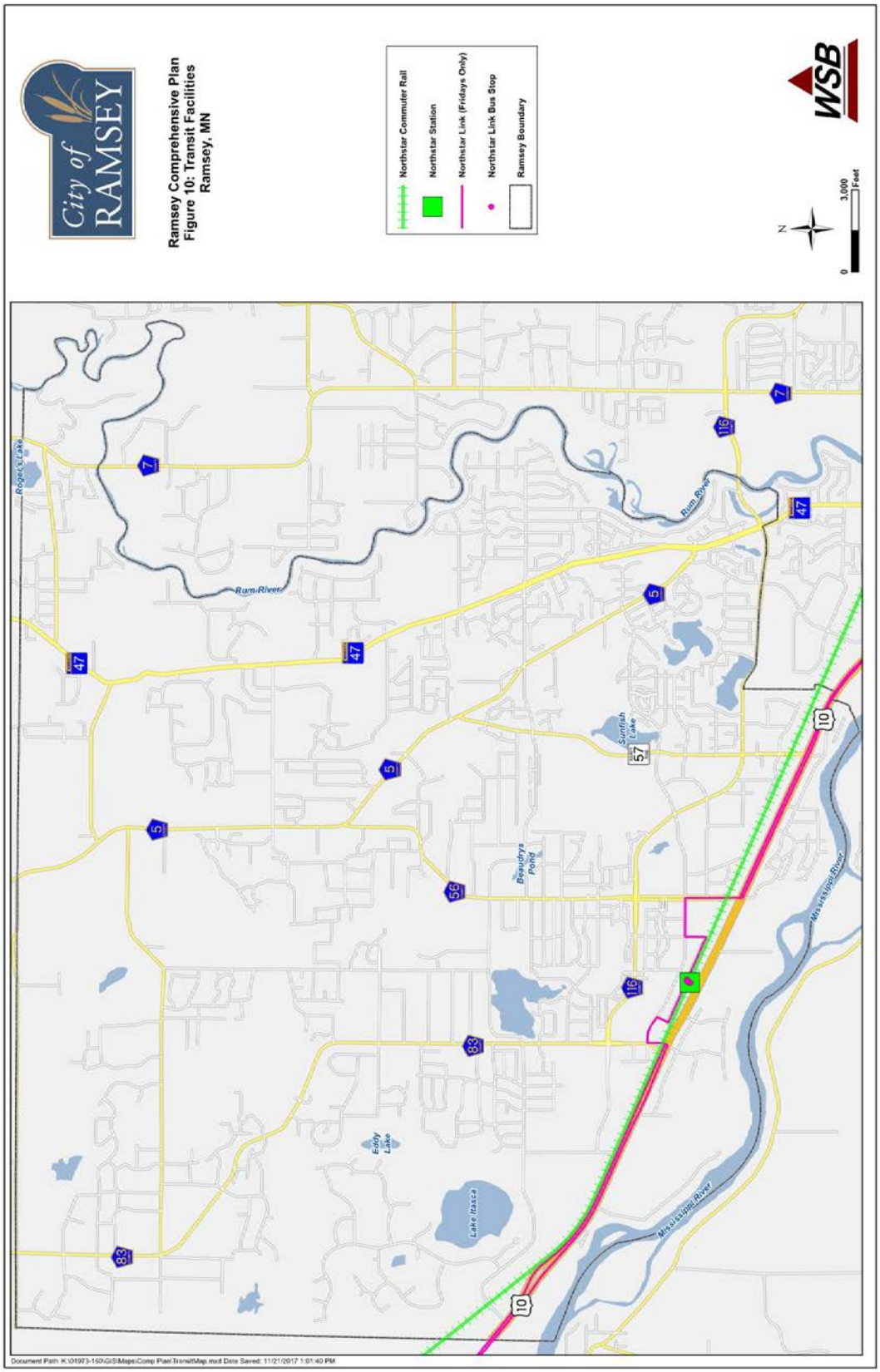
Ramsey is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Ramsey is located in Market Area IV. Market Area IV generally supports public dial-a-ride services and can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. However, with the presence of the Northstar transitway, Ramsey has a unique level of transit service for a city in Market Area IV.

The Northstar transitway is a commuter rail line that runs six daily round trips between Big Lake and downtown Minneapolis, with stations in Elk River, Ramsey, Anoka, Coon Rapids, and Fridley. It uses the BNSF rail corridor, and the Ramsey station is located within the COR area, supporting transit-oriented development and providing an alternative for Ramsey residents commuting to Minneapolis. The station includes a park-and-ride lot with 350 free parking spaces as well as ticket machines, seating, and covered and enclosed waiting areas. The Northstar Link also provides commuter bus service to Ramsey on Fridays. Transit facilities in Ramsey are shown on **Figure 10**.

In addition to the fixed-route transit options, the city is also served by Anoka County Transit Link, a dial-a-ride service for the general public. Transit Link provides connections to destinations within Anoka County. Transit Link also connects to regular route transit for trips within the metro area, including outside of Anoka. Ramsey residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

The TPP's transit investment plan does not show any additional regional transitway investments planned for Ramsey in the current revenue scenario. The city is interested in exploring the feasibility of future bus service between Ramsey Station and Anoka Technical College. Following additional growth in the COR, demand may be sufficient in the future to provide this service. There is also interest in partnering with Anoka Commuter Solutions in the future to provide circulator-type service between the city and Anoka and Coon Rapids, connecting the Northstar station and the COR with employment areas in neighboring communities.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 10: Transit Facilities
Ramsey, MN
Northstar Commuter Rail
Northstar Station
Northstar Link (Fridays Only)
Northstar Link Bus Stop
Ramsey Boundary
WSB
N
0
3,000
Feet
Rogers Lake
Rum River
Sunfish Lake
Beaudrys Pond
Eddy Lake
Lake Itasca
Mississippi River
7
116
47
5
10
57
56
83

Aviation

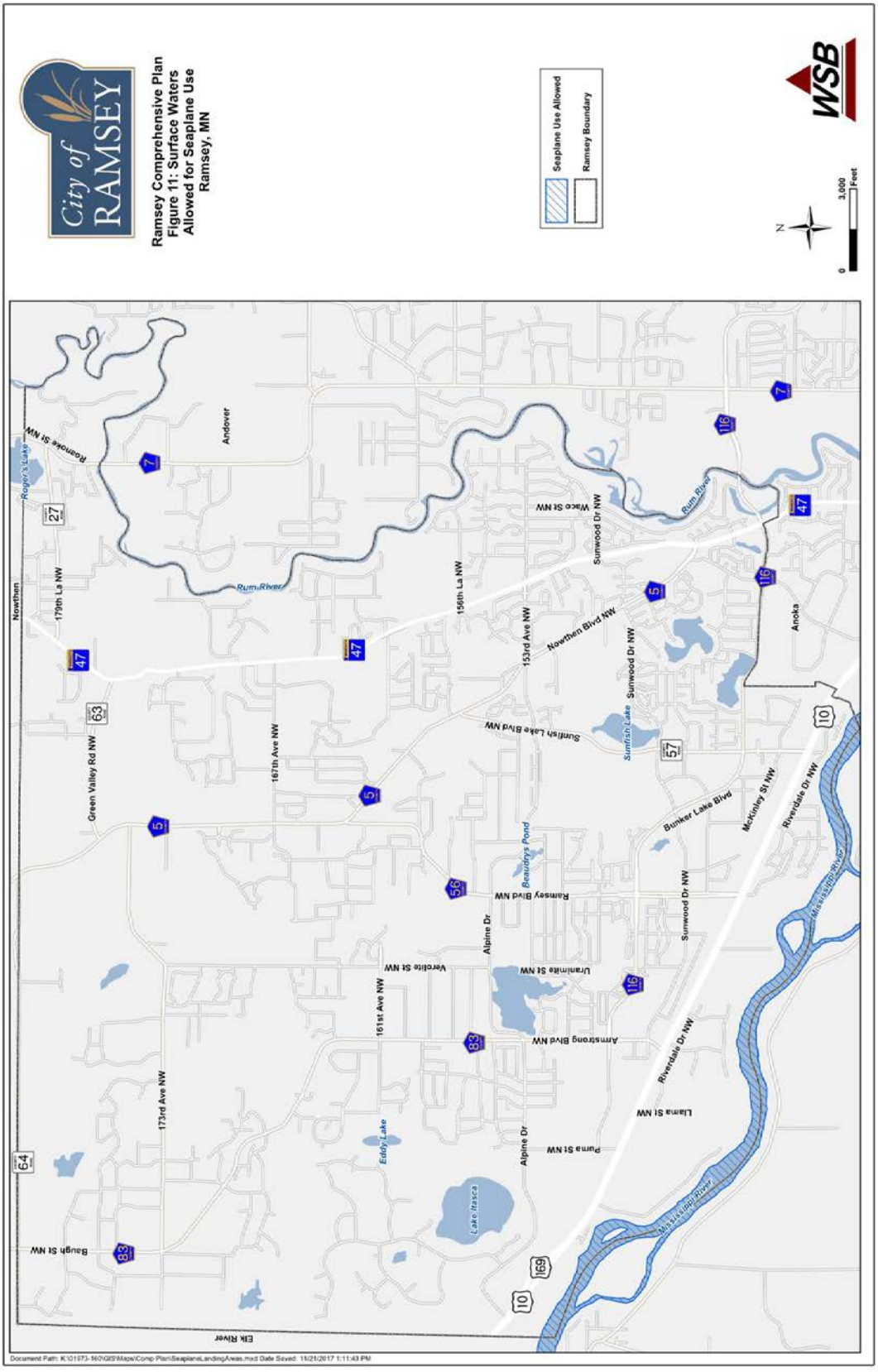
There are currently no existing or planned aviation facilities within Ramsey. However, the city is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest airport is the Anoka County-Blaine Airport, approximately 10 miles southeast of Ramsey.

Due to the distance to the nearest airport, there are no radio beacons or other air navigation aids located in off-airport locations in Ramsey. The city is not within an area of influence, and is therefore not subject to associated land use restrictions.

Any person or organization who intends to sponsor the construction or alteration of a structure affecting navigable airspace as defined in Federal Regulation Title 14; Part 77 needs to inform the Federal Aviation Agency (FAA) of the project. This notification is accomplished through the completion and submittal to FAA of Form 7460-1, Notice of Proposed Construction or Alteration. In Ramsey, this requirement applies to any construction or alteration exceeding 200 feet above ground level. The city's zoning code also requires the zoning administrator to provide notification to MnDOT when an applicant proposes construction or alteration of a structure that would exceed 200 feet.

There are currently no heliports in Ramsey or any known plans to construct one. As shown on **Figure 11**, the Mississippi River within the city is identified by MnDOT as an authorized landing site for seaplanes.

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 11: Surface Waters
Allowed for Seaplane Use
Ramsey, MN
Seaplane Use Allowed
Ramsey Boundary
WSB
N
0
3,000
Feet
Andover
Anoka
Nowthen
Rum River
Roman Lake
Roanoke St NW
179th La NW
Green Valley Rd NW
167th Ave NW
156th La NW
153rd Ave NW
Nowthen Blvd NW
Wisco St NW
Sunwood Dr NW
Sunfish Lake Blvd NW
Sunfish Lake
Bunker Lake Blvd
McKinley St NW
Riverdale Dr NW
Ramsey Blvd NW
Beaudrye Pond
Alpine Dr
Veronica St NW
Uranimie St NW
161st Ave NW
Armstrong Blvd NW
Llama St NW
Puma St NW
173rd Ave NW
Eddy Lake
Lake Itasca
Baugh St NW
Mississippi River
Elk River

Transportation Strategies and Actions

This Plan, and the city's actions over the next 20 years, will be guided by the following transportation goals, objectives, and strategies.

Strategies and Actions

Table 7 below displays the goals and of the Ramsey Transportation Plan. These goals represent the city's overall vision for transportation over the next 20 years. The strategies listed in the following section provide guidance that the city can use to reach the transportation objectives.

Table 7: Transportation Plan Goals and Objectives

Strategies	Actions
1. Facilitate efficient movement of people within and through the city	1.1. Improve local roadway system connectivity to county roadways and state highways.
	1.2. Provide safe and efficient routes for emergency and public safety vehicles.
	1.3. Provide adequate capacity to relieve congestion.
	1.4. Encourage sound access management.
	1.5. Preserve necessary rights-of-way for the 20-year planning horizon and beyond.
2. Facilitate efficient movements of goods within and through the city	2.1. Maintain a safe and effective network of roadways for freight movement.
	2.2. Coordinate with MnDOT and Anoka County to proactively address freight safety.
3. Provide a transportation system that is integrated with land use and development	3.1. Coordinate transportation system investments with the City of Ramsey Land Use Plan.
	3.2. Connect land use districts and provide safe access to major activity areas.
	3.3. Design, construct, and maintain roadways that fit the character of the adjacent land use (rural vs. urban development areas).
	3.4. Require private residential streets be designed to city standards.
4. Improve transportation safety for all users and modes of transportation	4.1. Implement safety improvements to address high crash locations.
	4.2. Proactively address bicycle and pedestrian safety concerns along roadways and at crossings.

	4.3. Bring sidewalks, trails, and intersections into compliance with ADA.
	4.4. Support traffic calming and design to minimize speed on minor city collectors and local roadways.
5. Develop a safe and convenient multimodal transportation system	5.1. Invest in multi-modal transportation solutions including bicycle and pedestrian infrastructure.
	5.2 Consider a "complete streets" approach to designing and constructing roadways in high pedestrian and bicycle traffic corridors.
	5.2. Preserve adequate right of way for sidewalk and trail construction.
6. Conserve and enhance environmental resources	6.1. Support investments in bicycle, pedestrian, and transit infrastructure to reduce environmental impacts of transportation.
	6.2. Manage storm water effectively and minimize the construction of new impervious surfaces.
	6.3. Support native plant landscapes along roadways.
	6.4. Design new roadways to preserve natural features.
7. Maintain the Existing Transportation System	7.1. Regularly assess transportation maintenance needs and include roadway, trail pavement, and other transportation infrastructure maintenance in the City of Ramsey Capital Improvement Program.

Multimodal Strategies

The multimodal strategies listed in this section are specific, actionable steps that the city can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan.

Each strategy is tied to one or multiple goals; however, not all goals are associated with a specific strategy. In these cases, the city's goals apply across individual projects, and the city will identify opportunities to achieve them throughout its existing project and policy development processes. **Table 8** on the following pages describes each strategy, notes which goal(s) is/are related to each strategy, and identifies the lead agency for the strategy. **Figures 12–14** following the tables illustrate the location-specific strategies geographically.

Table 8: Transportation Implementation Strategies

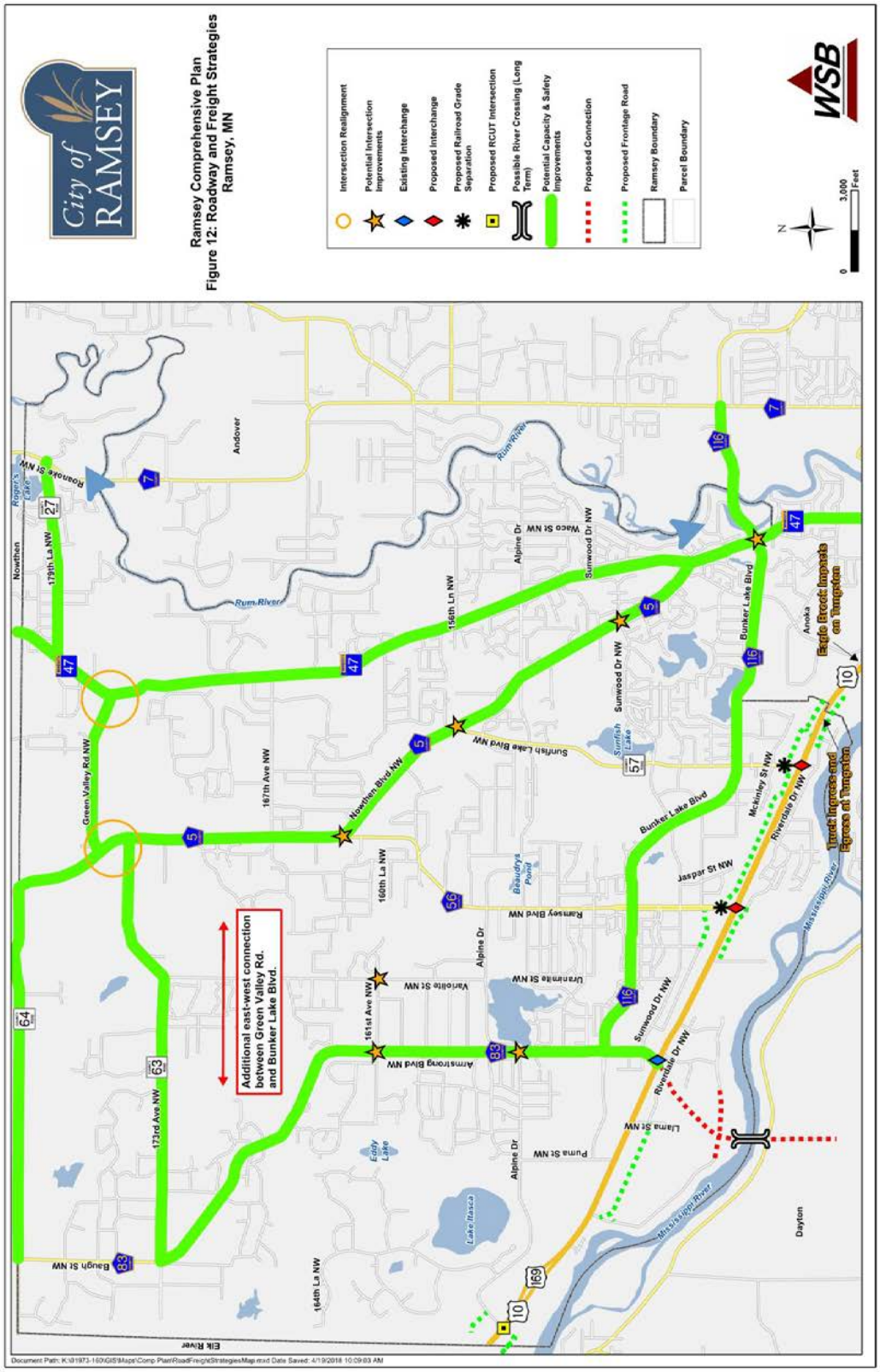
Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
CR 63/TH 47/179th Avenue NW (CR 27 from CSAH 83 to Roanoke Street NW	Corridor Study	Conduct a multimodal safety/operations corridor study to evaluate potential elimination of intersection jog at Green Valley Road NW/County Road 5/175th Avenue NW. Also evaluate overall safety operations along entire corridor to evaluate speed, shoulder adequacy, signing, bicycling and pedestrian safety, traffic enforcement etc.	Figure 12	Anoka County/ City of Ramsey
East/West Collector between CR 63 (Green Valley Road) and Bunker Lake Boulevard (CSAH 116)	Corridor Study	Conduct a multimodal corridor feasibility study to evaluate purpose and need and potential alignment alternatives for a new east/west collector roadway connecting Armstrong Boulevard (CSAH 83) to TH 47.	Figure 12	City of Ramsey
Mississippi River Crossing	River Crossing Study	Conduct a feasibility study to evaluate purpose and need and potential alignment alternatives for a new Mississippi River crossing connecting the City of Ramsey to the City of Dayton	Figure 12	City of Ramsey/ City of Dayton/ Anoka County/ Hennepin County
Bunker Lake Boulevard (CSAH 116) and Puma Street NW from Alpine Drive to CSAH 7	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies. As part of this study, the segment between Ramsey Boulevard (CSAH 56) and Sunfish Lake Boulevard (CSAH 57) should specifically be considered for a four-lane divided expansion and signals at Sunwood Drive NW	Figure 12	Anoka County/ City of Ramsey
Armstrong Boulevard (CSAH 83) from Sunwood Drive to 161st Avenue NW	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies. As part of this study, a four-way stop or other intersection control options should be considered at Alpine Drive and updates/enhancements to the pedestrian crossing and associated signage will be considered at 161st Avenue NW.	Figure 12	Anoka County/ City of Ramsey
TH 47 from north city limits to south city limits	Corridor Study	Conduct a multimodal corridor study to evaluate safety, operations, and capacity deficiencies.	Figure 12	MnDOT/ City of Ramsey

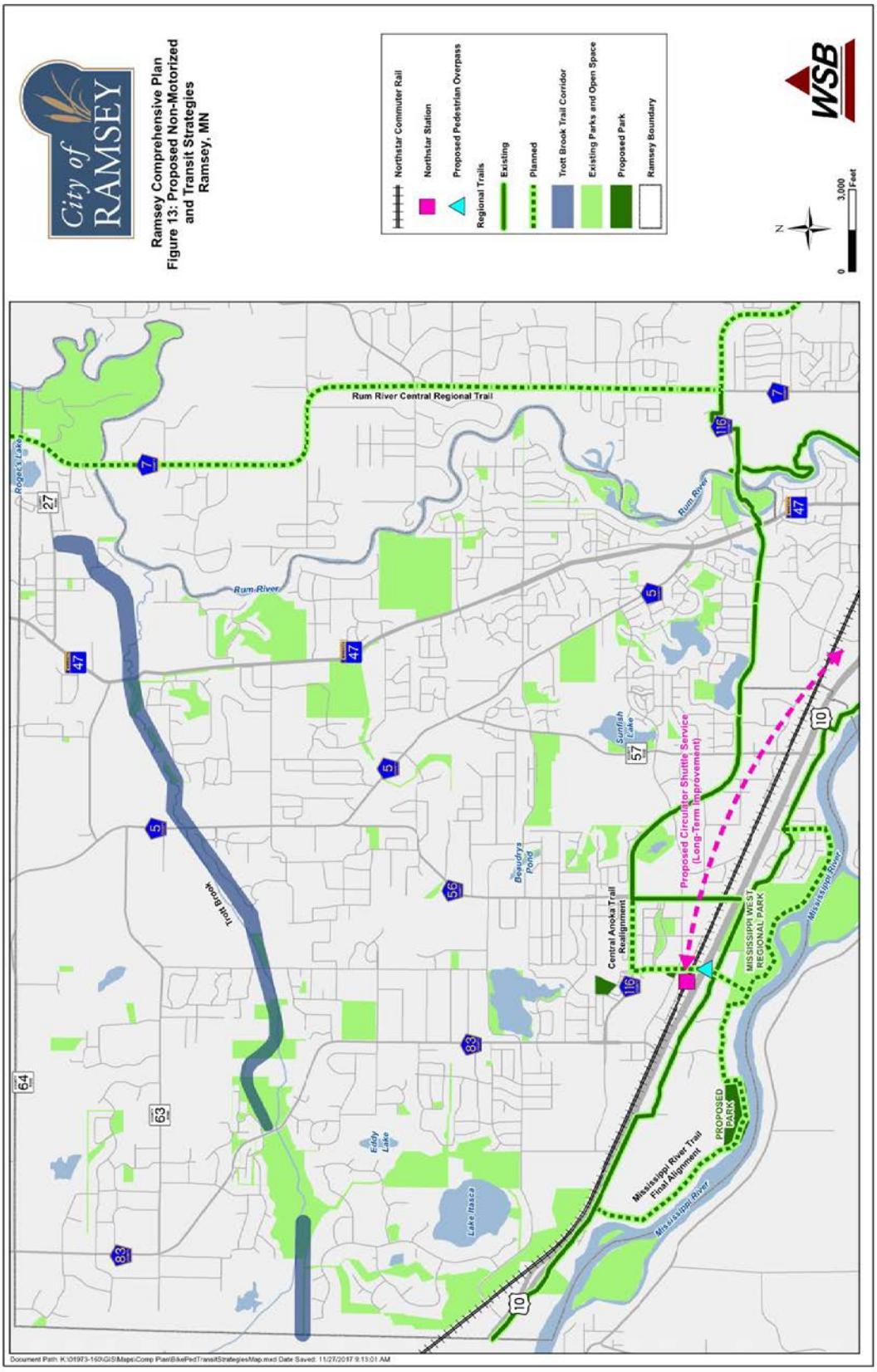
Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
TH 10/Ramsey Boulevard (CSAH 56)	Interchange and Railroad Grade Separation	Construct full access grade-separated interchange including railroad grade separation of BNSF mainline railroad per Highway 10 Access Planning Study Report (September 2014) and Metropolitan Council Principal Arteria Intersection Conversion Study (January 2017) – "low priority" in Metropolitan Council Study	Figure 12	MnDOT/ City of Ramsey/ Anoka County
TH 10/ Sunfish Lake Boulevard (CSAH 57)	Interchange and Railroad Grade Separation	Construct full access grade-separated interchange including railroad grade separation of BNSF mainline railroad per Highway 10 Access Planning Study Report (September 2014) and Metropolitan Council Principal Arterial Intersection Conversion Study (January 2017) – "high priority" in Metropolitan Council Study	Figure 12	MnDOT/ City of Ramsey/ Anoka County
TH 10	Frontage Roads	Construct north and south frontage roads through the City of Ramsey consistent with the Highway 10 Access Planning Study Report (September 2014)	Figure 12	City of Ramsey/ MnDOT/ Anoka County
Alpine Drive and Armstrong Boulevard (CSAH 83)	Intersection Control	Explore need for intersection control and/or geometric improvements	Figure 12	City of Ramsey
Sunfish Lake Blvd/157th Lane and Nowthen Boulevard	Safety/ Operations	Evaluate intersection for potential left-turn lane or other geometric improvements	Figure 12	City of Ramsey
Bunker Lake Boulevard (CSAH 116)	Freight – Intelligent Transportation Systems (ITS)	Evaluate feasibility of installing advanced warning system to notify drivers of approaching trains along BNSF mainline to allow drivers time to consider alternate routes	Figure 12	Anoka County/City of Ramsey
TH 10/Tungsten Street NW	Freight – Truck Ingress and Egress	Coordinate with MnDOT to explore solution to truck ingress/egress	Figure 12	City of Ramsey/MnDOT

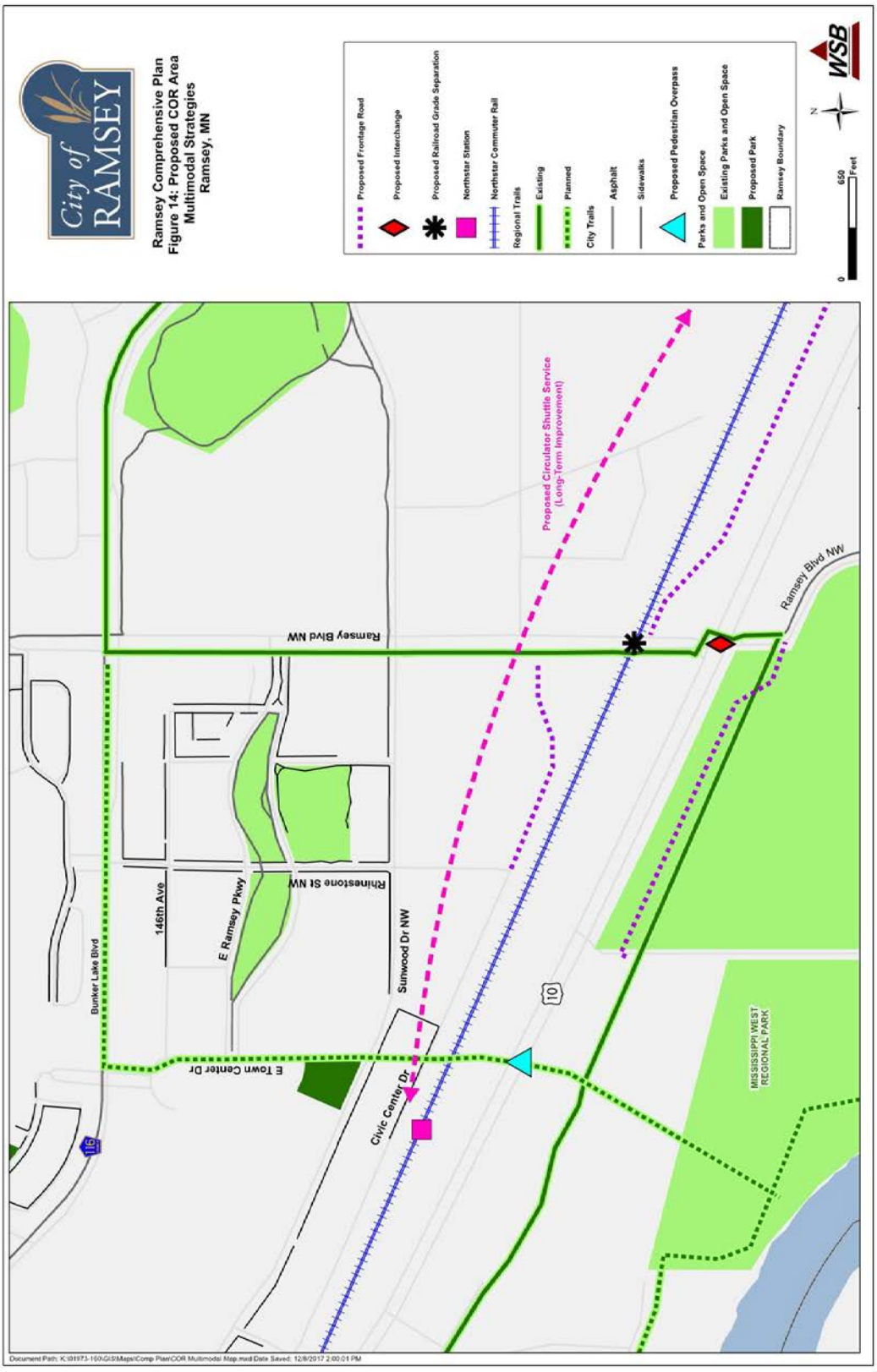
Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of circulator shuttle bus service by Anoka Commute Solutions between Anoka businesses and the Ramsey Northstar Station	Figure 13	Anoka County/ Metro Transit
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of adding shuttle bus service between Anoka Techncial College and the Ramsey Northstar Station	Figure 13	Anoka County/ Metro Transit
COR Area	Transit-Oriented Development	Continue to implement urban design and land use policies (including the Design Framework for the COR) supportive of transit use within the COR area, including compacted, mixed use development patterns and convenient multimodal connections to Ramsey Northstar Station	Figure 13	City of Ramsey
TH 10/Ramsey Northstar Station	Bicycle and Pedestrian Bridge	Construct Trunk Highway 10 pedestrian bridge extension of existing Ramsey Northstar Station pedestrian bridge between Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) consistent with the Mississippi Skyway Preliminary Engineering Report (December 2014)	Figure 13	City of Ramsey/MnDOT
Rum River Regional Trail Corridor	Bicycle and Pedestrian Improvements	Construct trail between Ramsey–Anoka border and Ramsey–Oak Grove border as opportunities arise	Figure 13	Anoka County
Mississippi River Regional Trail Corridor	Bicycle and Pedestrian Improvements	Construct final trail alignment along river as opportunities arise. Designate as Tier 1 RBTN alignment.	Figure 13	Anoka County/ City of Ramsey
Central Anoka Regional Trail Corridor	Bicycle and Pedestrian Improvements	Realign regional trail along Bunker Lake Blvd. and E. Town Center Dr. through COR and over Mississippi Skyway to Mississippi West Regional Park	Figure 13	Anoka County
Various Locations	Bicycle and Pedestrian Improvements	Sidewalks shall be installed with any street reconstruction project		City of Ramsey

Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
		occurring within the City's urban service area		
Various Locations	Bicycle and Pedestrian Improvements	Continue to proactively pursue opportunities to make off-road multiuse trails and on-road bicycle lane and wide shoulder network connections to existing trails, schools, parks, commercial nodes, and residential areas		City of Ramsey
Various Locations	Bicycle and Pedestrian Safety	Evaluate intersections for potential safety improvements such as intersection controls, crosswalks, etc.		City of Ramsey
Various locations	Bicycle and Pedestrian Maintenance	Continue to monitor and maintain bicycle and pedestrian facilities to provide safe and convenient conditions for users		City of Ramsey/ Anoka County

DRAFT


City of RAMSEY
Ramsey Comprehensive Plan
Figure 12: Roadway and Freight Strategies
Ramsey, MN
Intersection Realignment
Potential Intersection Improvements
Existing Interchange
Proposed Interchange
Proposed Railroad Grade Separation
Proposed RCUT Intersection
Possible River Crossing (Long Term)
Potential Capacity & Safety Improvements
Proposed Connection
Proposed Frontage Road
Ramsey Boundary
Parcel Boundary
WSB
N
0
3,000
Feet
Additional east-west connection between Green Valley Rd. and Bunker Lake Blvd.
Truck Ingress and Egress at Tungsten
Eagle Brook Imposts on Tungsten
Andover
Nowthen
Anoka
Dayton
Elk River
Rum River
Roanoke St NW
179th La NW
Green Valley Rd NW
167th Ave NW
Nowthen Blvd NW
Sunfish Lake Blvd NW
156th Ln NW
Alpine Dr
Waco St NW
Sunwood Dr NW
Bunker Lake Blvd
McKinley St NW
Riverdale Dr NW
Jaspar St NW
160th La NW
Ramsey Blvd NW
Beaudrys Point
Sunfish Lake
Roger's Lake
Armstrong Blvd NW
161st Ave NW
Van Dyke St NW
Uranium St NW
Llama St NW
Puma St NW
Eddy Lake
Lake Itasca
173rd Ave NW
Bauph St NW
164th La NW
Mississippi River


City of RAMSEY
Ramsey Comprehensive Plan
Figure 13: Proposed Non-Motorized and Transit Strategies
Ramsey, MN
Northstar Commuter Rail
Northstar Station
Proposed Pedestrian Overpass
Regional Trails
Existing
Planned
Trott Brook Trail Corridor
Existing Parks and Open Space
Proposed Park
Ramsey Boundary
WSB
N
0
3,000
Feet
Rum River Central Regional Trail
Rogers Lake
Rum River
Trott Brook
Sunfish Lake
Beaudrys Pond
Eddy Lake
Lake Itasca
Proposed Circulator Shuttle Service (Long-Term Improvement)
Central Anoka Trail Realignment
MISSISSIPPI WEST REGIONAL PARK
PROPOSED PARK
Mississippi River Trail Final Alignment
Mississippi River


City of RAMSEY
Ramsey Comprehensive Plan
Figure 14: Proposed COR Area
Multimodal Strategies
Ramsey, MN
Proposed Frontage Road
Proposed Interchange
Proposed Railroad Grade Separation
Northstar Station
Northstar Commuter Rail
Regional Trails
Existing
Planned
City Trails
Asphalt
Sidewalks
Proposed Pedestrian Overpass
Parks and Open Space
Existing Parks and Open Space
Proposed Park
Ramsey Boundary
650
Feet
WSB
Proposed Circulator Shuttle Service
(Long-Term Improvement)
Ramsey Blvd NW
Ramsey Blvd NW
Rhinestone St NW
146th Ave
E Ramsey Pkwy
Sunwood Dr NW
Bunker Lake Blvd
E Town Center Dr
Civic Center Dr
10
MISSISSIPPI WEST
REGIONAL PARK

Proposed Short and Long Range Roadway Projects

The sections below identify proposed short and long range roadway projects identified in the city's CIP and based on the proposed land use and redevelopment activities described in previous sections of this Plan. This section does not include information on proposed projects from the Metropolitan Council 2040 TPP, as the TPP does not include any planned improvements to principal arterials in Ramsey (aside from the completed interchange at TH 10 and Armstrong Boulevard (CSAH 83). No additional interchanges, MnPASS lanes, dedicated busways, or bus-only shoulders are proposed in the Current Revenue Scenario of the 2040 TPP.

Proposed Projects from CIPs

The city's CIP identifies a number of roadway projects. These projects are primarily reconstruction and overlay projects intended to improve and maintain the roadway surface. However, there are also several projects that will extend or expand the operational capacity of the roadway network within the COR area, including improvements along Zeolite Street and Bunker Lake Boulevard. A number of projects identified in the Highway 10 Access Planning Study are also included in the CIP, including extension of Riverdale Drive, construction of a BNSF railroad underpass on Ramsey Boulevard, construction of north and south frontage roads along TH 10. Other road improvement projects included in the CIP include projects for striping, lighting, and landscaping.

There are also a number of non-motorized transportation projects identified in the city's CIP. These include completion of the off-road Mississippi River Regional Trail within the city, construction of a trail connection to McKinley Street in the City of Anoka, a number of other high-priority trail connections, and a pedestrian underpass at Alpine Drive.

Proposed Projects based on Land Use and Development

Transportation needs in the city will shift as development occurs. Narrow rural roadways may no longer be suitable in certain areas. Additionally, there may be areas where development occurs and requires new connecting roadways to ensure that roadways and intersections can accommodate additional traffic volumes. Similarly, areas with new development may require non-motorized transportation facilities to provide safe access to the transportation system for pedestrians and bicyclists. Consideration of roadway modifications, intersection traffic control improvements, and non-motorized facilities will continue as individual proposals for development move forward.

DRAFT

Public Comments

The city held a workshop to gather public input on the transportation plan. At this workshop, members of the public identified issues and opportunities related to transportation as well was parks, trails, and recreation. A wide range of topics was raised, including roadway speeds, pedestrian safety, congestion, enforcement of speeding/stop signs, general support for trails, support for an additional river crossing, and a request for a new east/west road connection in the community. These comments were compiled and used to inform the strategies identified in **Table 8**.

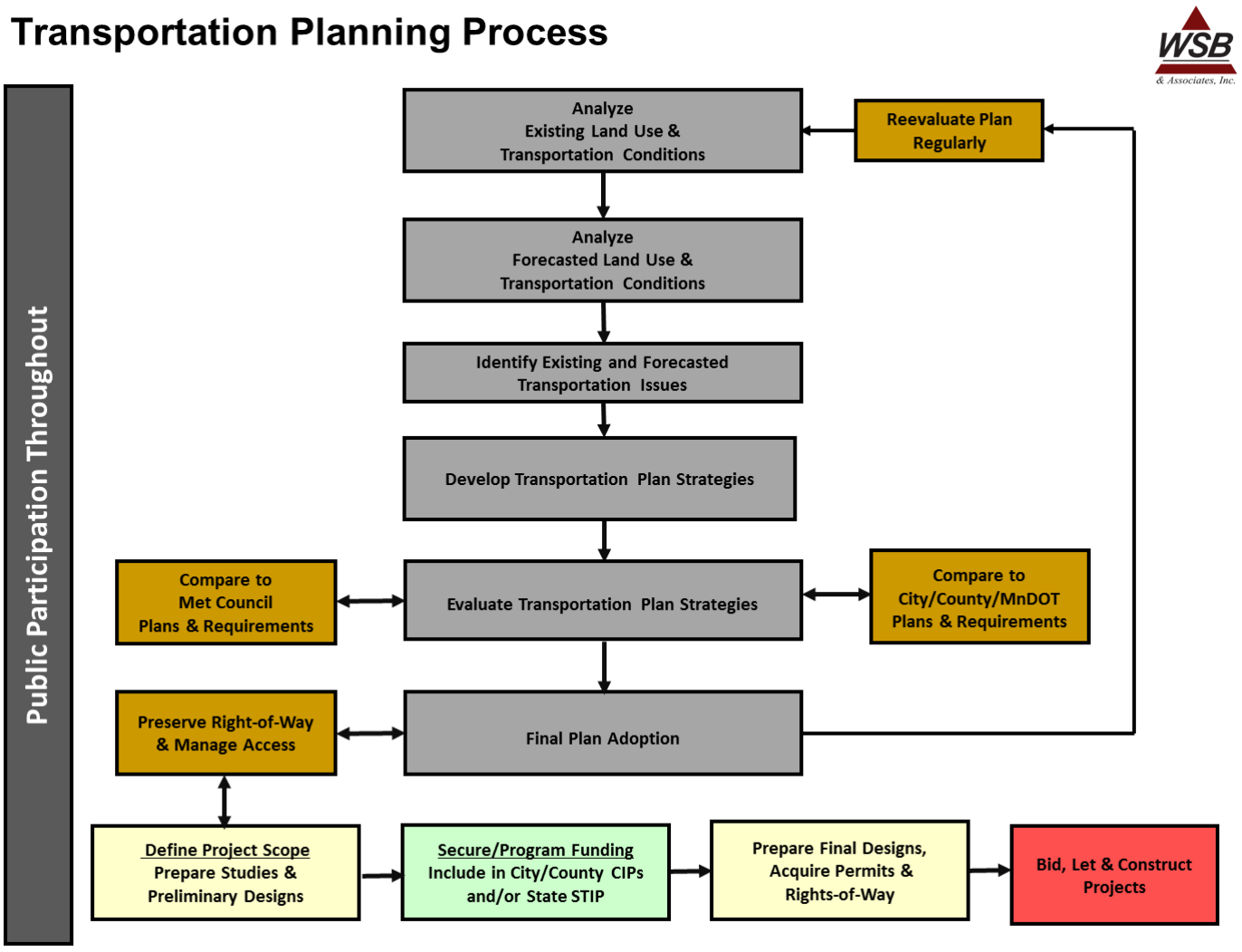
Conclusion and Next Steps

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Ramsey through the year 2040. Goals and specific strategies have been identified collaboratively by the city, Anoka County, MnDOT, and members of the public within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, City of Ramsey priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in Ramsey (i.e. City of Ramsey, Anoka County, MnDOT, Metro Transit, and the BNSF railway) advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances and leverage necessary financial resources. **Figure 15** on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.

DRAFT

Figure 15
Transportation Planning Process



Housing Plan

Housing Plan Background

Through the City of Ramsey's Open Houses, Workshops, and updates to the Planning Commission and City Council regarding the 2040 Comprehensive Plan Update, as well as working directly with the Housing Committee, the City of Ramsey has created the following vision statement:

"We envision a community with a variety of housing options, with options for residents of all socioeconomic statuses, races, income levels, preferences, and ages. We envision a community where residents can age in place, but also one where young families want to live. Our community provides homes with rural character, homes for those who prefer a more urban environment, and amenities for homeowners and renters."

Housing Goals and Strategies

The following represents goals and strategies for the housing plan which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the housing plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Rehabilitate and improve housing stock to preserve rural character and enhance existing neighborhoods
- Provide sufficient housing options for all types of residents; provide lifecycle housing options
- Promote development that preserves the natural environment and respects residential health
- Support affordable housing development
- Increase community knowledge of affordable housing

A Connected Community

- Ensure that discrimination does not occur against persons seeking housing in Ramsey based on age, religion, race, ethnic origin, sexual preference, gender, status with regard to public assistance, marital or familial status, or disability
- Ensure that individuals of similar income levels have equal access to Minnesota Housing programs, regardless of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, familial status, gender identity, or sexual orientation

An Active Community

- Plan for multi-family and senior residential developments near transit, bicycle routes, trails, sidewalks, etc. in order to reduce building footprints, energy consumption, and reliance on automobiles
- Ensure new development projects support an active lifestyle

Smart, Citizen-Focused Government

- Expand community engagement efforts to create lasting relationships and educated residents

DRAFT

- Employ innovative engagement strategies to keep residents informed

Financial Stability

- Create low-cost solutions to improve housing stock
- Support county-wide, regional, state-wide, and national funding sources for new development projects

2030 Housing Plan Accomplishments

The last plan was adopted in 2010. While a number of factors changed since the last plan was adopted, the City can celebrate a number of successes as it relates to our housing plan vision. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Exceeded the 2030 goal of renters within the City of Ramsey
- Provided an increased variety of housing options including difference lot sizes maintenance levels and affordability
- Increased the overall number of available housing units
- Developed strong, positive relationships with developers
- Increased customer service and efficiency in the development process

Housing Definitions

Affordable Housing:

In general, housing for which occupants are paying no more than 30 percent of their income for gross housing costs, including utilities. This type of housing can be an apartment, single family home, townhome, duplex, etc. This type of housing does not need to be subsidized by the government, but instead is only based on monthly housing costs as related to the area median income.

Multifamily Housing:

Also known as multi-unit dwellings, multifamily building contain multiple housing units within one building or complex, such as an apartment building, quad-plex, or duplex.

Publicly Subsidized Housing:

Government-sponsored assistance program aimed towards alleviating housing costs and expenses. Often referred to as "affordable housing."

Single Family Housing:

A stand-alone housing unit, such a detached home, detached townhouse, or attached townhouse.

Existing Housing Supply

The following tables and figures represent the current context of the City of Ramsey. The data for the following tables, graphics, and narratives were provided by the Metropolitan Council or the American Community Survey 2016 5-Year Estimates. The City of Ramsey had approximately 8,776 units in 2016, as estimated by the American Community Survey 2016 5-Year Estimates. The Metropolitan Council estimated a slightly higher number for housing units in Ramsey – 8,896.

DRAFT

Total Housing Units

According to the American Community Survey (ACS) 2016 5-Year Estimates, the City of Ramsey has 8,776 units. The majority of these, 97 percent, are occupied housing units. Total housing vacancy was approximately 2.6% in 2016. This low vacancy rates shows a demand for existing housing units. Due to movement in and out of units, housing vacancy cannot reach zero percent. 2.6% vacancy is an extremely healthy vacancy rate for the City of Ramsey and is on par with other cities in the region.

Table 2:

Unit Type	Total Units
Occupied Housing Units	8,544
Vacant Housing Units	232
Total Housing Units	8,776

Source: ACS 2016 Estimates

Total Existing Affordable Housing Units

Affordable housing is based upon the Area Median Income (AMI) of the region. Half of those in the region earn more than the AMI, and half earn less than the AMI. Housing policies for affordable housing are based upon income thresholds related to this AMI.

In the Twin Cities Metropolitan Region, the U.S. Department of Housing and Urban Development (HUD) has defined the following affordability levels for a family of four.

Table 3:

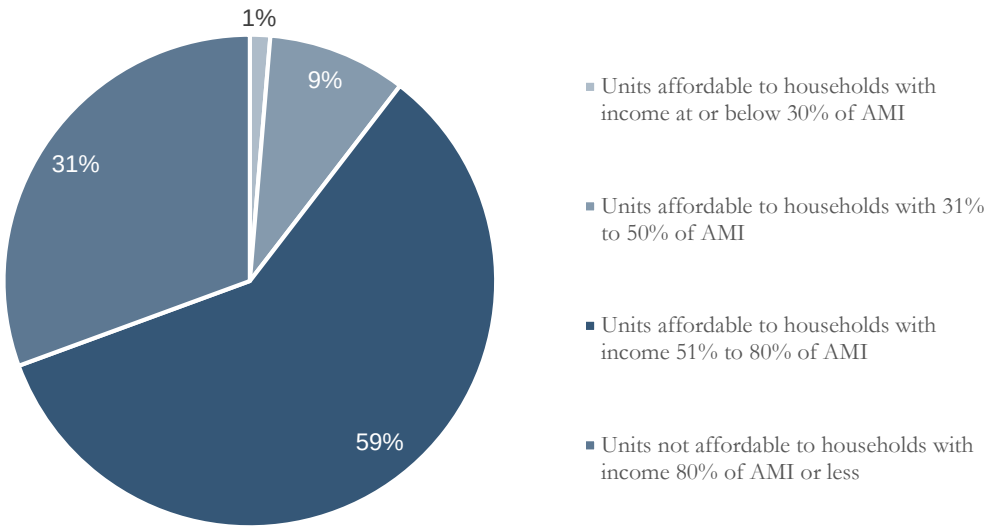
Affordability Level	Number of Units	Percent of Total
Affordable at 30% AMI	122	1%
Affordable from 31 – 50% AMI	834	9%
Affordable from 51 – 80% AMI	5,400	59%
Total Affordable Units	6,356	
Units Not Affordable to Households with Income 80% of AMI or Less	2,802	31%

Source: Metropolitan Council Existing Housing Assessment

DRAFT

Housing Affordability in Ramsey

Source: Metropolitan Council staff estimates for 2016



DRAFT

Owner vs. Renter Occupied Housing Units

The majority of Ramsey units, around 87%, are owner-occupied housing units. In these owner-occupied housing units, the average household size is approximately 3.01. Renter-occupied housing units are approximately 11% of the total housing units in Ramsey. These renter-occupied housing units have an average household size of approximately 2.58. On average, gross rent in 2016 was $1,313 per month.

Vacancy rates are extremely low in Ramsey, which shows a demand for housing and a quick movement of people in and out of units. Although there is no agreed upon number, a vacancy rate of 5% is typically considered "a healthy vacancy rate" within the planning community. The rental vacancy rate is less than half a percent, which shows there is a need for this type of housing, because essentially all rental units are rented. The City of Ramsey should look into the opportunity to provide additional housing units, because there clearly is a demand for housing within the community.

The number of owner-occupied units (according to the US Census estimates) increased from 3,493 in 1990 to 7,593 in 2016, while the number of renter-occupied units increased from 127 to 951. The rate of increase in rental housing units was over 6% in the last 26 years, significantly higher than the rate of owner-occupied units at just over 1%.

Table 27:

Unit Type	Number of Units
Renter-Occupied Housing Units	951
Owner-Occupied Housing Units	7,593
Vacant Housing Units	232
Total Housing Units	8,776

Source: ACS 2016 Estimates

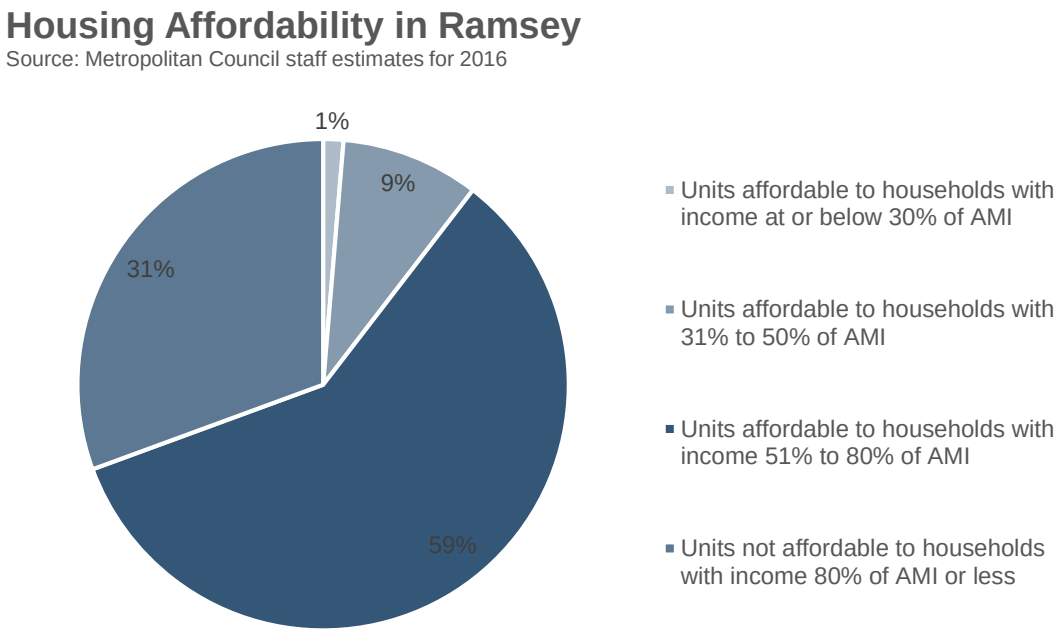
Unit Type	Vacancy Rate
Owned Housing Units	1.5%
Rental Housing Units	0.3%

Source: ACS 2016 Estimates

Housing Tenure	1990	2000	2010	2016	Percent Increase 1990 - 2016
Renter-Occupied Housing Units	3,493	5,756	7,349	7,593	1.2%
Owner-Occupied Housing Units	127	150	684	951	6.5%
Vacant Housing Units	54	40	269	232	3.3%
Total Housing Units	3,674	5,946	8,302	8,776	1.4%

Source: ACS 2016 Estimates, US Census 1990, 2000, 2010

DRAFT



Housing Types

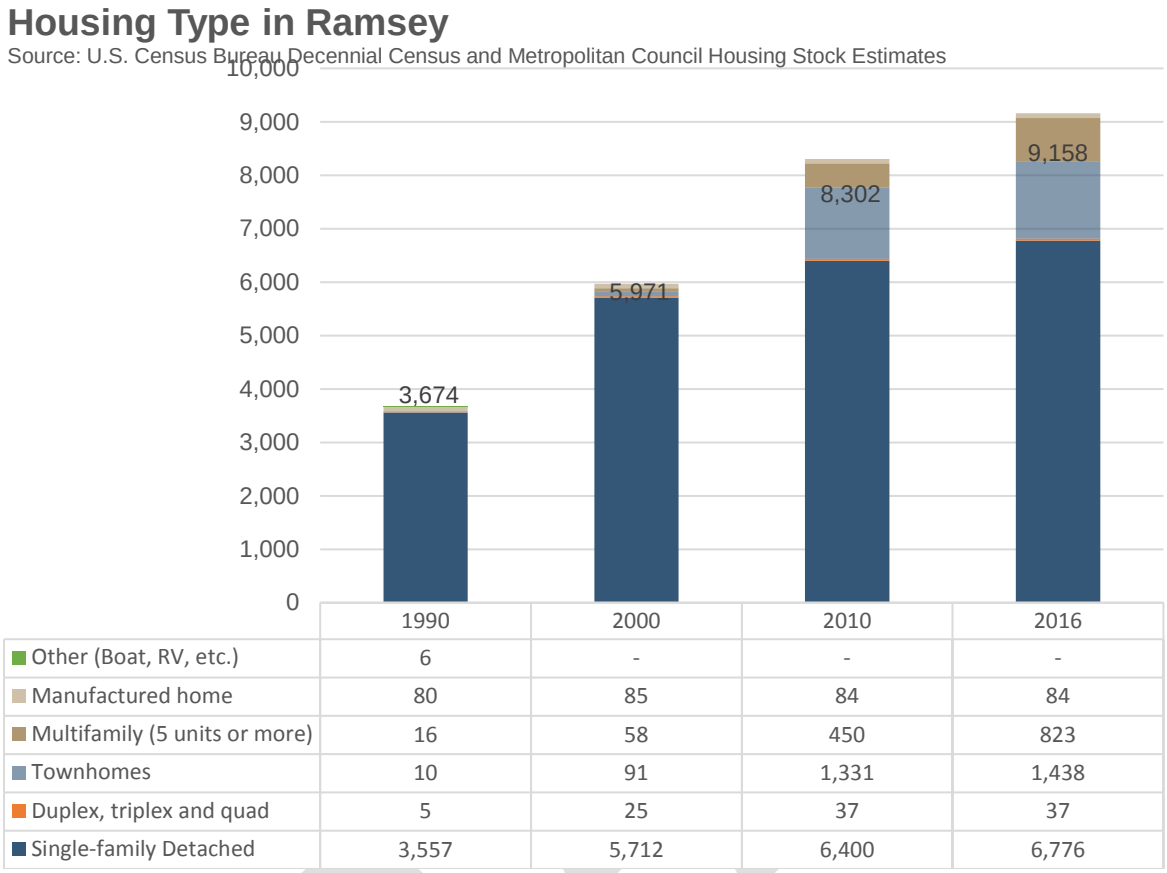
The vast majority of Ramsey residents, almost 75%, live in single-family detached housing, while only 9 percent of residents live within multi-family housing. Approximately 16% of residents live in townhomes, and only 1% in manufactured homes.

Table 5:

Housing Type	1990	2000	2010	2016
Single-family Detached	3,557	5,712	6,400	6,776
Duplex, triplex and quad	5	25	37	37
Townhomes	10	91	1,331	1,438
Multifamily (5 units or more)	16	58	450	823
Manufactured home	80	85	84	84
Other (Boat, RV, etc.)	6	-	-	-
Total	3,674	5,971	8,302	9,158

Source: Metropolitan Council, Ramsey Community Profile

DRAFT



	1990	2000	2010	2016
Other (Boat, RV, etc.)	6	-	-	-
Manufactured home	80	85	84	84
Multifamily (5 units or more)	16	58	450	823
Townhomes	10	91	1,331	1,438
Duplex, triplex and quad	5	25	37	37
Single-family Detached	3,557	5,712	6,400	6,776

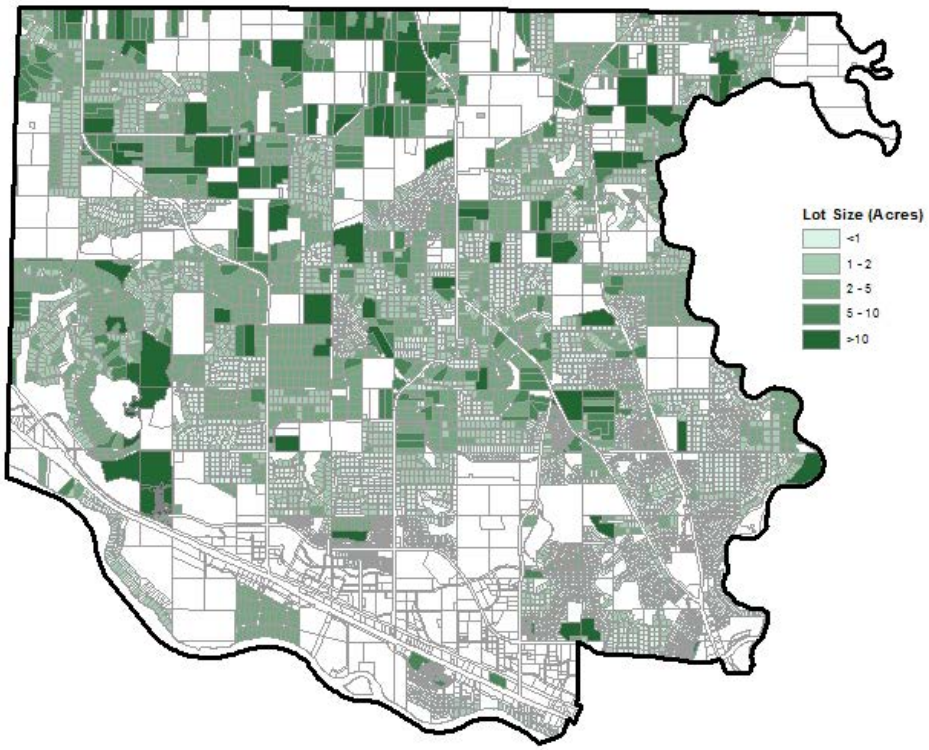
Lot Sizes

Of the residential lots with one unit (detached townhomes, single family homes, etc.), the majority are on lots less than one acre according to 2016 Metropolitan Council data. The map below shows the geographic distribution of different sized single-family residential lots. The larger lots are generally not near The COR, but are instead in the west, north, and northeast portions of the City. Lots in residential subdivisions are generally less than 5 acres, and usually less than 2 acres. Lot sizes tend to increase in the northern portion of the City, and are smaller in the central and southern portions of the City. This shift in lot size reflects the shift from rural character in the north into a more urban growth pattern in the central and southern parts of the City.

Though it may seem like the larger lots identified on the map below represent an opportunity for future subdivisions and absorption of residential growth, many of the larger lots contain wetlands, which are protected in the City.

Lot Size	Count
Less than 1 acre	6,456
1 acre – 2 acre	1,417
2 acre – 5 acre	1,037
5 acre – 10 acre	181
10 acres or greater	111
Total	9,202

Source: Metropolitan Council GIS data, 2016



DRAFT

Publicly Subsidized Housing Units

Publicly subsidized housing units represent housing projects that receive funding to keep rents low. Often, this type of funding subsidizes the mortgage, allowing the building owner to keep rents low, and is not a direct subsidy to renters. These buildings have income restrictions and limits. As of 2016, the City of Ramsey only has general units, none specifically for seniors or people with disabilities. The City of Ramsey has a goal of having lifecycle housing options and housing options for all types of residents. In order to reach this goal, the City of Ramsey should support housing for differently-abled types of residents, as well as senior residents with fixed incomes, who are not currently served by public housing.

Table 6:

Housing Type	Number of Units
Senior Housing	0
Housing for People with Disabilities	0
All other Publicly Subsidized Units	102
Total Publicly Subsidized Housing Units	102

Source: Metropolitan Council Existing Housing Assessment and HousingLink Streams Data, total housing units 8,896

Information on Publicly Subsidized Buildings:

The Seasons

Funding: LIHTC 9% Tax Credit		Funding Dates & Programs	
7436-7600 147th Cir NW		First known closing:	07/01/2013
Year Built:	2013	Most recent closing:	07/01/2013
Total Units:	50	Earliest expiration:	07/01/2043
Affordable Units:	49	Last Activity:	New construction
Affordability by Bedroom		MHFA: Housing Tax Credits 9%	
2 BR:	22	Close Date:	07/01/2013
3 BR:	27	Est. Expiration:	07/01/2043
Affordability by AMI		Property Identifiers	
60%:	49	HousingLink	10893
		MHFA	D7574
		HUDLIHTC	MNA2013019

DRAFT

Sunwood Village

Funding: Other
7550 Sunwood Dr NW

Year Built:	2016
Total Units:	47
Affordable Units:	47

Affordability by Bedroom

1 BR:	9
2 BR:	26
3 BR:	12

Affordability by AMI

30%:	4
50%:	43

Property Identifiers

HousingLink	10924
MHFA	D7721

Funding Dates & Programs

First known closing:	09/24/2015
Most recent closing:	12/21/2016
Earliest expiration:	01/01/2017
Last Activity:	New construction

County: County

Close Date:	12/21/2016
Expiration:	03/01/2047

MHFA: LHIA

Close Date:	12/21/2016
Expiration:	03/01/2047

MHFA: LMIR

Expiration:	03/01/2047
Close Date:	12/21/2016

MHFA: Bonds

Close Date:	12/21/2016
Expiration:	03/01/2047

DRAFT

Sunwood Townhomes

Funding: LIHTC 9% Tax Credit		Funding Dates & Programs	
5350 – 5444 Sunwood Dr NW*		First known closing:	07/01/2002
Year Built:	2003	Most recent closing:	07/01/2003
Total Units:	34	Earliest expiration:	05/16/2023
Affordable Units:	27	Last Activity:	New construction
Affordability by Bedroom		County: County	
1 BR:	2	Close Date:	05/16/2003
2 BR:	12	Est. Expiration:	05/16/2023
3 BR:	12		
4 BR:	1	MHFA: LHIA	
		Close Date:	05/16/2003
Affordability by AMI		Est. Expiration:	05/16/2023
60%:	49		
		MHFA: ARIF	
Property Identifiers		Close Date:	05/16/2003
HousingLink	4521	Est. Expiration:	05/16/2023
MHFA	D2743		
TC9:	D2743, MNA2002095	MHFA: Housing Tax Credits 9%	
		Close Date:	07/01/2002
		Est. Expiration:	07/01/2021

*Some addresses within City of Anoka
Source: HousingLink – Streams Search, data through 12/31/2016

Housing Cost Burden

According to the Metropolitan Council in 2018, 1,537 households in Ramsey are cost-burdened. Being cost-burdened is defined as spending more than 30% of your annual income on housing costs. Being cost-burdened by housing costs affects lower income residents at a higher rate than higher income residents.

In 2016, the ACS data showed that of those households making less than $35,000 annually (which is almost one third of Ramsey households), around 22% of those households spend more than 30% of their annual income on housing costs. The percent of households who spend more than 30% of their annual income on housing costs is much higher for lower income residents. Households that make more than $75,000 per year rarely pay more than 30% of their income to housing costs – less than 2%.

Approximately 17% of all households in Ramsey are cost-burdened to some extent. Ideally, no residents in Ramsey would be cost-burdened. While this goal is not realistic or likely even achievable, the City of Ramsey should strive to support housing options at all affordability levels to decrease the burden on its residents. As the City tries to provide housing for all types of residents, at all stages of life, maintaining low costs for residents with lower incomes is extremely important. These types of residents could be seniors with fixed incomes, residents with disabilities, or firefighters, teachers, non-profit workers, etc. The City of Ramsey is proactively working on their

DRAFT

"Could I Be Your Neighbor?" campaign to remove the stigma around low-income housing, as providing low-income housing options reduces the cost-burden for those individuals and families.

While there are only 122 housing units affordable to households with income at or below 30% of AMI, there are 272 households that are cost-burdened and have income at or below the 30% AMI threshold. The 150 units differential between available units to cost burdened households means that Ramsey simply does not have the necessary number of units at that affordability level to meet the City's existing need. Comparatively, while there are households that have cost-burden at higher income levels, Ramsey already has a surplus of units deemed affordable at those income levels.

Table 7:

Income Levels	Number of Households	Discrepancy
< 30% AMI	272	-150
31 – 50% AMI	411	423
51 – 80% AMI	674	4,726
Total	1,357	

Source: US Department of Housing and Urban Development, 2010 – 2014 Comprehensive Housing Affordability Strategy (CHAS) Data

Assessed Values of Owner-Occupied Housing Units

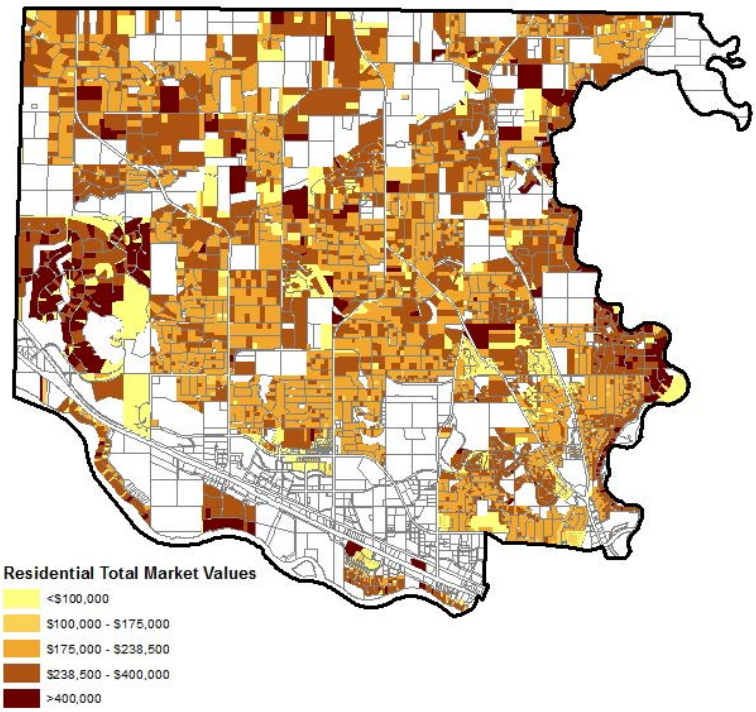
Values above and below $238,500 are shown in the figure below. $238,500 represents the affordable purchase prize for a housing unit in 2015 for those at 80% of AMI. 2015 AMI was $86,600 for a family of four in the Minneapolis-Saint Paul-Bloomington Metropolitan Area. The median value for a home in Ramsey was approximately $210,200 in 2016. Assessed values are typically lower than sale values, especially when homes are selling for above asking price during a busy housing market. The map below shows total market values for housing units across Ramsey, as reported by the Metropolitan Council, in order to attempt to show residential market values more accurately.

Table 8:

Assessed Value	Number	Percent of Total
Less than $50,000	329	4%
$50,000 - $99,999	141	2%
$100,000 - $149,999	851	11%
$150,000 - $199,999	2,109	28%
$200,000 - $299,999	2,965	39%
$300,000 - $499,999	1,067	14%
$500,000 - $999,999	131	2%
$1,000,000 or more	0	-
Total Units:	7,593	
Median Value:	$210,200	

Source: ACS 2016 Estimates

DRAFT



Building Permit Data

Buildings permits for 2013, 2014, and 2015 show 247 permits issued for new residential dwellings. The total value for all new homes in this period was almost $56,000,000. This data was pulled to supplement the American Community Survey data shown below, which is an estimate created by the Census every year. This estimate shows that very few homes were built after 2013, which is not realistic. In reality, the number of houses built in the 2010s will likely compete with the numbers shown during the housing booms in the 1990s and 2000s, as Ramsey continues to grow.

Housing Age (Single Family Homes)

The majority of single-family homes were built between 1970 and 2009. Less than 10% of all single-family homes in Ramsey were built outside this period.

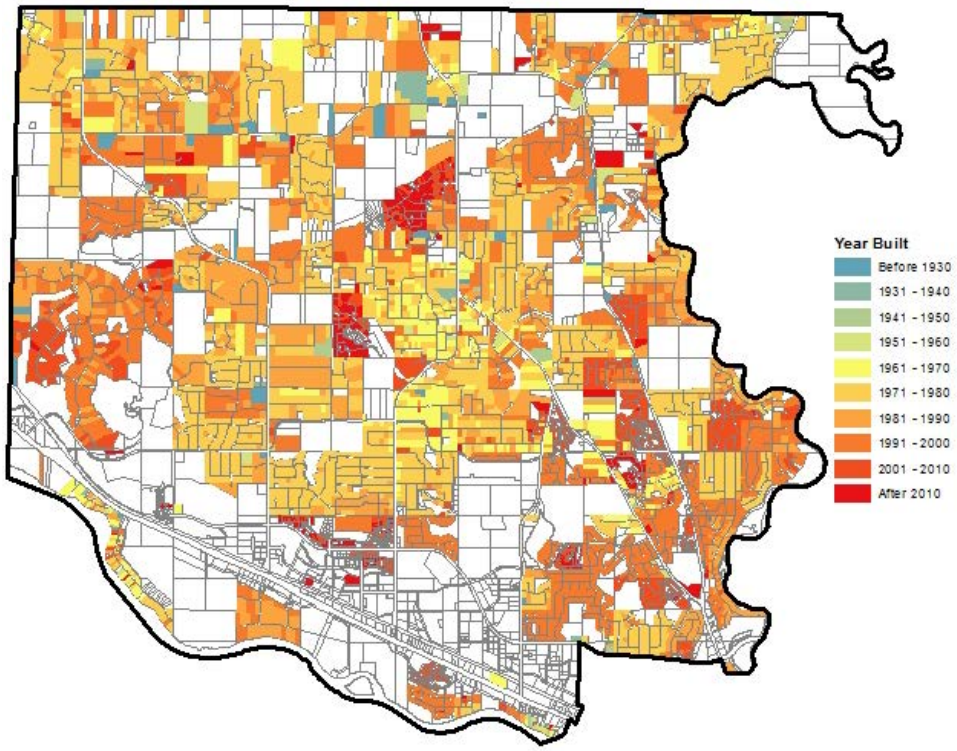
Table 5:

Year Built	Number of Houses	Percent of Total
Before 1939	53	<1%
1940s	16	<1%
1950s	56	<1%
1960s	375	4%
1970s	2,017	23%
1980s	1,322	15%
1990s	2,381	27%
2000s	2,397	27%
2010 to 2013	134	2%

DRAFT

2013 or Later	23	<1%
Total Housing Units	8,776	

Source: ACS 2016 Estimates



Summary of Existing Housing

Within Ramsey, most of the homes are owner-occupied, and rentals are approximately 11% of the total housing units. Ramsey has a healthy vacancy rate, less than 3%, showing the high demand for housing units within Ramsey.

Approximately 96% of all housing units in Ramsey are single-family homes, both attached and detached. Only 4% of all housing units are multi-family units. Likely, future housing growth will be single family in the northern portions of the City, which represent and maintain Ramsey's rural character. Areas near The COR represent areas where multi-family housing is more likely to occur in the future, this area represents the urban, transit-oriented growth around the Northstar Commuter Rail Station.

The Future Land Use Map and Development Maps show future areas that are likely to change in land uses. There are areas in the northern half of the City that will likely accommodate future single-family housing development projects.

Seventeen percent of all Ramsey households are cost-burdened, and the percent of lower income residents who are cost-burdened (spending more than 30% of their income on housing) is much

higher than higher income residents. Creating and maintaining affordable housing options is a key priority for the City of Ramsey, in order to support these residents.

In summary, the existing housing assessment shows that there are residents who could use assistance from the City in order to reduce their housing costs. One route to reduce the number of cost-burdened residents is to provide additional housing options, including affordable housing options, across the City. The existing housing assessment also shows that housing in Ramsey is sought-after. There is a low vacancy rate, and a low rental rate, which means that those who want to move to Ramsey likely have to buy a single family home in order to move to the community. In order to provide options for all types of residents, at all stages of life, different housing options, including multi-family options and single-family rentals, the City should support these types of projects.

Most of the homes in Ramsey were built in 1970 or after, with very few built after 2010. Many of these homes will likely need reinvestment in coming years, such as putting in a new roof, updating well and septic, or upgrading the interior finishes in the home. The City could consider options to providing incentives for homeowners to make these improvements.

Land Supply

The Future Land Use Map guides the future land uses for the entire City of Ramsey. The areas designated low density, medium density, and high density residential are sufficient to absorb the City's necessary growth in housing and affordable housing allocations. The mass of the affordable housing allocation will likely be in The COR area, which provides flexibility and density bonuses for projects near the Northstar Commuter Rail Station.

With the City of Ramsey's knowledge of the area and land that is likely to develop, or projects that have been started on vacant land, the City does not expect to have any issues meeting the projected growth or affordable housing allocation.

Existing Housing Programs

Anoka County Programs

When we would use these: The City of Ramsey cannot actively maintain or manage these programs; however, they are important to note as the City of Ramsey actively supports these programs and will lend their support to maintaining these programs in any way possible. Additionally, these tools are included in this section to provide additional resources for residents, and potential residents, of the City.

1. Anoka County Community Action Program (ACCAP) for Affordable Housing

Affordable Housing is a partnership between ACCAP and Anoka County Corrections to construct affordable housing in Anoka County. The goal of the program is to build two new homes each year using inmate labor to reduce construction costs making homeownership for eligible buyers very affordable. These homes are available to buyers who have completed the Home Ownership Program offered by ACCAP.

2. Anoka County – Housing & Redevelopment Authority

Anoka County Housing and Redevelopment Authority (ACHRA) was created in December 1994 and is responsible for the administration of federal, state, and Anoka County programs. They provide housing and redevelopment services to many communities in Anoka County, including Ramsey.

3. Anoka County – Senior Housing

Anoka County owns four properties, managed by Great Lakes Management Company, with market rate rental units for residents 55 years and older.

4. Anoka County – MN Housing Rehabilitation Loan Program (MNRLP)

Owner-occupied properties in Anoka County that are either single-family detached home, townhome, duplex, or condominium, or manufactured homes that are taxed as real or personal property can apply for eligible improvements including: Roof, furnace/boiler, insulation, radon mitigation, lead paint hazards, siding, handrails, plumbing, smoke/CO detectors, well and septic systems, electrical wiring, windows/doors. Applicants must meet the income requirements based on household size and other borrower requirements.

Regional Programs

Livable Communities Demonstration Account – Metropolitan Council Grant Fund

The Livable Communities Demonstration Account (LCDA) funds innovative projects that efficiently link housing, jobs, services, and transit.

When we would use this: The City of Ramsey is actively seeking projects that align with the mission of the LCDA. Due to the funding schedule and timeline, partners in these types of applications must be able to wait approximately 6 months from application to award letters. Because of this timeline, City-initiated projects, affordable housing projects (likely for those less than 50% AMI), and senior living projects are likely the prime candidates for this program.

Section 8 Housing

Section 8 programs for Anoka County are administered by the Metropolitan Housing and Redevelopment Authority (HRA), located in Saint Paul, MN.

When we would use this: The City of Ramsey attempts to support affordable housing projects that utilize the Section 8 Program by writing letters of support in their applications. In addition, the City of Ramsey will advocate for continuing this program to ensure its continuity.

Home Energy Loan Program

Center for Energy and Environment (CEE) offers low-interest home energy loans for homeowners to make improvements to their homes. Examples of eligible projects include: heating system upgrades, central air conditioning, light fixtures, window and exterior door replacement, attic air sealing and insulation, wall insulation and heater, and geothermal and heat pumps. Loans are typically from $1,000 - $2,000 dollars. There is no maximum income limit for these loans.

When we would use this: The City of Ramsey does not manage this program, but they do support this program. The City has resources available to residents of all income levels, and is able to point residents to Center for Energy and the Environment for additional information on which they are

DRAFT

not experts (such as insulating attics). Specially, the City is able to direct residents whose homes have code enforcement issues to this type of program to help increase the safety, value, and appearance of the home. Because these loans do not have income limits, these are options for all residents, developers, and others throughout the City. This type of program supports small upgrades to homes that long-term increase cost savings and environmental savings. This program not only represents the City of Ramey's commitment to maintaining existing properties, but also our commitment to environmentally sensitive housing and design.

Statewide Programs

1. Minnesota Housing – Coordinated Entry

Coordinated Entry is a HUD initiative to those who may be at-risk of losing their housing, or who are homeless. The Coordinated Entry initiative supports people in connecting their housing needs with the appropriate resources. Anoka County has a separate resource line to assist residents.

When we would use this: The City of Ramsey does not maintain this program, but does believe this program is an important tool they are able to point residents towards. The City of Ramsey provides a connection to this resource for residents who are at risk, or afraid of, losing their housing. They can also direct homeless individuals towards this program. The City of Ramsey will continue to support this program as they believe it is an important part of supporting their residents and maintaining their mission of equity.

Minnesota Housing – Start Up Program

This first-time homebuyer program is meant to promote affordable interest rates and help homeowners' better tackle their down payments and closing costs. Qualified first-time homebuyers must have a credit score of at least 640, they must meet certain income limits and must be able to obtain a mortgage from a lender. Borrowers must also attend a homebuyer education course.

In order to be eligible for this program, residents must be first-time homebuyers, have a credit score of at least 640, and meet the income requirements.

When we would use this: The City of Ramsey does not maintain this program, but believes it to be a great opportunity for potential homebuyers. Because so much of the City has naturally-occurring affordable housing, the City expects to see first time homebuyers purchasing properties in Ramsey. This type of program is an excellent tool to point those types of residents towards. Additionally, this type of program supports low-income individuals, and supports the City of Ramsey's goal and mission to provide lifecycle housing options and affordable housing options.

Minnesota Housing - Step Up

This is a loan can be used for home purchase or to help homeowners refinance. The loan is meant to promote affordable interest rates in the state of Minnesota. The monthly payment portion of this Minnesota Housing program is available to help buyers afford closing costs and the down payment of a home purchase. The loan allows borrowers to reduce or eliminate mortgage insurance costs. Qualified borrowers need to have a credit score of at least 640, they must meet program income limits and in some cases, borrowers must attend homebuyer education courses.

Summary:

DRAFT

- Loan can be used for home purchase or refinancing.
- Must have a credit score of at least 640.
- Must meet income limits.

When we would use this: The City of Ramsey does not maintain this program.

Minnesota Housing - Deferred Payment Loan

This loan is meant for first-time homebuyers to help ease the cost of home ownership. There are two loan options, a deferred payment loan and a plus loan. The deferred payment loan starts at $5,000 and up to $7,500. The maximum for the plus loan is higher, up to $10,000 for those borrowers who fit target criteria. Minimum credit score for qualified borrowers is 640. The borrowers must also attend a homebuyer education course. The loan term is equal to the first mortgage and has 0% interest - the loan is repaid when the property is sold, no longer the homestead of the homeowners, or the loan is refinanced.

Summary:

- Must be first-time homebuyers
- Two loan options — can borrow from $5,000 to $10,000
- Minimum credit score of 640

Minnesota Housing - Monthly Payment Loan

This program is designed to help Minnesota homebuyers afford the costs of purchasing a home. Minnesota Housing has a monthly payment loan to help with 5% of the purchase price or $5,000, whichever is greater, to be put towards closing costs and the down payment. Borrowers need to get a Minnesota Housing first mortgage loan as well, which is either a Start Up (first-time homebuyers), Step Up (refinancing), or MCC (mortgage credit certificate). The ten-year loan term comes with monthly payments with an interest rate equal to first mortgage rate. Qualified borrowers need a minimum 640 credit score and must meet program income limits. Borrowers also need to attend a homebuyer education course.

Summary:

- Loan towards closing costs and home down payment
- Ten-year loan term with monthly payments
- Minimum 640 credit score
- Qualified borrowers must attend homebuyer education course

When we would use this: The City of Ramsey does not maintain this program.

Minnesota Housing - Mortgage Credit Certificate

This program was designed to help Minnesota homeowners better afford their mortgages. This Mortgage Credit Certificate allows homeowners to claim 35% of their mortgage interest paid every year as a federal income tax credit — this can provide households with up to $2,000 in tax savings. This certificate can used in conjunction with a Minnesota Housing mortgage, as well as the Monthly Payment Loan which helps with the home down payment and closing costs. This program is geared

DRAFT

towards first-time homebuyers (not owned a home in at least three years and not displaced by divorce). The certificate has many qualifications like: borrowers must qualify for a mortgage on a house, meet the income limits of the program, plan to have the property as their primary residence and hold a federal income tax liability. In order to be eligible for this program, residents must be first-time homebuyers, qualify for a home mortgage, and meet the income restrictions

When we would use this: The City of Ramsey does not maintain this program.

Minnesota GreenStar Certification

In order to be eligible for this program, residents must be first-time homebuyers, qualify for a home mortgage, and meet the income restrictions

When we would use this: The City of Ramsey does not maintain this program.

Weatherization Program

The Weatherization Assistance Program through the Minnesota Department of Commerce provides free home energy upgrades to income-eligible homeowners and renters. The goal of this program is to allow homeowners to save energy and ensure their homes are healthy and safe. Weatherization services include: exterior wall and attic insulation, air leakage reduction, furnace, boiler, and hot water heater repair or replacement, and can help decrease energy costs by 30% annually. The 2017 income limit for a household of 4 to be eligible for this program was an annual income of $49,200.

When we would use this: The City of Ramsey does not maintain this program.

Low Income Energy Assistance Program

The Low Income Energy Assistance Program (EAP) helps pay for heating costs and furnace repairs for low-income households. In order to be eligible, households must be at or below 50% AMI for the state. This program is eligible to homeowners and renters. Services may include: payment of energy bills, education on safe energy use, repair or replacement of broken heating systems, and help with utility disconnections or fuel deliveries. The 2017 income limit for a household of 4 to be eligible for this program is $48,077.

When we would use this: The City of Ramsey does not maintain this program, but believes it to be a great opportunity for potential homebuyers. Because so much of the City has naturally-occurring affordable housing, the City expects to see first time homebuyers purchasing properties in Ramsey. This type of program is an excellent tool to point those types of residents towards. Additionally, this type of program supports low-income individuals, and supports the City of Ramsey's goal and mission to provide lifecycle housing options and affordable housing options.

When we would use this: The City of Ramsey does not maintain this program.

Federal Programs

When we would use this: Federal program are managed by the Federal Government; however, they are noted in this section of the Comprehensive Plan Update to provide additional information to residents seeking guidance or specific tools to increase homeownership. The City of Ramsey is supportive of these types of programs and will guide residents towards these programs in order to increase homeownership rates within the City, and provide opportunities for residents who many

DRAFT

not have the option to purchase a home without these types of programs, specifically low-income residents and people of color. These programs have income limits, and therefore would be helpful for residents with lower incomes.

FHA Loans

Federal Housing Administration (FHA) loans typically have lower interest rates and smaller down payments than other loans. They also have low closing costs and are typically available to first-time homebuyers and those who are trying to make their homes more energy efficient (FHA Energy-Efficient Mortgage).

FHA Down Payment Assistance

Federal Housing Administration (FHA) loans typically have lower interest rates and smaller down payments than other loans. They also have low closing costs and are typically available to first-time homebuyers and those who are trying to make their homes more energy efficient (FHA Energy-Efficient Mortgage).

Other Tools

Public-Private Partnerships

The City of Ramsey is actively creating relationships with local businesses, developers, and potential partners. The Economic Development Department works diligently to find opportunities for public-private partnerships, when private dollars can assist a public project with a mutually beneficial outcome.

When we would use this: Public-private partnerships work best when the City and the partner have similar goals and desired outcomes for a project. Potential projects that the City is actively looking at are new park spaces around affordable housing projects, a new parking ramp near affordable, multi-family housing, park spaces, and The COR, as well as roadway improvements. For new single-family housing development projects proposed through the PUD process, the City will attempt to suggest the cost-sharing of public amenities and improvements to adjacent spaces – such as parks, trails, open spaces, roadway improvements, or pedestrian crossings.

DRAFT

Projected Housing Need

Ramsey's population is anticipated to steadily increase through 2040. In order to accommodate the future growth, there will need to be additional housing units within Ramsey. A variety of housing types will need to be provided in order to house residents of all income levels, stages of life, and housing preferences. For instance, young families may prefer single family homes or townhomes, while seniors may prefer a denser living environment near The COR.

By 2040, the City of Ramsey will need to provide almost 4,000 additional housing units for almost 8,000 additional residents. Population and housing projections through 2040 are shown below.

	2010	2020	2030	2040
Population	23,668	26,400	30,700	34,700
Households	8,033	9,400	11,300	13,000

Source: Metropolitan Council

Affordable Housing Allocation

The City participates in the Livable Communities Program of the Metropolitan Council, which provides access to a number of funding opportunities. As part of said participation, the City plans for an allocation of affordable housing. The total need for affordable housing in the region from 2021 – 2030 is 37,900 units. In order to reach this total need, the City of Ramsey will need to provide an additional 499 units by 2030. The breakdown of unit types is shown below.

Affordable housing is defined by different affordability levels depending on tenant income. Affordability levels for necessary affordable housing in Ramsey is shown at three different levels below. 292 units will be required for those who make less than 30% Area Median Income (AMI). In 2015, annual income for those in this type of housing would need to be less than $25,980 as the 2015 AMI was $86,600 for a family of four in the region.

The need for affordable housing is shown below. As the City of Ramsey meets its affordable housing need, less Ramsey residents will experience a housing cost-burden. These residents, many of whom are members of the workforce in Ramsey and surrounding communities, can reside in our community without fear of homelessness.

Table 8:

Affordability Level	Number of Units
At or Below 30% AMI	292
31% to 50% AMI	167
51% to 80% AMI	40
Total Units	499

Source: Metropolitan Council Existing Housing Assessment, total housing units 8,896

Guided Land Use

The Future Land Use Map shows the areas guided for low density, medium density, and high density residential. The areas included in The COR are estimated to be approximately 50% residential, as The COR is a fully mixed-use area. As shown in Table 7: Forecasted Growth

DRAFT

Allocations in the Land Use Chapter, based on planned densities and associated acreages available for development, the City can expect a minimum of 528 housing units. This meets the minimum requirements.

Implementation Plan

A Balance of Rural Character and Urban Growth

The existing housing stock in Ramsey is an asset for the entire City, not just its current owners as ownership changes throughout time. The safety, maintenance, and care of Ramsey's current housing stock will ensure its longevity, sustain our older neighborhoods, and allow the housing stock to evolve as our residents evolve.

Strategy: Rehabilitate and improve housing stock to preserve rural character and enhance existing neighborhoods

Policies and Actions:

1. Provide incentive-based approaches for individual improvements to private properties
2. Eliminate blighting influences such as unkempt yards, glaring lights, unscreened storage, noise, inappropriate vehicle storage, etc.
3. Identify and remove substandard housing units that are economically unfeasible to rehabilitate.
4. Create a simple webpage/portal that allows residents to voice anonymously code enforcement concerns
5. Create relationships with neighborhood leaders and Community Development Staff
6. Create and implement a strategy for targeted outreach to homeowners of aging housing
7. Monitor the City's housing supply to ensure quality, low-income options
8. Create Eliminate blighting influences such as unkempt yards, glaring lights, unscreened storage, noise, inappropriate vehicle storage, etc.

Strategy: Provide sufficient housing options for all types of residents; provide lifecycle housing options

Policies and Actions:

1. Complete a housing needs assessment and analysis in the immediate future
2. Create a policy (allow, not allow, and under what conditions) accessory dwelling units (ADUs) on single family lots in order to maintain rural character while increasing lifecycle housing options and increasing affordability levels
3. Create policy allowing flexibility for senior projects to convert to affordable housing when the demand for senior housing changes
4. Encourage developers to consider all aspects of resident needs, such as one level living for seniors, shared workspaces in multifamily buildings, and wheel-chair accessible doorway widths in senior housing
5. Allow higher density housing options near The COR and the Northstar Commuter Rail Station; in neighborhoods furthest from The COR, allow new housing within existing range of housing densities

DRAFT

Strategy: Promote development that preserves the natural environment and respects residential health

Policies and Actions:

1. Promote improvements to existing housing that meet or exceed energy efficiency standards and implement sustainable design features
2. Maintain, and update if needed, conservation subdivision ordinances.
3. Provide incentives for innovative water-saving solutions for stormwater management, water conservation, and rainwater reuse
4. Create a policy regarding sprinkler gauging for single family homes, townhomes, and homeowners associations in order to save water
5. Encourage multifamily buildings and homeowners associations to require individual tenants to pay utilities, which typically reduces the amount of water, electricity, and heat used, creating responsibility for own actions
6. Require environmentally-sensitive site planning, green building design, and indoor environmental quality best practices. Continue to require stormwater management, strict wetland setbacks, tree preservation standards, and environmental review on development projects.

Strategy: Support affordable housing development

Policies and Actions:

1. Monitor the City's housing supply to ensure quality, low-income options
2. Create relationships with affordable housing developers to determine working styles, possible grants, and quickly take advantage of opportunities
3. Ensure development fees are appropriate but don't restrict affordable housing development
4. Create an inclusionary housing policy and toolkit

DRAFT

Strategy: Increase community knowledge of affordable housing

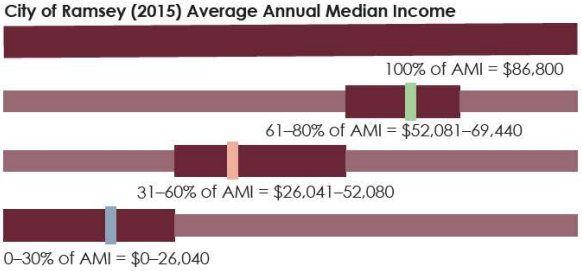
Policies and Actions:

1. Roll out the "Can I Be Your Neighbor?" initiative

Housing Affordability

When determining housing affordability, developers target **income ranges** of future residents. The most commonly targeted income ranges are 0–30%, 31–60%, and 61–80% of **average median income (AMI)**. In actual dollars, this breaks down to:

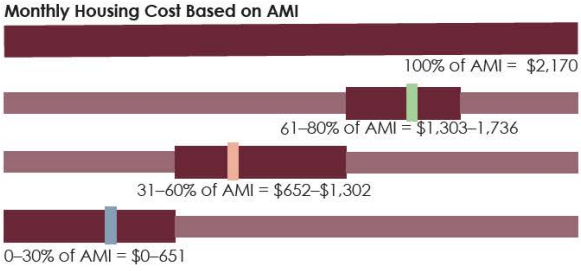
City of Ramsey (2015) Average Annual Median Income



Housing Costs

There is a general rule in finance that people should **spend no more than 30% of their income on housing costs**. Based on Ramsey's AMI, the following represents what people in different income ranges should be spending on housing (including mortgage and rent) per month:

Monthly Housing Cost Based on AMI



Now that we understand the **different income levels in Ramsey**, we will match them with **people in the community**. Your child's **teacher**, your local **firefighter**, the **senior** you see on Sundays at church. . .**how much can these community members truly afford to pay for housing given their incomes?**

Can I be your neighbor?

Age: 88
Occupation: Retired, Ramsey native
Annual Income: $16,320 (Social Security)
30% of Income: $408 per month

(Source for Minnesota Social Security Income data: Social Security Administration)

Can I be your neighbor?

Age: 28
Occupation: Firefighter
Annual Income: $34,770
30% of Income: $869 per month

(Source for Minnesota Firefighter income data: Bureau of Labor Statistics)

Can I be your neighbor?

Age: 37
Occupation: Middle-School Teacher
Annual Income: $62,300
30% of Income: $1,557 per month

(Source for Anoka County income data: Star Tribune http://strib.mn/2myrXUf)

A Connected Community

The City will attempt to eliminate barriers in fair housing through ongoing policy development and evaluation informed by community engagement and fair housing evaluations and data. Because many fair housing barriers are regional in nature, the City will participate in regional efforts to eliminate racial disparities and fair housing barriers.

As Ramsey attempts to utilize HUD grants for future projects, we have the responsibility to take meaningful action to eliminate discrimination and remove barriers that restrict access based on protected characteristics, such as race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, gender identity, sexual orientation, and family status. The City will examine policies, regulations, programs and actions that both the City and its partners take to assess their impact on affordable housing and the ability of people to make housing choices in an environment free from discriminatory practices, referred to as "fair housing choice."

Strategy: Ensure that discrimination does not occur against persons seeking housing in Ramsey based on age, religion, race, ethnic origin, sexual preference, gender, status with regard to public assistance, marital or familial status, or disability.

Policies and Actions:

- Create a Fair Housing Policy for the City

Strategy: Expand fair housing choice and access throughout the City

Policies and Actions:

1. Direct developers to the Affirmative Marketing Toolkit from the Fair Housing MN Resource Guide to make it easier for providers to meet federal requirements for planning fair housing
2. Direct those seeking assistance with housing programs to Minnesota Housing programs
3. Provide clear, concise, and easy to access fair housing information and resources
4. Support and collaborate on the expansion of fair housing work throughout the region, including the 7 county metropolitan area, and those outside the metropolitan area
5. Participate in regional collaboration to eliminate fair housing barriers, including completing a fair housing assessment every five years (at minimum) which is informed by resident and stakeholder engagement

An Active Community

Strategy: Plan for multi-family and senior residential developments near transit, bicycle routes, trails, sidewalks, etc. in order to reduce building footprints, energy consumption, and reliance on automobiles.

Policies and Actions:

1. Allow flexibility in regulations for multi-family or senior housing projects near Northstar Commuter Rail Station
2. Create and maintain a policy that allows for density bonuses for new projects in The COR that provide additional public amenities, such as open space dedication or affordable housing, in exchange for densities greater than the Zoning Ordinance typically would allow

Strategy: Ensure new development projects support an active lifestyle.

Policies and Actions:

1. Continue to require internal trails and sidewalks on adjacent roads for new residential development projects
2. Continue to require sidewalks on adjacent roads for all non-residential development projects
3. Encourage new residential development projects to include items such as bike racks, bike storage, workout centers, and showers

Strategy: Support all types of active lifestyles, including children, seniors, differently-abled, disabled and families.

Policies and Actions:

1. Require strict accessibility standards on new development projects that comply with updated ADA standards

DRAFT

2. Ensure new housing developments have sidewalks and trails wide enough for strollers, wheelchairs, and other mobility devices

Smart, Citizen-Focused Government

Strategy: Expand community engagement efforts to create lasting relationships and educated residents

Policies and Actions:

1. Educate residents on tools available for rehabilitation and upgrading of residences
2. Encourage multifamily buildings and homeowners associations to provide spaces for community gathering and learning, such as libraries, incubator spaces, and computer labs
3. Create informational packet of first time homebuyer programs to provide to prospective homebuyers

Strategy: Employ innovative engagement strategies to keep residents informed

Policies and Actions:

1. Have interactive dot maps at community engagement sessions and workshops
2. Invite community members on housing tours to show different types of housing first-hand
3. Host living room meetings, understanding that some community members may not be comfortable or able to attend meetings at City Hall

Financial Stability

Strategy: Create low-cost solutions to improve housing stock

Policies and Actions:

1. Provide Incentive-Based Approaches for Individual Improvements to Private Properties

Strategy: Support county-wide, regional, state-wide, and national funding sources for new development projects

Policies and Actions:

1. Provide letters of support for new development projects for funding applications

DRAFT

Natural Resources Plan

Natural Resources Goals and Strategies

The following represents goals and strategies for Natural Resources Plan, which are consistent with the five key goals of the Comprehensive Plan, as set by the City Council. Subsequent chapters will include their objectives, policies and actions related to these goals. Specific policies and actions for the land use plan goals and strategies appear at the end of this chapter.

A Balance of Rural Character and Urban Growth

- Ensure sustainability of food supply and food web
- Maintain and enhance the public community forest (boulevard tree program)
- Reduce erosion along both the Mississippi and Rum Rivers
- Preserve significant ecological resources through conservation design.
- Improve sustainability and resilience

A Connected Community

- Improve connections to significant ecological resources

An Active Community

- Improve recreation opportunities along the City's Priority Greenway Plan
- Improve water quality of Mississippi River

Smart, Citizen-Focused Government

- Improve awareness for groundwater planning
- Improve awareness for solid waste reduction

Financial Stability

- Prioritize areas of preservation to identify key areas of preservation
- Utilize staff and local knowledge to reduce consulting costs
- Utilize Planned Unit Development (PUD) process where applicable to acquire high-priority natural resource areas and provide flexibility in development design

2030 Plan Accomplishments

Before looking forward to what Ramsey will strive to accomplish within the timeframe of this Comprehensive Plan, it is always good to pause and look back to what it was able to accomplish over during the course of the 2030 Comprehensive Plan. The last plan was adopted in 2010. While a number of factors have changed since the adoption of the last plan, the City can celebrate a number of successes as it relates to natural resources. Subsequent chapters of the 2040 Comprehensive Plan will celebrate their own successes.

- Relied on the Natural Resources Inventory (NRI) to inform recommendations on subdivision design and areas of focused protection/preservation where feasible.
- Purchased two (2) Weed Wrenches to assist property owners with managing and eradicating certain invasive species, specifically Buckthorn.
- Protected Ramsey's rural character in many areas of the community, representing the largest land area category in the community.

DRAFT

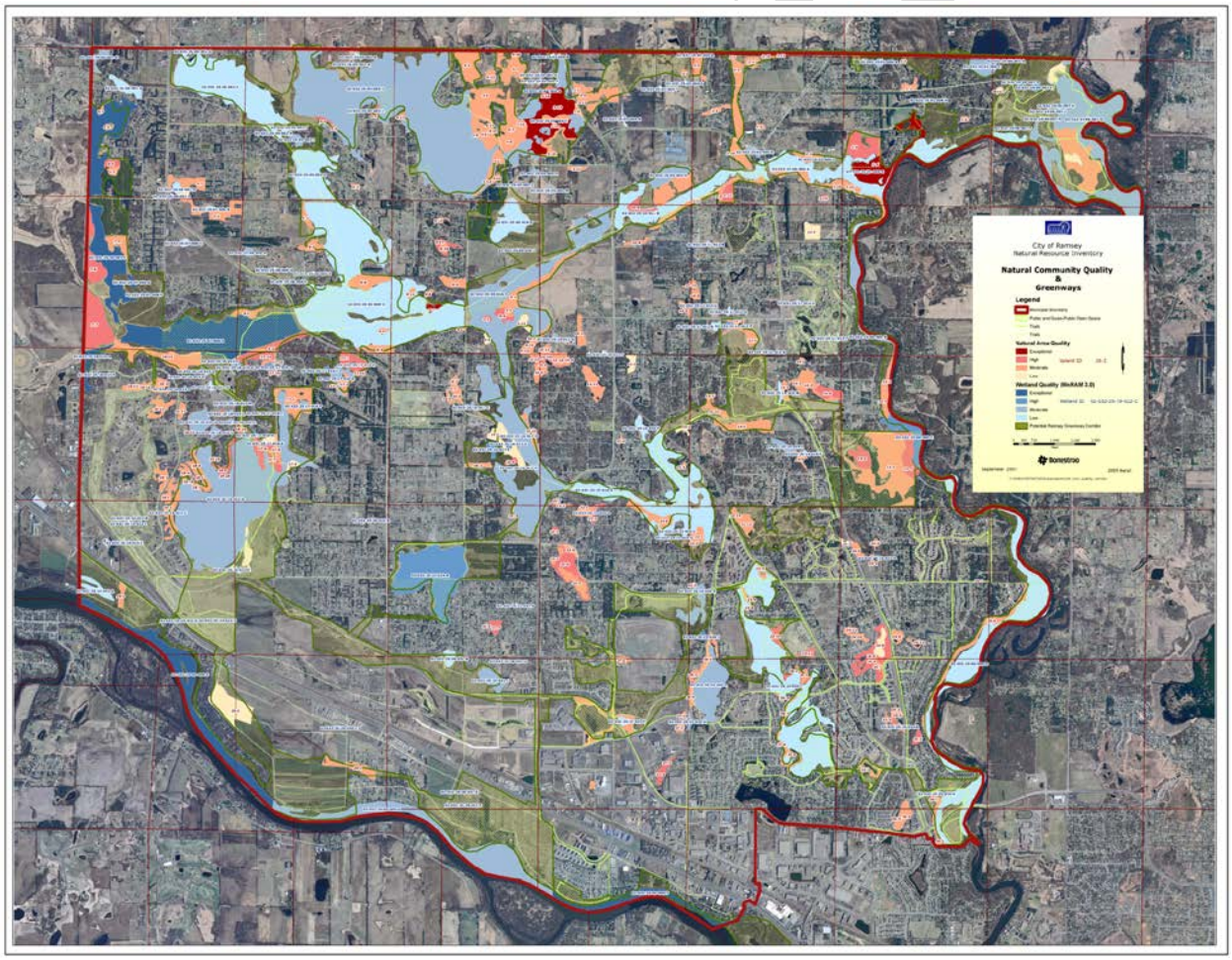
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices intended to protect existing neighborhoods and natural resources.
- Struck a balance between land use planning, policy development, natural resource protection, and private property rights.
- Refined the Tree Preservation Ordinance to establish a reforestation standard and proactively began working with developers to establish street trees rather than just front yard trees.
- Encouraged stormwater management systems/plans that incorporate rain harvesting techniques (reducing the demand on and use of groundwater for irrigation) and rain gardens (to promote infiltration and groundwater recharge).
- Employed new strategies to help residents recycle additional materials and divert more materials from landfills.
- Implemented an organics recycling drop-off program for residents.
- Secured grant funds to establish a 'mini-arboretum' of tree species native to Minnesota in North Commons.
- Continued to maintain the Tree City USA designation (twenty-five [25] years and counting).
- Updated the Floodplain Ordinance and adopted new Flood Insurance Rate Maps to remain compliant with the National Flood Insurance Program.
- Adopted an Emerald Ash Borer (EAB) Management Plan.

DRAFT

Existing Natural Resources

Ramsey undertook two (2) comprehensive inventories in the mid-2000s; a Natural Resources Inventory (NRI) and a Wetland Inventory. Both of these data sets are referenced any time a new development is proposed. These data sets help inform Ramsey if there are significant and/or high value natural resources within a development site that may warrant greater protections. While both provide valuable insight, Ramsey acknowledges that both require periodic updates to ensure that the data is accurate and relevant. There has been no specific timeframe identified for updates to either, but for this data to remain useful, they should be revisited no less than every ten (10) to fifteen (15) years.

Existing Natural Resource Quality

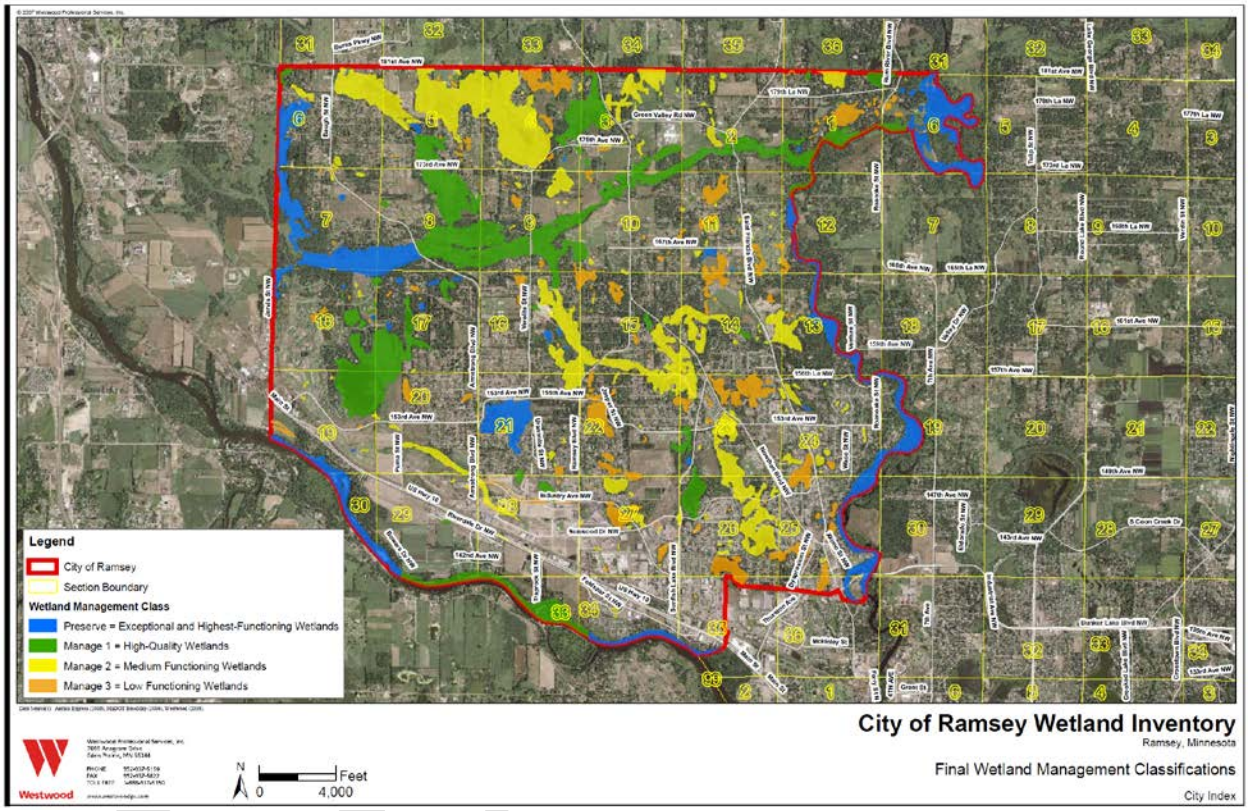


The City's Natural Resources Inventory (NRI), which was completed in 2007, is relied upon to help inform good land use policy as it relates to stewardship of our natural resources. While wetlands are generally protected from modification by both state and federal regulations, that is not the case with high value upland areas. The NRI therefore provides a good baseline of data that helps inform Ramsey's review of proposed developments. The NRI also assists in identifying areas that may

warrant greater protection from development and/or may be suitable candidate(s) for enhancement or expansion.

As part of the NRI, potential greenway corridors were identified. Thus, in addition to providing insight to the potential presence of higher value natural areas, the NRI can also be utilized as a reference and guide for critical corridor connections. As Ramsey continues to experience development pressures, the NRI will eventually need to be 'recalibrated' to ensure that it is still a meaningful and reliable data source.

Existing Wetland Quality



In 2006, Ramsey completed a Wetland Inventory utilizing the Minnesota Routine Assessment Method (MnRAM) to accompany a now repealed wetland buffer ordinance. While the wetland buffer standards are no longer codified, the Wetland Inventory is still relied upon to understand what, if any, impacts proposed development may have, especially regarding wetlands classified as high and exceptional.

Natural Resource Initiatives and Pilot Projects

Ramsey has completed a number of natural resource initiatives and pilot projects in recent years. Key programs include, but are not limited to the following.

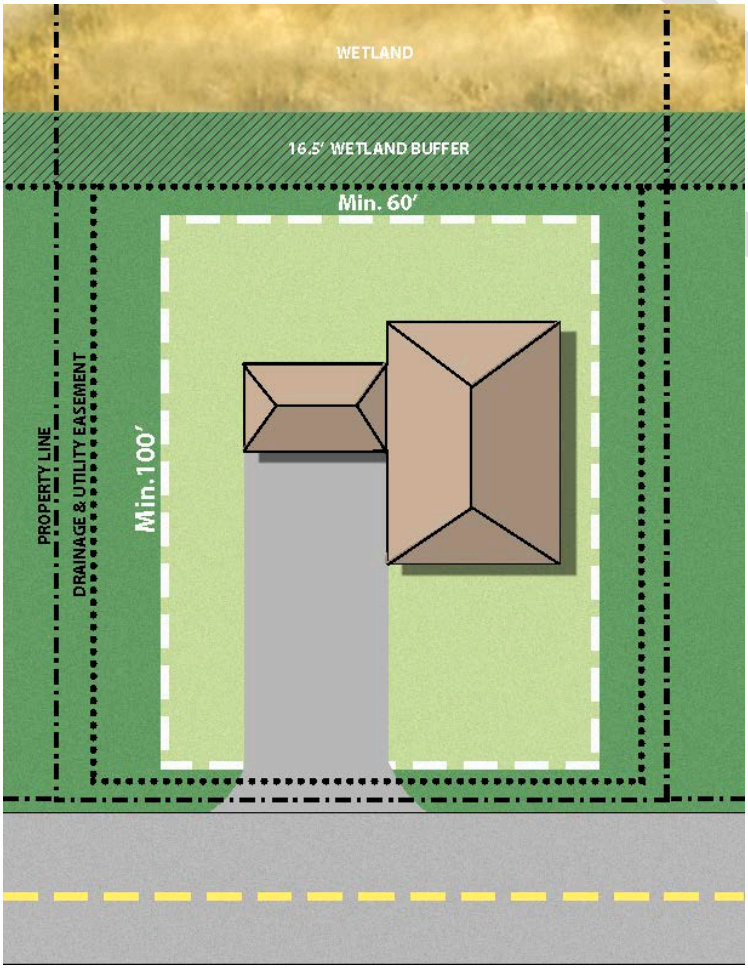
- Buildable Area Standards
- Pollinator Friendly Habitat

- Shoreline Protection

Buildable Area Standards

In 2016, the City adopted new standards related to lot depth as well as instituted a wetland setback. The purpose of both of these standards was to ensure that newly created lots would actually have sufficient buildable and usable area to accommodate typical homeowner additions, such as a deck, small shed, a yard to play in, etc. Too often, homeowners attempting to make improvements to their property were discovering that there was not sufficient space to accommodate a new deck, a detached accessory building, or even to establish what they viewed as a usable backyard. This was creating a lot of frustration on their part and was also resulting in code violations as well. By implementing these new standards, it not only assured that each newly created lot would have buildable and/or usable space beyond the footprint of their home, but also helped to protect wetlands both from being filled in as well as from a water quality stand point (more filtration of runoff before entering the wetland).

Figure 28: Buildable Area and Wetland Setback Example



DRAFT

Pollinator Friendly Habitat

The City desires to encourage more pollinator friendly habitat for a multitude of reasons. First and foremost, Ramsey desires to ensure the sustainability of food supply and the food web, which relies heavily on pollinators. By promoting pollinator friendly practices and initiatives, the City not only helps foster the concept of local food through opportunities such as a local farmer's market, but also encourages the protection, restoration, and/or establishment of pollinator habitat.

Broadly speaking, pollinator habitat generally consists of native plants, shrubs and trees. Native species are generally more drought tolerant and require fewer inputs, such as water (irrigation) and chemicals (fertilizers and herbicides). Thus, by establishing more pollinator friendly habitat, the demand on groundwater for irrigation purposes should decrease. Furthermore, the reduced need for chemical applications should lower the potential of groundwater and/or surface water contamination from inappropriate application of these products on the landscape.

Protecting, restoring, and/or establishing pollinator habitat also creates habitat for a variety of wildlife. Where feasible, conglomerations of pollinator friendly landscapes can become the basis for wildlife corridors and potentially even a greenway corridor. Even small patches, such as a backyard butterfly garden, of pollinator friendly habitat can be beneficial for many pollinators whose populations are declining as habitat loss continues to increase.

Mayors for Monarchs

The City has taken the Mayors for Monarchs Pledge to affirm its support not only for the iconic monarch butterfly, but also for pollinators in general, whose habitat continues to be fragmented and/or destroyed.

Figure 29: Mayors for Monarchs

DRAFT

Mayors for Monarchs

Many people may not realize that Monarch butterflies play an important role in pollinating various plants, including many of our food crops. But their population has declined by more than 90% in the last two decades. That is why it is important to create special habitats for these pollinators in our yards and gardens. Recently, the City of Ramsey adopted a resolution to support pollinator initiatives throughout our community.

Ramsey Mayor, Sarah Strommen, launched the initiative by signing the Mayors for Monarchs Pledge to support Monarch butterflies in our community by implementing efforts to create, restore, and protect pollinator habitat and encouraging our citizens to do the same in their own backyards. The Mayors for Monarchs Pledge Signing event took place on June 6, 2017 at the Lake Itasca Trailhead in Ramsey.

At the pledge signing event Mayor Strommen designated a new "Monarch Trail" along the Lake Itasca Trail corridor. Together with the U.S. Fish and Wildlife Service, the City of Ramsey will be restoring six and a half acres of land along this trail to a natural habitat designed to support Monarch butterflies and other important pollinators.

Students from Youth First Community of Promise were there to jump-start the project by planting a small section of native plant plugs at this event, which was representative of the larger-scale planting that will happen this fall.

Fourth grade students from Ramsey Elementary also contributed to the event by creating 150 colorful butterflies, which served as the backdrop for this event and will also be on display in the Ramsey City Hall in honor of National Pollinator Week, June 19 - 25, 2017.

If you are interested in learning more about the Monarch butterfly, be sure to check out Ramsey Parks & Recreation's Monarch Lab on July 25. Visit www.cityoframsey.com/ParkEvents for more information on how to register.

City of RAMSEY

Lake Itasca Monarch Trail

In the summer of 2017, the City designated a portion of the Lake Itasca Trail as a Monarch Trail. This was in conjunction with the Mayor's Monarch Pledge proclamation. The Monarch Trail includes roughly seven (7) acres of land on both sides of an existing, well used trail segment along Lake Itasca. A ceremonial planting of a mixture of plugs was completed in the summer of 2017. Site preparations occurred over the following fall, winter and spring seasons. This included a prescribed burn to eliminate non-native and undesirable vegetation (forbs/grasses) and removal of red cedar and Siberian elms within approximately 100 feet of the trail. The site was then seeded with species favored by monarch butterflies and other pollinators. This project converted fallow land into a native, pollinator friendly landscape that abuts a heavily used walking/biking trail in the community. Thus, it not only created new habitat but also did so in a location that would is highly visible to the community.

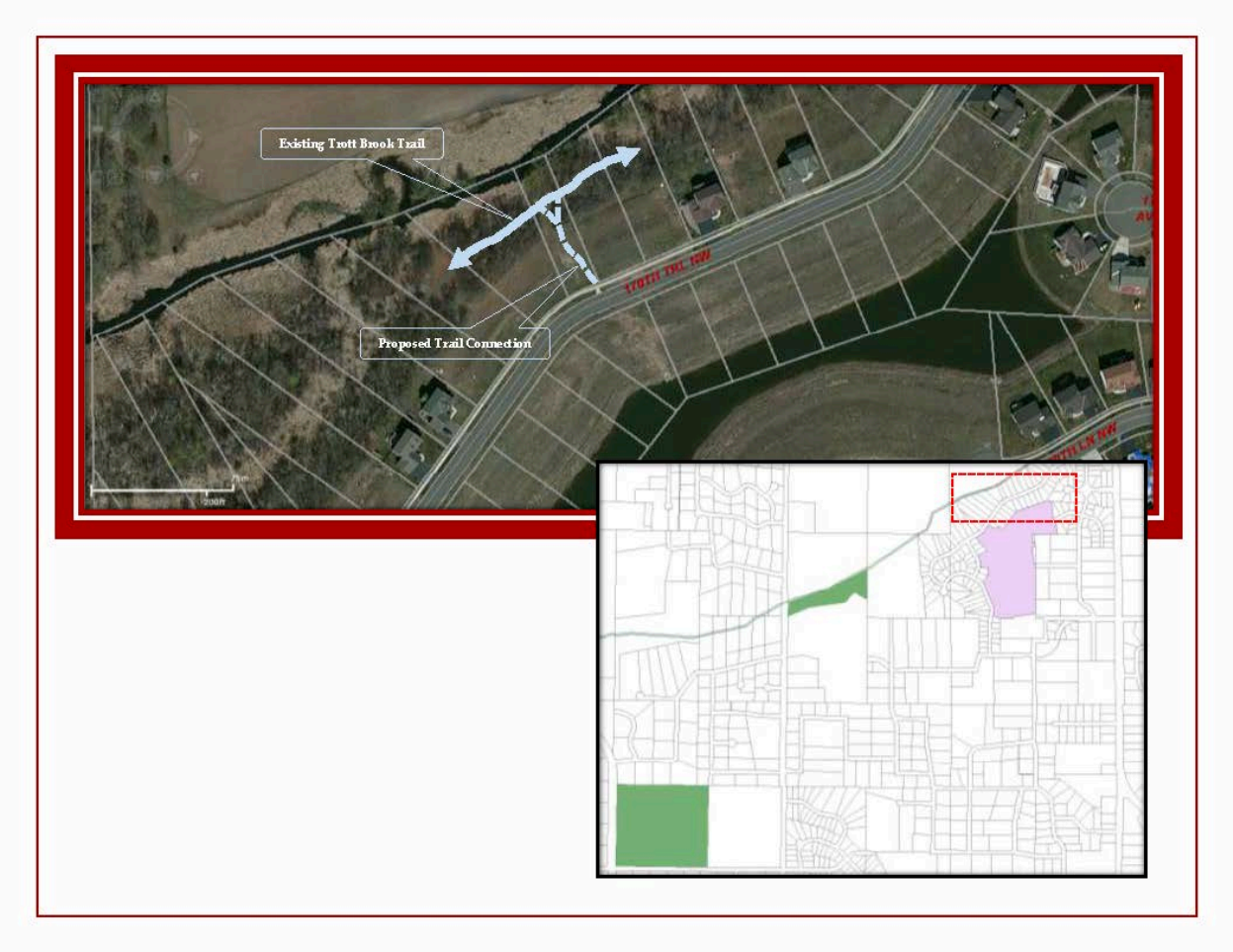
Figure 30: **Lake Itasca Monarch Trail**

Brookfield Trail Connection

In 2016, Ramsey identified an opportunity to create a new trail connection to the Trott Brook Trail, a very popular walking/biking trail that parallels Trott Brook. There were multiple facets to this project that, in concert, would improve mobility, create pollinator friendly habitat, promote infiltration and improve water quality. The new trail segment provided a 'mid-block' connection to the existing Trott Brook Trail. Since the existing pedestrian ramp was at the low spot in the road, an opportunity existed to incorporate a rain garden into this project to promote infiltration and groundwater recharge while also improving the water quality of a large stormwater pond that serves as a 'water feature amenity' for this neighborhood also. Finally, rather than installing a typically turf grass landscape that would require irrigation and regular, routine maintenance (mowing), a native, pollinator friendly landscape was established on both sides of the trail. This

creates not only additional habitat for pollinators, but also will result in year round interest and variability in the view shed.

Figure 31: Brookfield Trail Connection



Shoreline Protection

The Mississippi River and Rum River experience significant erosion that poses a threat to individual properties and water quality as well. The Anoka Conservation District completed an inventory of the Mississippi River shoreline in December of 2015 to assess the severity of erosion. While a formal shoreline erosion inventory has not been completed on the Rum River, the Lower Rum River Watershed Management Organization (LRRWMO), along with City Staff, do conduct annual inspections to identify potential erosion concerns (as well as potential violations of the Wild and Scenic River Overlay District).

One of the primary impetuses for the formal inventory of the Mississippi River shoreline was to identify the most problematic properties and to use that data to solicit funding assistance.

Acceptable Shoreline Stabilization Techniques

There are a number of potential acceptable stabilization techniques that can be employed. While Ramsey would look for guidance from other, more technically specialized agencies, such as the Anoka Conservation District and the Department of Natural Resources, some potentially acceptable techniques may include:

- Vegetation
- Natural Barriers
- Rip Rap
- Wing Dams
- Other

Oftentimes, a combination of techniques may be necessary. However, each site likely will have specific conditions or circumstances that will, at least in part, determine which method(s) will be most effective.

New Preservation Efforts

Moving forward, Ramsey desires to enhance efforts in two (2) main categories.

1. Groundwater Supply Preservation
2. Solid Waste Reduction
3. Access to Solar
4. Alternative Energy
5. Greenway Planning
6. Water Quality
7. Public Realm Landscaping

Groundwater Supply Preservation

Ramsey desires to protect the quantity and quality of our groundwater supply and aquifers. The City will accomplish this goal with two (2) broad strategies.

1. Programs, Incentives, and Rebates
2. Educational Initiatives

In the summer months, Ramsey's water usage typically doubles or almost triples that of winter months. This is not due to a lack of concern by Ramsey residents regarding water supply, but rather it is the result of the predominantly sandy nature of sandy soils. This previously prompted Ramsey to adopt a topsoil requirement applicable to any property with a Building Permit for a new principal building. However, this is not necessarily addressing the water usage as many property owners have not altered the programming of their irrigation system to account for the higher organic content of the topsoil.

The Environmental Policy Board (EPB) recommended a change to City Code that required any new in-ground irrigation system to be equipped with some form of water efficient technology (e.g. smart controller, soil moisture sensors, evapotranspiration sensors, etc.). But, beyond that, the EPB also expressed an interest in incentives and/or rebates to encourage existing property owners with in-

DRAFT

ground irrigation systems to consider retrofitting their irrigation system with water efficient technologies. Due to the greater financial impact of retrofitting, the EPB felt that a carrot, rather than a stick, approach would be better.

There continues to be a need for public education on the current status of groundwater availability and conservation techniques and measures that could be implemented by individual property owners to help reduce the demand on aquifers. Ramsey has a keen interest in this subject as it had previously explored utilizing surface water from the Mississippi River as a source of drinking water. However, this is truly a regional issue and one that Ramsey believes needs a regional solution. Thus, instituting a education and awareness campaign around groundwater has the distinct ability to help delay and defer any significant capital expenses that Ramsey may incur.

Solid Waste Reduction

Ramsey contracts with a single hauler for curbside service for single-family residential . This not only helps with participation rates and education, but also helps reduce the number of trucks traversing local streets (less wear and tear and likely reduces air pollutants as well). The curbside program provides collection of recyclables on an every other week (EOW) schedule. Ramsey is divided into an east side and west side for collection purposes, generally along Sunfish Lake Blvd and Nowthen Blvd (with all residential properties south of Highway 10 being considered west).

In 2014, State Statute 115A.551 (Recycling) was amending to specify that by December 31, 2030, each metropolitan county will have a goal to recycle seventy-five percent (75%), by weight, of the total solid waste generated. Furthermore, it states that counties will develop or require political subdivisions within the county to develop and implement programs, practices, and/or methods designed to achieve this goal.

In recognition of this aggressive goal, Ramsey has created new and/or additional opportunities for residents to properly dispose of recyclable materials. This includes expanding the list of acceptable materials collected during Ramsey's Recycling Day events, which now accepts carpet, carpet padding, textiles, motor oil, oil filters, and antifreeze. Additionally, Ramsey has added a third Recycling Day (summer) event to provide an additional opportunity for residents to properly dispose of materials generally not accepted through the curbside program.

After review of a recent metropolitan waste sort (completed for Hennepin County in 2016), it is clear that organic materials represent the largest component remaining in trash. This represents a potential opportunity to boost Ramsey's recycling tonnage, which led the city to implement an organics recycling drop-off program.

Ramsey is providing 'starter kits' at no cost to encourage residents to participate in this program. There are carts located at the Public Works Campus for participants to drop off their organics. Ramsey is continuing to explore various options to expand and improve the organics program. This could include a larger scale drop-off site and/or a curbside program is yet another attempt to increase the amount of material diverted from the trash to the recycling stream.

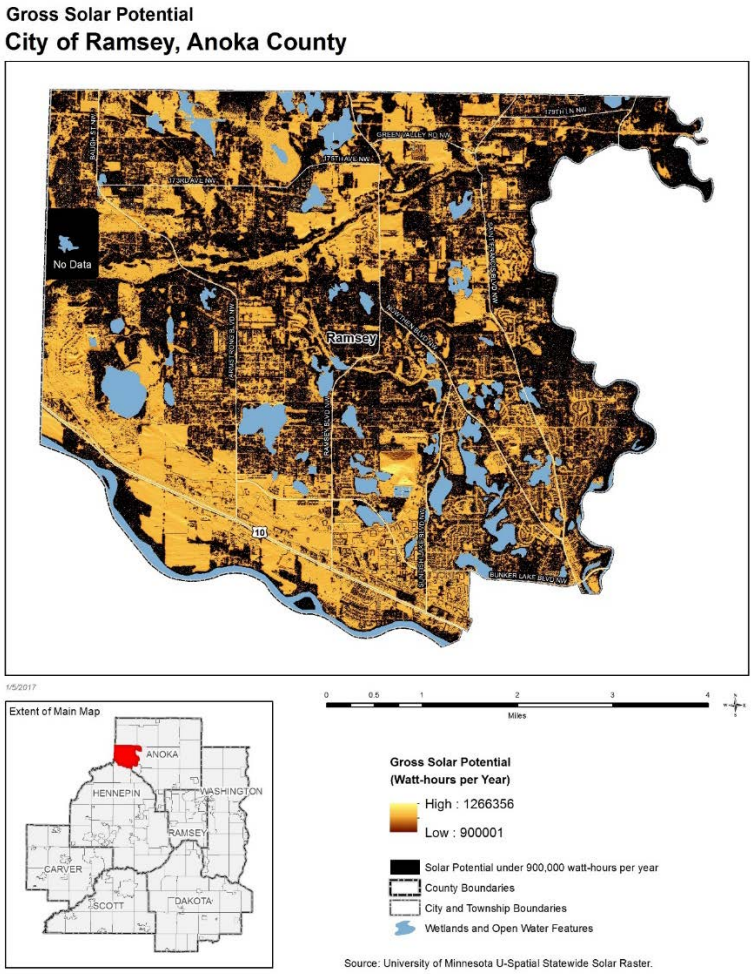
DRAFT

The greatest opportunity to realize significant gains in recycling, however, will likely come from the commercial sector. While Ramsey's recycling program is focused on the residential sector, primarily based on how the program is funded (Select Committee on Recycling and the Environment, aka SCORE), Anoka County does work with the commercial sector. They have partnered with Minnesota Waste Wise to conduct waste audits for interested commercial entities and guidance on how to increase recycling and reduce waste (and possibly costs too). Ramsey supports this work and will continue to explore opportunities to educate and assist the commercial sector with waste reduction measures where feasible.

Access to Solar

In the mid-2010s, Ramsey amended its Zoning Code to permit both ground mounted and building mounted solar arrays as an accessory use in any zoning district. This created the possibility for both the residential and commercial/industrial sectors to lawfully install solar energy systems if they so desired. In 2017, Ramsey amended its Zoning Code again to identify solar energy systems as a principal use with the issuance of a Conditional Use Permit within the Public/Quasi-Public zoning district.

Figure 32: Solar Potential



DRAFT

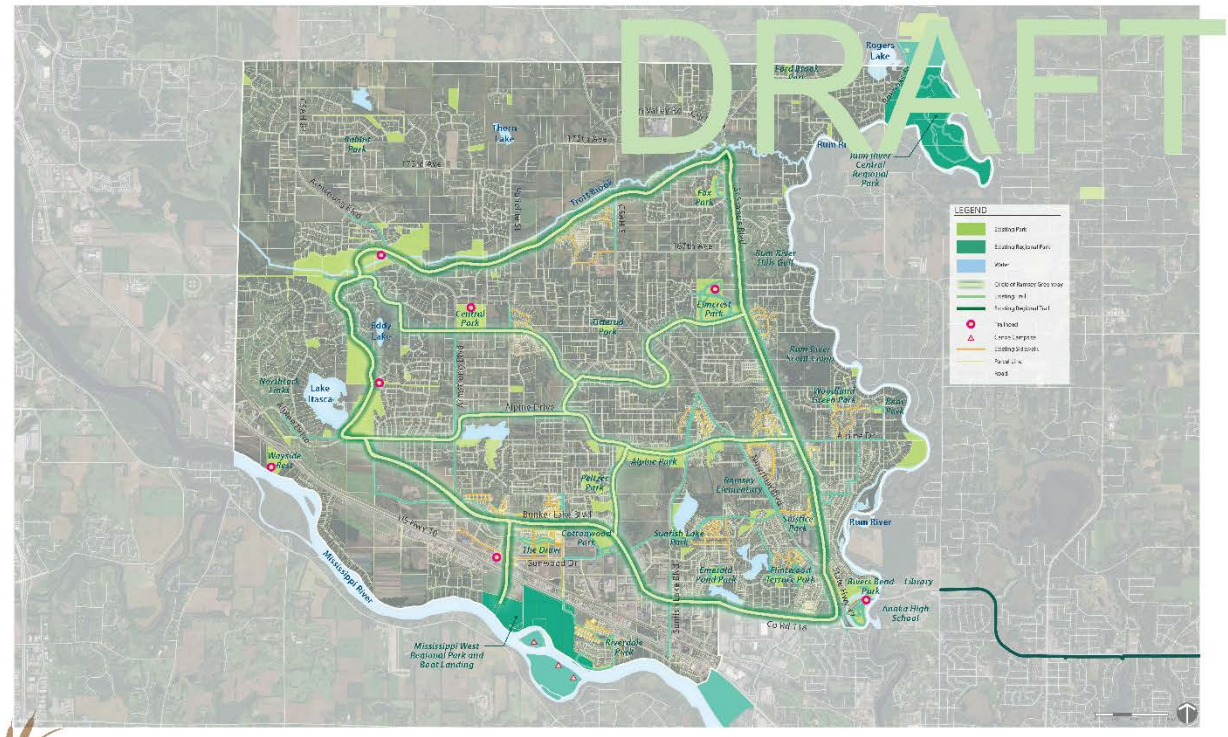
Alternative Energy

Ramsey recognizes the growing field of renewable energy sources and has taken steps over the past decade to include provisions in the Zoning Code that govern their installation. In addition to solar energy systems (as addressed above), Ramsey also permits, under certain conditions, Wind Energy Conversion Systems (WECS) and Ground Source Heat Pumps. Ramsey will continue to monitor the evolution of alternative energies and, where appropriate and supported by the community, will contemplate zoning amendments to avoid unintentionally prohibiting their installation.

Greenway Planning

Ramsey has developed a robust system of parks and trails. Trail connectivity is a key metric of success for our community. Ramsey desires to continue our tradition of prudent trail planning, connecting important recreational and ecological resources. In order prioritize limited resources to accomplish this goal, Ramsey has prioritized important trail connections around the 'Circle of Ramsey' connecting our system of Community Parks.

DRAFT



Circle Of Ramsey Greenway & Priority Trail Connections
CITY OF RAMSEY PARK SYSTEM PLAN

Bruce Jacobson, Landscape Architect

Water Quality

Chlorides (de-icing salts) are a growing concern, not only in Ramsey but across the state, due to their likely impact on water quality. Ramsey is committed to exploring opportunities to reduce the quantities of de-icing salts used on roadways as long as it does not negatively impact safety. Options that could be considered or further investigated include an outright reduction in salt applied to roadways and parking lots, installation of pervious pavement and/or pervious concrete roads, alternative road surfaces (e.g. 'solar' roads that aid in melting snow), etc.

Public Realm Landscaping

Ramsey is committed to growing its boulevard/street tree program. A well designed urban forest addresses several of the key imperatives that were identified throughout the public engagement process. Boulevard trees aid with reducing stormwater runoff (improved water quality and increased infiltration). As Ramsey continues to develop, it will inevitably result in a greater number of vehicles on the roads. Boulevard trees will help filter out pollutants and other particulates from the air while also having a traffic calming effect. Boulevard trees also add economic and aesthetic value to neighborhoods and commercial districts.

University of Minnesota Resilient Communities Project

During the 2017-2018 Academic School Year, Ramsey partnered with the University of Minnesota's Resilient Communities Project (RCP) to advance resilience planning and goals. A summary of the projects evaluated during the academic year is found below. Project reports are available upon requests. Many of the recommendations from the RCP partnership are integrated into this document's goals and implementation strategies.

RESILIENT COMMUNITIES PROJECT

What is the Resilient Communities Project?

The Resilient Communities Project (RCP) is a cross disciplinary program at the University of Minnesota whose mission is to connect communities in Minnesota with University faculty and students to advance local sustainability and resilience through collaborative, course-based projects. Ultimately, RCP strives to

- build local capacity to address community sustainability and resilience issues
- train students to be future sustainability practitioners in their fields
- produce case studies, tool kits, and other resources that advance sustainability and resilience practice at the community scale

How does RCP work?

Each academic year, RCP selects a partner community (typically a city, county, or tribal government) through a competitive process. RCP collaborates with the selected community to identify between 5 and 30 projects— based on community identified environmental, social, and economic issues and needs—that will advance local sustainability and resilience. Then, RCP serves as a matchmaker, strategically connecting the community's projects with existing U of MN courses that can provide appropriate research or technical assistance.

Staff and stakeholders from our partner communities work closely with faculty and students to provide local knowledge and deeper insight into the issues, ensuring the work students undertake is relevant to the community context. Outcomes from each University course are documented in a final report and presentation at the conclusion of the semester. Project results are shared with the community, and disseminated through RCP's website for use by other communities.

What are the benefits to students of collaborating with RCP?

- Efficient access to high-quality and well-organized community projects
- Experience applying your knowledge and skills to real-world issues
- Opportunities to build your resume or portfolio for future job interviews
- Potential to meaningfully advance local sustainability and resilience
- Local and regional visibility and recognition for your work
- Opportunities to network with local government and industry professionals

For more information:

Mike Greco
Director
mgreco@umn.edu
612.625.7501

Dan Herrera
Program Associate
dherrera@umn.edu
612.625.9397

Resilient Communities Project
University of Minnesota
330 HHHSPA
301 19th Ave. S.
Minneapolis, MN 55455

rcp@umn.edu
www.rcp.umn.edu
@RCPumn
RCPumn

Resilient Communities Project
UNIVERSITY OF MINNESOTA
Driven to Discover℠

RCP–RAMSEY PROJECTS, 2017–2018

City of RAMSEY

For the 2017–2018 academic year, RCP is collaborating with the City of Ramsey on 20 projects that will engage dozens of U of MN courses and hundreds of students to provide information, ideas, and new perspectives on locally identified sustainability and resilience issues.

Community Identity and Engagement

Every Voice Matters
Resident Engagement and Volunteerism Plan

A Gathering Place for Community
Community Center Plan

Sustaining Our Legacy
Historic Town Hall Plan

Creating Community Identify
Branding and Marketing Plan

Land Use and Transportation

Highway 10: A Community and Regional Focal Point
U.S. Highway 10 Corridor Plan

Connecting Ramsey
City-Wide Greenway Plan

A Gathering Within: An Attraction Beyond
The CDR Development Plan Update

Paying for Future Infrastructure Needs
Development Fee Study

Environmental Stewardship

Integrating Resources into Our Future
Natural Resources Management and Outreach Plan

Preventing Flood Damage and Disaster
Floodplain Communications Plan

Reduce Waste, Reuse Resources
Organics Recycling Plan

Clean Water, Clean Soil
Septic System Communications Plan

Will the Faucet Turn On?
Water Conservation Toolkit

Restoring Our Edge
Mississippi Shoreline Plan

Housing and Economic Development

Encouraging Small Business Growth and Expansion
Business Incubator Plan

Creating Housing Opportunities for All Generations
Housing Plan

Creating Destination
Retail Market Analysis

Administration

Protecting Our Investments
Asset Management Plan

Sustaining Our Team
Employee Development Plan

Employee Benefits for the Next Generation
Employee Benefits Plan

© The Regents of the University of Minnesota, 2012–2017.
Photos by Steve Schneider, Mike Greco, and Barrett Colombo.

RCP is a program of the University of Minnesota's Center for Urban and Regional Affairs (CURA).

the University of Minnesota is an equal opportunity educator and employer.
This publication/material is available in alternative formats upon request. Direct requests to rcp@umn.edu or 612-625-7501.
Printed on recycled and recyclable paper with at least 10 percent postconsumer waste material.

Natural Resources Implementation Plan

A Balance of Rural Character and Urban Growth

Strategy: Ensure sustainability of food supply and food web

Policies and Actions:

1. Promote pollinator-friendly landscape practices

Strategy: Maintain and enhance the community forest

Policies and Actions:

1. Develop a boulevard tree program

Strategy: Reduce erosion along shorelines

Policies and Actions:

1. Create a Shoreline Protection Plan for the Mississippi River
2. Create a Shoreline Protection Plan for the Rum River

Strategy: Preserve significant ecological resources during development

Policies and Actions

1. Create a Conservation Subdivision Design policy
2. Create and overlay district for Trott Brook
3. Implement the Mississippi River Corridor Critical Area Plan

Strategy: Improve Sustainability and Resilience

Policies and Actions

1. Create a Community Resilience Plan

An Active Community

Strategy: Improve recreation opportunities along the City's Priority Greenway Plan

Policies and Actions

1. Complete the priority greenway plan

A Connected Community

Strategy: Improve connections to significant ecological resources

Policies and Actions

1. Inventory potential access points to significant ecological resources

Smart, Citizen –Focused Government

Strategy: Improve awareness for groundwater planning

Policies and Actions

1. Create an outreach plan for groundwater planning

Strategy: Improve awareness for solid waste reduction

Policies and Actions

1. Create an outreach plan for organics recycling

DRAFT

Financial Stability

Objective 1: Utilize staff and local knowledge to reduce consulting costs

Policies and Actions

DRAFT

Critical Area Plan

Introduction

Designated by Governor's Executive Order in the 1970s, the Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the Twin Cities Metropolitan Area governed by special land planning requirements and land development regulations. These regulations, which are implemented through local MRCCA plans and ordinances, protect and preserve the natural, scenic, recreational, and transportation resources of this section of the Mississippi River. The MRCCA comprises 72 miles of river and 54,000 acres of surrounding land in 30 local jurisdictions.

Ramsey adopted its first Critical Area Plan in 1980. Ramsey adopted its first Critical Area Ordinance in 1985, and has processed several amendments since that date.

Ramsey has ensured that plan preparation has included extensive public engagement. In 2013, Ramsey hosted a series of public workshops on the topic, and maintains a contact database. In addition, Ramsey's overall Comprehensive Plan Update has included the most extensive public engagement process Ramsey has hosted for any of its Comprehensive Plan Updates.

Comprehensive Plan Strategic Imperatives

- A Balance of Rural Character and Urban Growth
- An Active Community (Parks, Recreation, and Open Space)
- A Connected Community (Transportation)
- A Positive Learning Environment

Initiatives for the Critical Area

A Balance of Rural Character and Urban Growth

- Protect and Restore Significant Ecological Resources
- Improve Water Quality

An Active Community

- Maintain and Improve Recreation Opportunities along and adjacent to the Mississippi River

A Connected Community

- Improve Access to the Mississippi River

A Positive Learning Environment

- Communicate the Benefits of Protection of Ecological Resources

DRAFT

Mississippi River Corridor Critical Area Districts

River Neighborhood

The river neighborhood district is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.

The river neighborhood district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline habitat vegetation are priorities in the district.

Rural Open Space

The rural and open space district is characterized by rural and low-density development patterns and land uses, and includes land that is riparian or visible from the river, as well as large, undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in the district.

The rural open space district must be managed to sustain and restore the rural and natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.

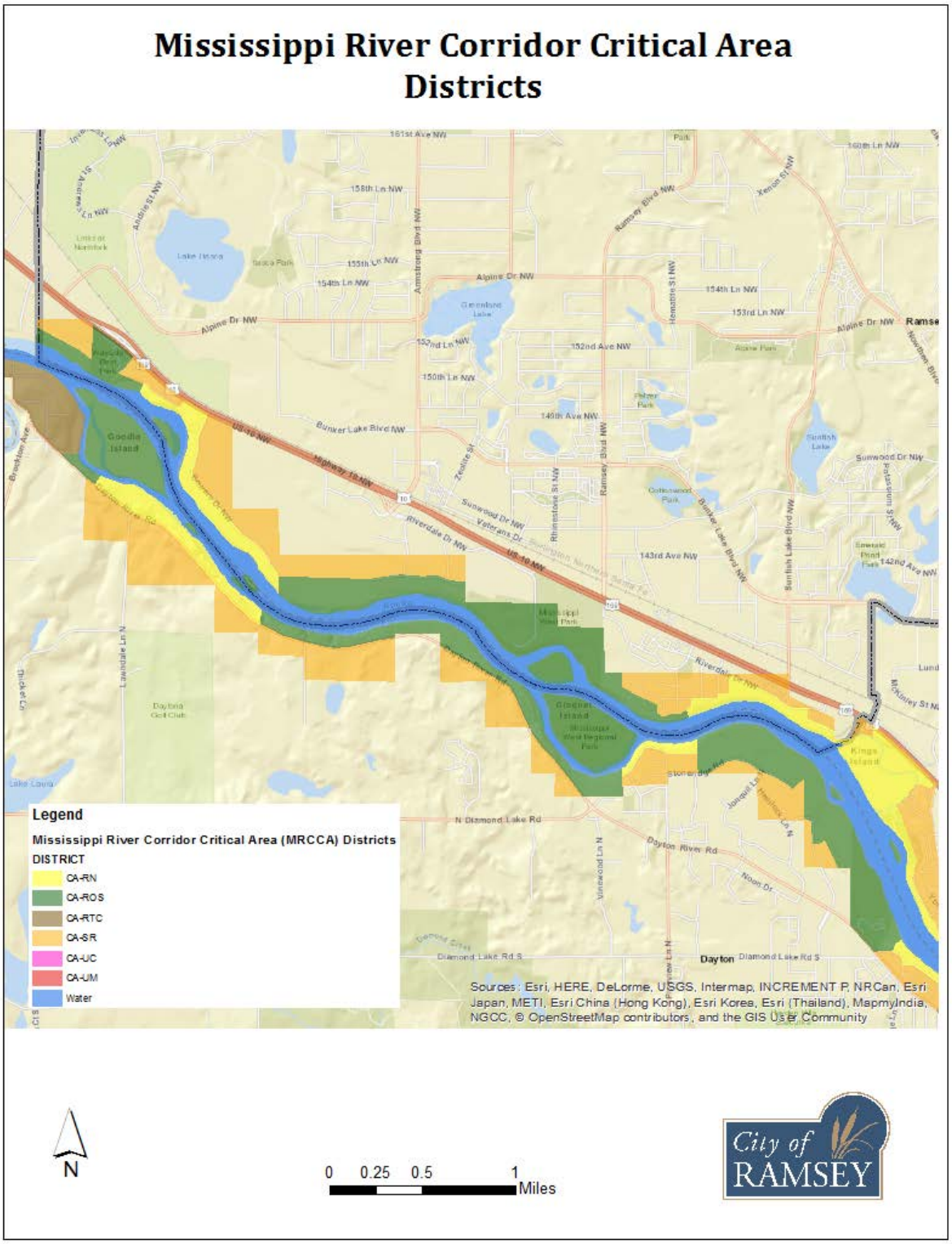
Separated From River

The separated from river district is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.

The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district.

DRAFT

Figure 33: Mississippi River Corridor Critical Area Districts



Primary Conservation Areas

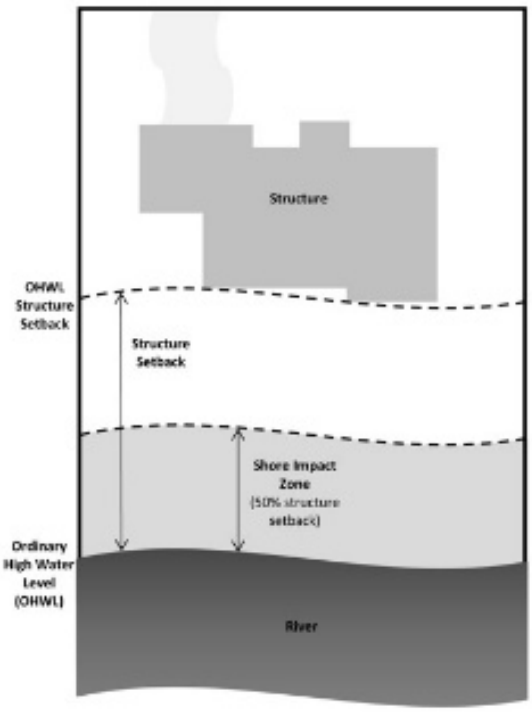
"Primary conservation areas" means key resources and features, including shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies, and other resources identified in local government plans.

General Overview and Description

Generalized maps of the Primary Conservation Areas below are included in the text below. Larger, more detailed maps are included as an appendix. Detailed maps will be available upon request.

Shore Impact Zones

"Shore impact zone" means land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback or, for areas in agricultural use, 50 feet landward of the ordinary high water level.



Floodplains and Wetlands

"Floodplain" means the areas adjoining a watercourse which has been or hereafter may be covered by the regional flood.

Confluence with Key Tributaries

There are no confluences with key tributaries within Ramsey.

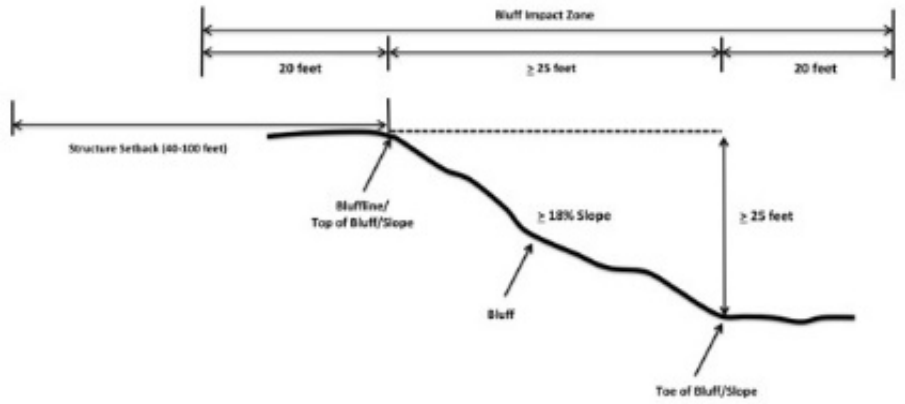
Natural Drainage Areas

The Critical Area Plan includes mapping of natural drainage areas that impact the Mississippi River.

DRAFT

Bluff Impact Zone

"Bluff impact zone" means the bluff and land within 20 feet of the bluff.



Native Plant Communities and Significant Existing Vegetative Stands

"Native plant community" means a plant community that has been identified as part of the Minnesota biological survey or biological survey issued or adopted by a local, state, or federal agency.

Cultural & Historic Properties

Historic property" means an archaeological site, standing structure, site, district, or other property that is:

A. listed in the National Register of Historic Places or the State Register of Historic Places or locally designated as a historic site under Minnesota Statutes, chapter 471;
B. determined to meet the criteria for eligibility to the National Register of Historic Places or the State Register of Historic Places; or
C. an unplatted cemetery that falls under the provisions of Minnesota Statutes, chapter 307, in consultation with the Office of the State Archeologist.

One area of cultural and historic significance is located in the corridor. It does not meet the definition above. The location of the first settlement in Ramsey is located within the corridor, originally known as Itasca Village. There are no remaining structures or assets from this original settlement.

Gorges

There are no gorges located in Ramsey.

Unstable Soils and Bedrock

There is significant areas of shoreline erosion located along Ramsey's Mississippi River Shoreline. This erosion is documented through a 2016 Anoka Conservation District Survey. The results of said survey are incorporated into this document by reference. Ramsey will be utilizing this information for education, outreach, and funding purposes to restore priority areas from further erosion.

DRAFT

Figure 34: Shore Impact Zone Map

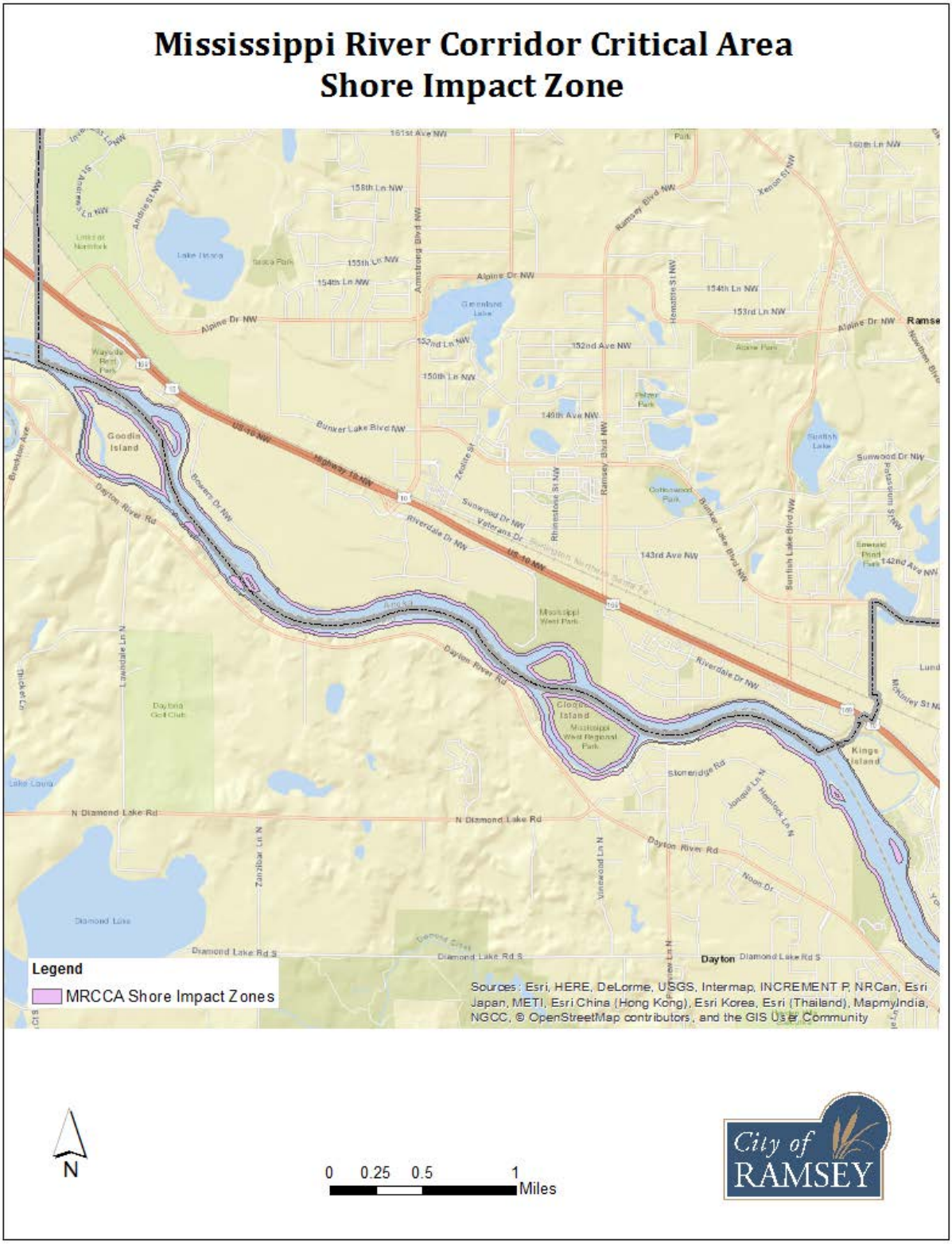


Figure 35: Floodplains and Wetlands

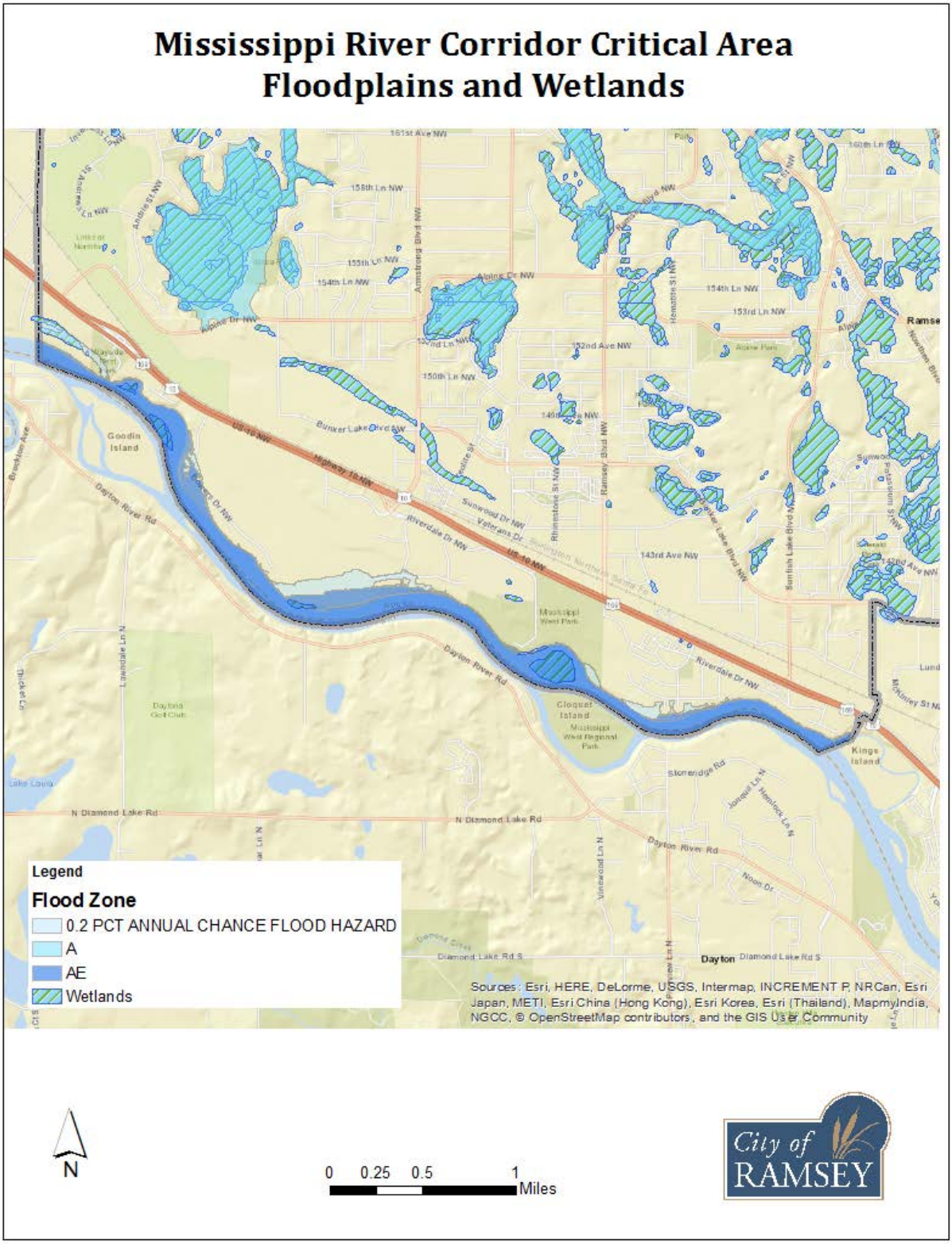


Figure 36: Confluence with Key Tributaries

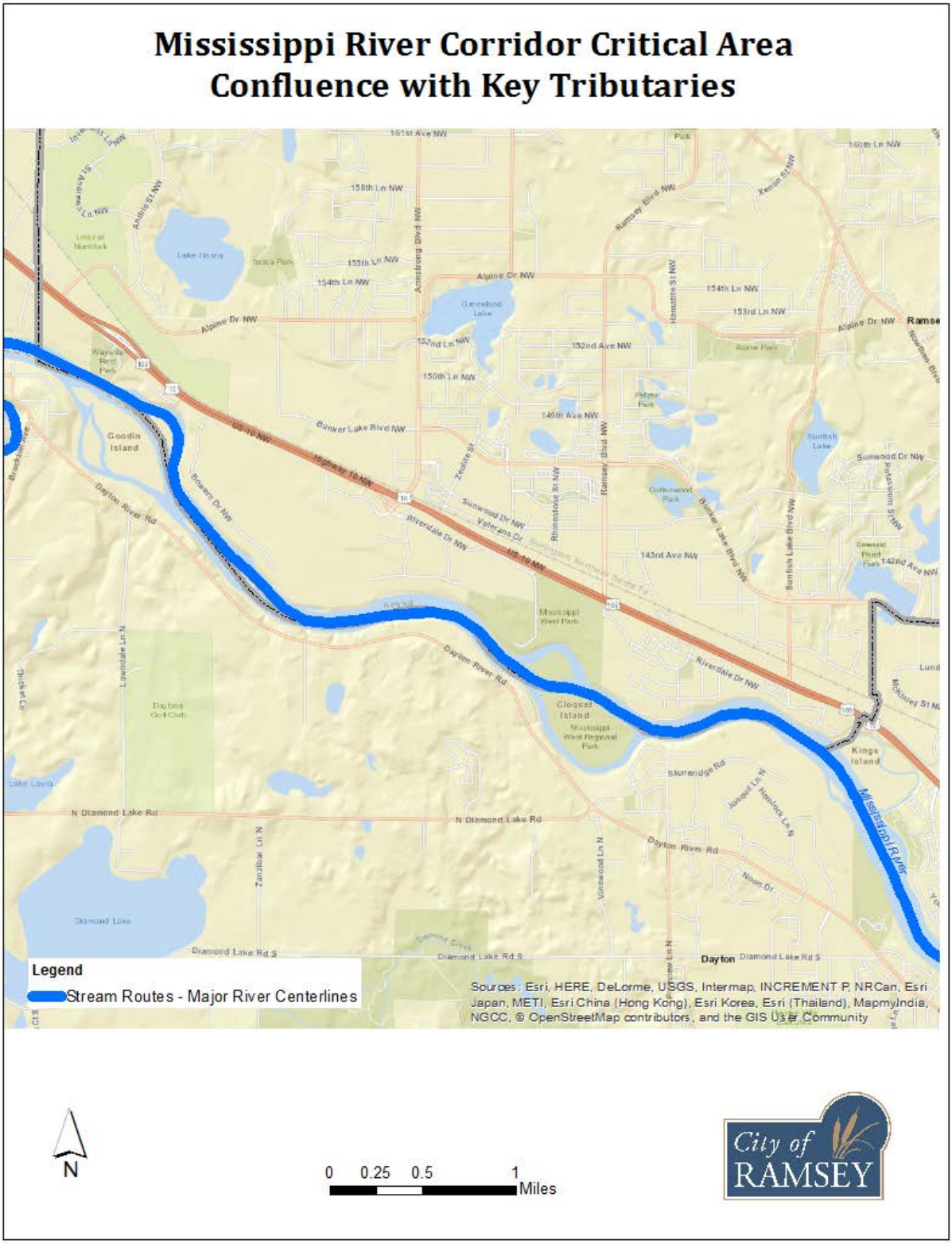


Figure 37: Natural Drainage Areas

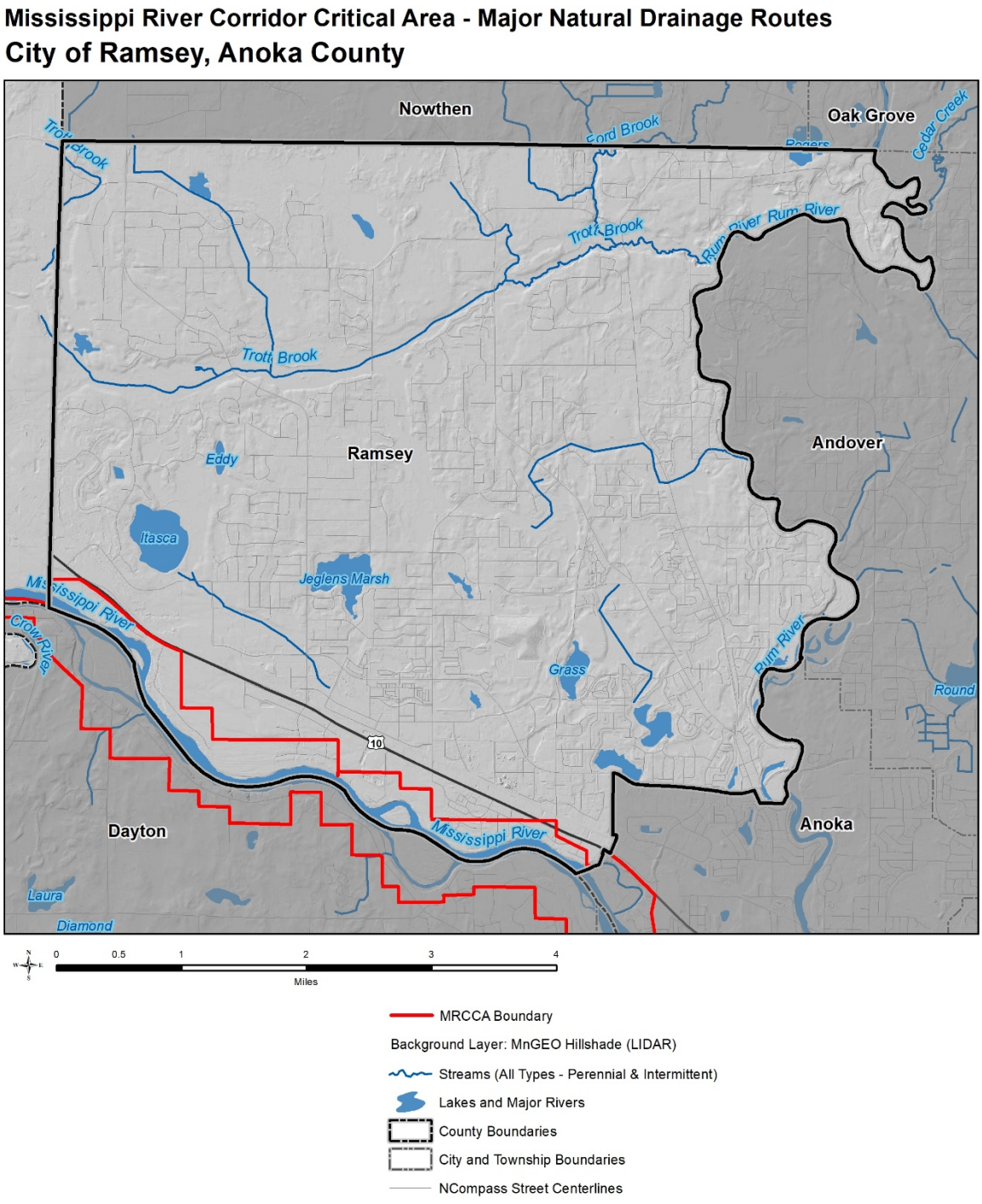


Figure 38: Bluffs and Bluff Impact Zones

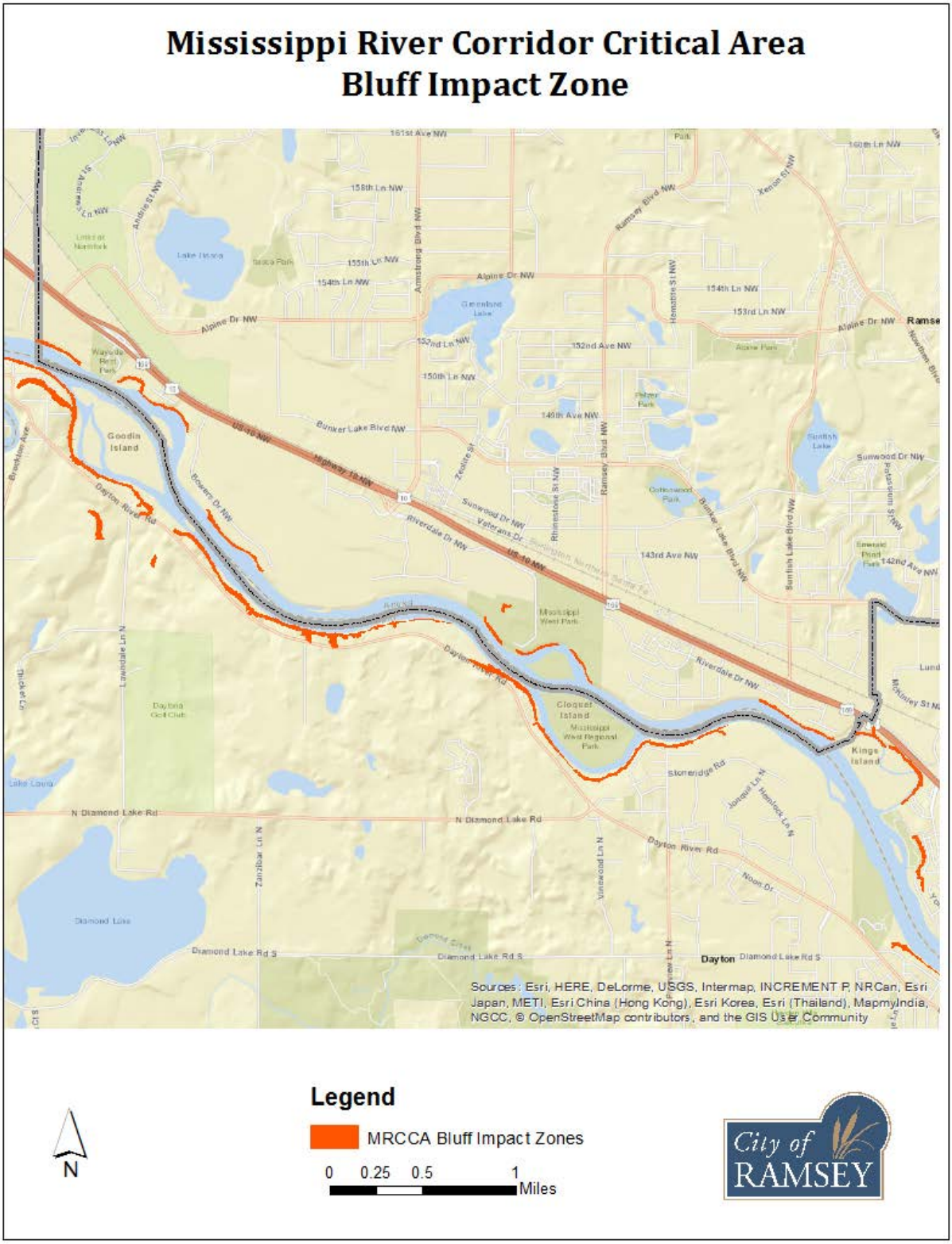
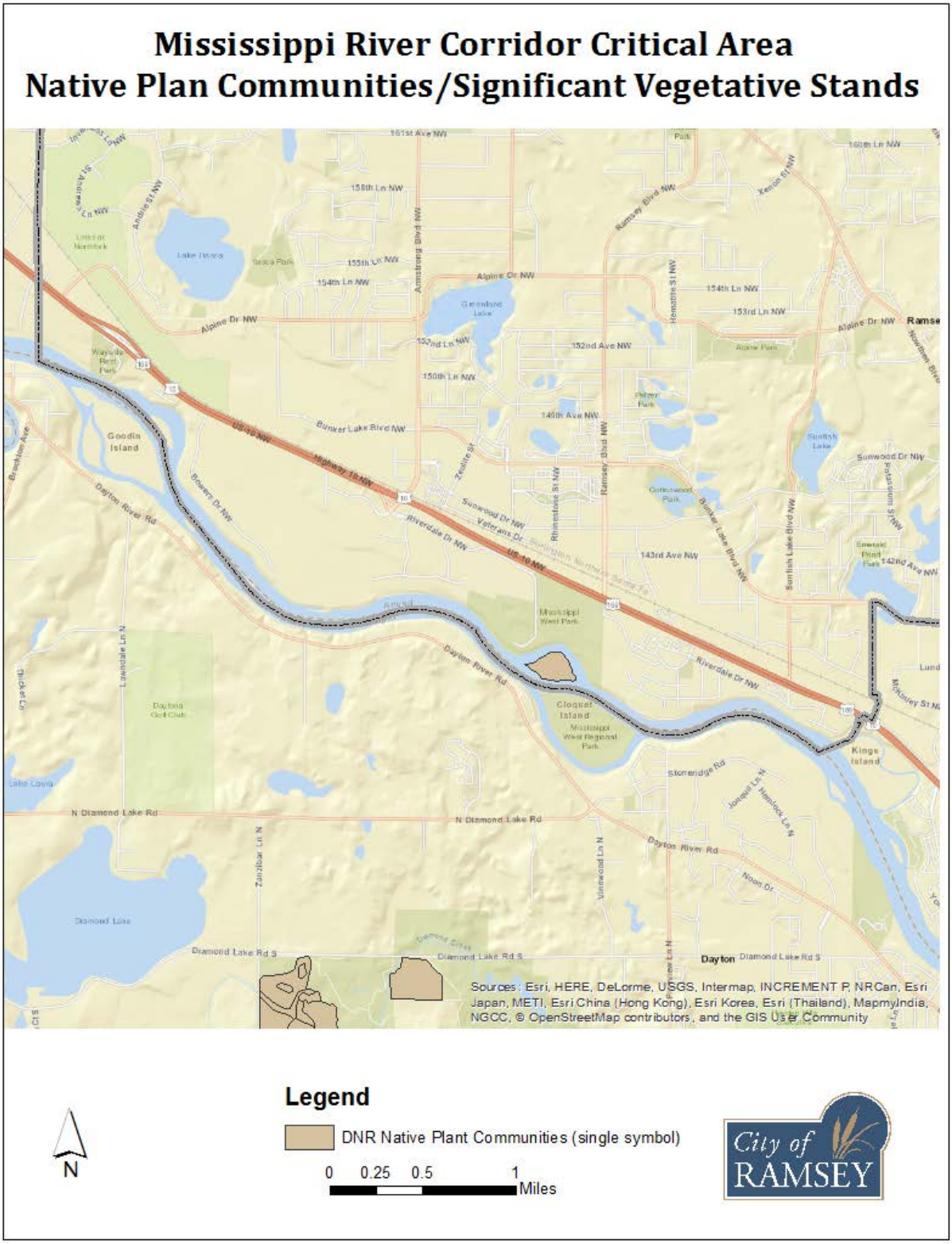


Figure 39: Native Plan Communities & Significant Existing Vegetative Stands



Public River Corridor Views

General Overview

A key component of the Critical Area Plan is to improve access to public river views and protect the views of bluffs from the river.

Views Toward River from Public Places

Priorities for Restoration

Ramsey's priority for restoration within the Corridor is protecting the Corridor from significant erosion as identified by the 2017 Anoka Conservation District Mississippi River Shoreline Inventory for Ramsey.

DRAFT

Figure 40: Vegetation Restoration Priorities

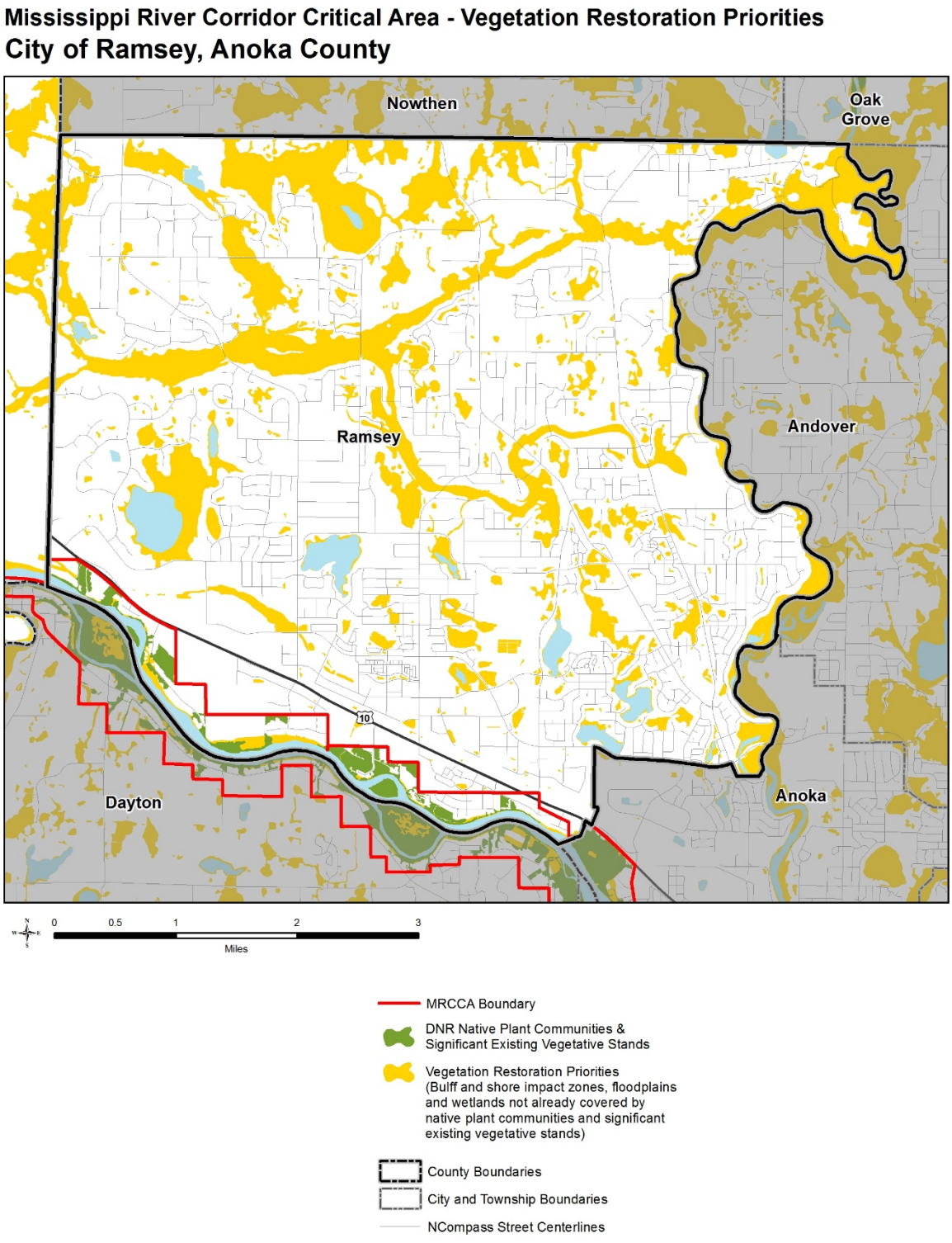
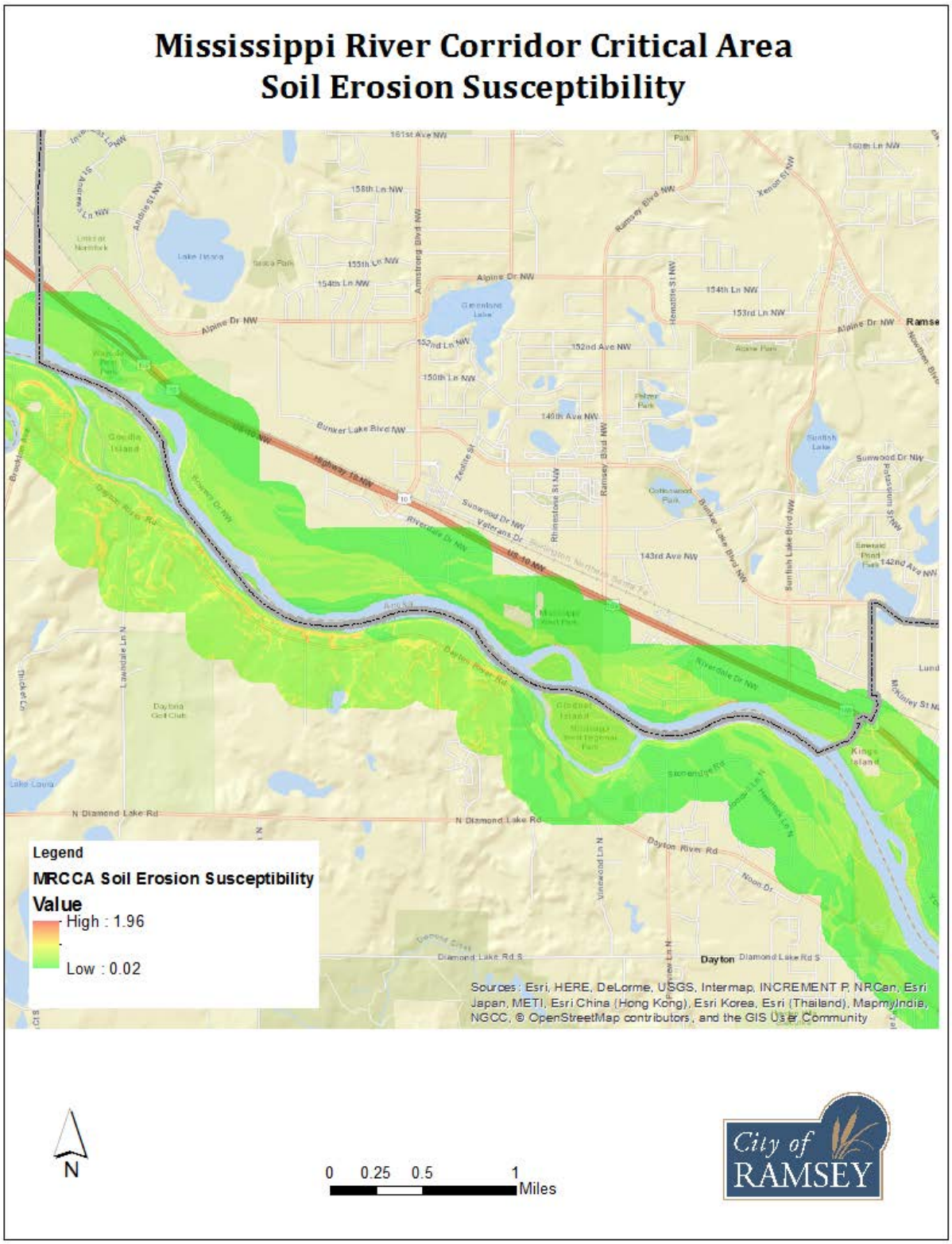


Figure 41: Soil Erosion Susceptibility



Surface Water Uses

Water-Oriented Uses

Open Space & Recreational Facilities

Existing Recreation Facilities

The Mississippi River Trail and Riverdale Park are currently located within the Corridor.

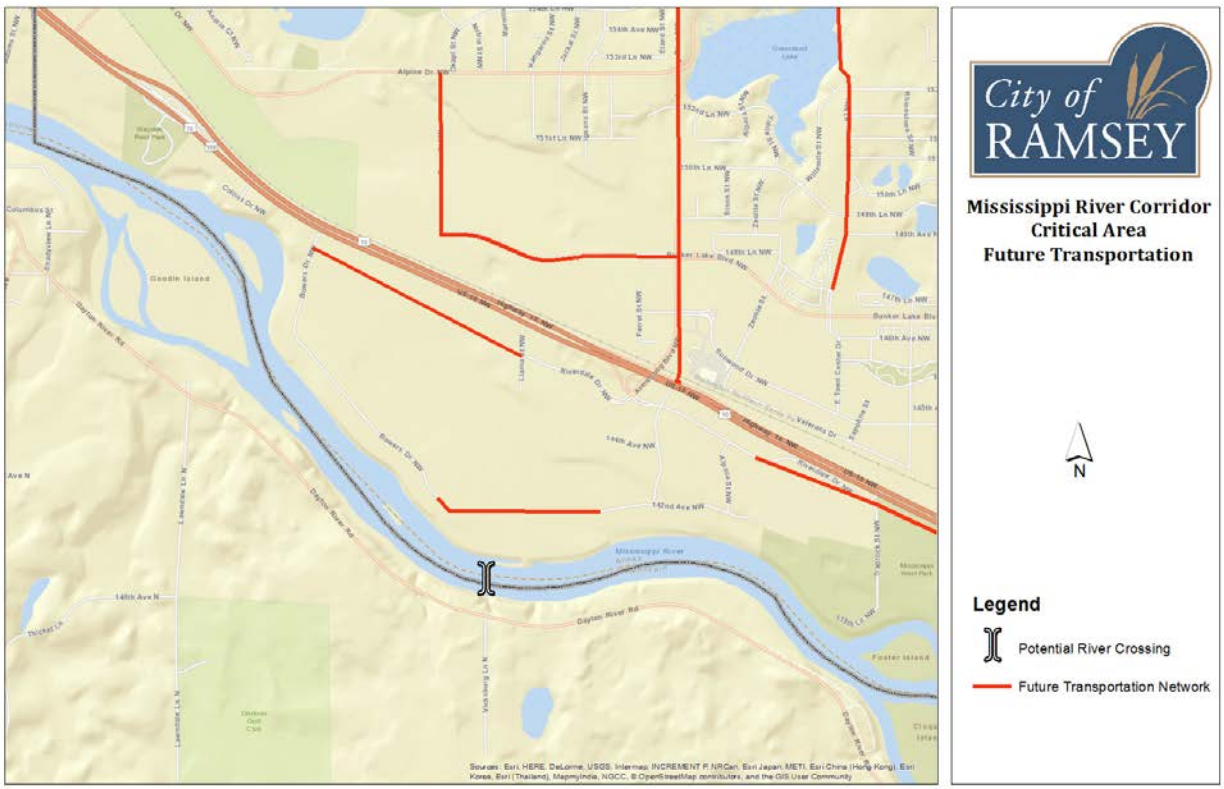
Future Recreation Facilities

The future Mississippi West Regional Park is located within the Corridor. In addition, the future alignment of Central Anoka County Regional Trail connect to the Corridor. A future component of the Central Anoka County Regional Trail is a grade-separated pedestrian crossing over the BNSF/Northstar Commuter Rail Corridor and U.S. Highway 10, known as the Mississippi Skyway.

Transportation & Public Utilities

An existing Connexus Energy Electric Transmission Line current crosses the Mississippi River connecting Ramsey and Dayton. Ramsey continues to plan for a future River Crossing between Ramsey and Dayton.

Figure 42: Mississippi River Bridge/Crossing



Policies

Districts/Land Use

Ramsey will implement the policies of the Critical Area by adopting the new districts within our Zoning Code.

Primary Conservation Areas

Ramsey will encourage conservation subdivision design to protect Primary Conservation Areas. Conservation Subdivision Design will allow the clustering of lots in exchange for permanent protection of Primary Conservation Areas. Ramsey will also continue its proactive approach to subdivision design by encouraging setbacks and adequate lot depth to preserve Primary Conservation Areas.

Public River Corridor Views

Ramsey will strive to work with applicable partners, especially Anoka County Parks, to improve access to Public River Corridor Views.

Restoration Priorities

Ramsey will continue to implement pilot demonstration projects and incentives to encourage restoration of priority areas.

Surface Water Uses

Ramsey will continue to support Anoka County's operation of a Boat Launch along Traprock Street.

Water-Oriented Use

There are no private Water-Oriented Uses planned along the shoreline of the Mississippi River. However, the Mississippi West Regional Park will be a primary access to encourage interaction with the Mississippi River. There is also a future local park planned west of Mississippi West Regional park.

Open Space & Recreation Facilities

Ramsey will continue to support planning and implementation for Mississippi West. Ramsey will continue to own and maintain Riverdale Park. Ramsey will continue to plan for a new municipal park along the Mississippi River between the Alpaca Estates and Bowers neighborhoods.

Transportation & Public Utilities

Ramsey will continue to support future planning for the future Mississippi River Crossing to the City of Dayton in Hennepin County.

Ramsey will continue to support Connexus Energy's electric transmission line across the Mississippi River to the City of Dayton.

Natural Resources Planning

Ramsey undertook two (2) comprehensive inventories in the mid-2000s; a Natural Resources Inventory (NRI) and a Wetland Inventory. Both of these data sets are referenced any time a new development is proposed. These data sets help inform Ramsey if there are significant and/or high value natural resources within a development site that may warrant greater protections. While both provide valuable insight, Ramsey acknowledges that both require periodic updates to ensure that the data is accurate and relevant. There has been no specific timeframe identified for updates

DRAFT

to either, but for this data to remain useful, they should be revisited no less than every ten (10) to fifteen (15) years. This may be useful as Ramsey continues to consider partnering with other agencies, especially as it relates to shoreline stabilization efforts.

City Code Amendments

In order to properly administer this amended plan, the City will need to make certain amendments to City Code. These amendments include, but are not necessarily limited to the following.

- Establish General Land use Review Procedures.
- Develop administrative procedures for shoreline stabilization.
- Actively communicate with other communities to protect views they have identified in your community that are valuable, and vice versa.
- Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas.
- Establish process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities identified in this plan in CUP, variances and subdivision/PUD processes.
- Develop visual analysis approach for CUPs for additional height in the RTC and UM districts (if applicable), as well as for proposed PUDs and variances.
- Develop a system for reviewing, tracking, and monitoring open space required as part of the subdivision process.

DRAFT

Critical Area Implementation Plan

A Balance of Rural Character and Urban Growth

Strategy: Protect and Restore Significant Ecological Resources

- Update Zoning Code to reflect Amended Plan
- Establish a plan to reduce erosion, protect canopy coverage, protect significant vegetative areas, and encourage pollinator-friendly landscapes.

Strategy: Improve Water Quality

- Establish a plan to reduce the amount of sediment and phosphorus entering the river.

An Active Community

Strategy: Maintain and Improve Recreation Opportunities along and adjacent to the Mississippi River

- Prioritize areas for acquisition to increase opportunities to access the river.
- Coordinate jurisdictional planning efforts.

A Connected Community

Initiative #3.1: Improve Access to the Mississippi River

- Prioritize facilities and projects that improve access to the river.
- Complete the Central Anoka County Regional Trail Connection
- Update the Capital Improvement Program (CIP) to reflect the amended Plan.
- Update Surface Water Use Regulations.
- Provide Guidance to Private Property Owners for Private Accesses.

Smart, Citizen Focused Government

Strategy: Communicate the Benefits of Protection of Ecological Resources

- Create Informational Packets
- Develop a Communications Plan
- Create a new Critical Area Webpage
- Create a Signage Package for Public Spaces

Financial Stability

Strategy: Prioritize Areas of Preservation

- Focus efforts on stabilizing erosion at Mississippi West Regional Park
- Work collaboratively with owners of undeveloped land with shoreline to partner of preservation and flexibility in subdivision design

DRAFT

Comprehensive Parks and Recreation Plan

Parks and Recreation Goals and Strategies

A Balance of Rural and Urban Character

- Preserve and enhance continuous open space corridors.
- Balance a variety of smaller neighborhood parks and larger community parks.

An Active Community

- Expand opportunities for community recreation programming.
- Expand recreation opportunities for aging population.
- Ensure equitable access to recreation programs and facilities.

A Connected Community

- Ensure connected regional and local parks and open spaces.
- Coordinated planning efforts across multiple jurisdictions.

Smart, Citizen-Focused Government

- Maximize joint use facilities and recreation opportunities.
- Strengthen relationships with local youth organizations.

Financial Stability

- Prioritize desired recreation amenities with goal for financial stability in complete the Master Park and Recreation Plan.

Parks and Recreation Introduction

Ramsey recognizes parks, trails, and natural open spaces as vital to the quality of life and in many ways define the community. In some ways, Ramsey's park system emerged from the conversion of agricultural land to suburban in the 1970's with small park areas—often just open space, dedicated with these subdivisions. Ramsey created its first prominent park in the early 1980's, largely to meet the demand for youth athletics' play fields. Originally envisioned as a community park, Central Park serves as our flagship park. In the 1990's trails were added to Ramsey's landscape—and these were embraced every bit as much as parks. Citywide, the *value* of parks, trails and open space continues to grow, mirroring the increasing population, and corresponding with the conversion of open space to residential uses.

Taking advantage of its unique geography, cherished natural resources, and a diversity of recreational venues, while responding to its history and recognized rural character, are both determinants and opportunities for future public realm investments in the community. The Public Realm is what gives cities and neighborhoods their identity—typically including streets, parks, plazas, trails and other amenities. This network of connected spaces supports a host of broader city goals, sets the stage for ongoing quality development, and at the same time; promotes Community Parks and Trails, Regional Parks and The COR, to become a vibrant, dynamic, must-experience destinations.

Remaking infrastructure (including public space), as Ramsey develops a stewardship plan for a three decade-old 'built' park system, invites an opportunity to promote innovative design

DRAFT

strategies that embrace the challenges of a growing city. Ramsey also has a bounty of natural resources to build upon, as in the instance of one of the most renowned rivers in the world. Indeed, both the Mississippi River and Rum River are significant water resources, and both part of the State's Wild and Scenic Rivers system that literally define the borders of the community. These two rivers are also state designated canoe routes, or recreational water trails—reconnecting residents through parks and trails, connects us to our past—as well as our future.

Another relevant stream is Trott Brook with its associated wetlands and uplands, representing a natural greenway spanning the northern 1/3rd of the city. Ramsey by area is also more than 17% wetlands of varying types and classes. Of the many wetland complexes, some have valuable oak and other forested areas in association, providing people opportunities to both live and recreate in these natural settings. These layers of habitat are valuable vestiges for the wildlife that residents embrace and enjoy. The greenway system referred to as the Circle of Ramsey. Trott Brook is the primary element, and will inspire people to move within their community and will help restore ecological connectivity at the same time.

Exploring opportunities to reconnect all these valuable resources, to re-establish the continuity, functionality and beauty of these systems through a citywide greenway will serve as an expression of Ramsey's history, physical character and community identity.

People also want safe and enjoyable places that meet a range of recreational needs, providing both indoor/outdoor venues, supporting programmed or spontaneous activities. However, Ramsey will not be 'locked in' to an auto-centric environment as the only means to access parks and destinations, but rather, view the opportunity when thinking about parks and the public realm to creating a community that invites bicycling and pedestrians, to experience the city via greenways that connect neighborhoods, amenities and destinations.

Healthy, thriving cities invariably contain significant civic components that celebrate the "publicness" of place—yielding measurable returns; economic, environmental, and social—this Comprehensive Plan highlights the investments in the Park, Trail, and Recreation and Open Space system that will pay dividends for generations to come.

2030 Plan Accomplishments

The Comprehensive Plan is an important document that establishes a vision for the community that stakeholders can rely upon. The Comprehensive Plan is the result of commitment policy makers as well as engagement and participation by the community. Only true priorities make it into the Plan. The goals and strategies identified become the City's work plan and focus for the coming years. The following are a sampling of completed goals and strategies from the Parks, Recreation, Trails and Open Space Chapter of the 2030 Plan.

'Establish a regional trail along the Mississippi River'

Status: The City of Ramsey has completed construction of the Mississippi River Trail from King's Island in the City of Anoka to city limits at the border with Elk River.

DRAFT

'Improve coordination of park and trail planning within City and adjacent communities'

Status: Ramsey's Council meets with neighboring Councils regularly, which has resulted in collaboration on the above trail project with the City of Anoka.

'Design for connectivity with local and regional parks'

Status: The concept for the Circle of Ramsey emerged to address this goal with much of the greenway that encircles the community, now in place today.

'Develop a Trott Brook Trail Corridor'

Status: A quarter mile long boardwalk that will be constructed in the Spring of 2018, will complete the Trott Brook Trail between Variolite Street and Nowthen Boulevard.

'Explore providing pedestrian access from the Mississippi River to the north side of Highway 10'

Status: The skyway over Veteran's Drive was completed with the 2012 construction of the Northstar Rail Station. More recently a private landowner granted the 'touchdown' location (valued at $100,000) for the proposed pedestrian bridge referred to as the Mississippi Skyway. In 2014, the City secured $490,000 from the National Park Service, and completed the Final Plans and Specifications—for a project that is shovel ready.

'Minimize at-grade crossings of trails and roads and other interactions between trail users and automobiles, with underpasses or overpasses'

Status: See above. In addition to the underpass constructed below T.H #47 with the second phase of Elmcrest Park's development—a realignment of the Central Anoka County Regional Trail is underway to be routed from Ramsey Boulevard, through The COR and over both the railroad tracks and Hwy #10.

'Seek out alliances and partnerships with non-profit and governmental agencies to assist in securing funding and other resources that will assist in implementing the park and trail plan'

Status: Ramsey has secured well in excess of $2 million dollars from governmental agencies for park and trail construction in recent years. In 2017, an alliance with the Mississippi River Park Connection (a non-profit) and Recreational Equipment Incorporated (REI) funded a new recreational opportunity for Ramsey, canoe campsites on the Mississippi River. A partnership with Anoka County and Ramsey Parks, MN DNR and Conservation Corps Minnesota implemented this unique amenity.

'Work with the schools and community organizations to plan for athletic fields and facilities that will accommodate the growing community'

Status: The City is working closely with the School District #11 on the new elementary school (2018-19 construction) which will have several outdoor facilities, as well as trail connections to the adjoining neighborhoods. Additionally, the City and the Anoka Ramsey Athletic Association have a

DRAFT

strong partnership in both planning for, and renovating and developing fields and facilities to meet increasing demands.

'Study the need for a Community Center that offers a variety of recreational uses for all age groups'

Status: Through the Resilient Communities Program partnership with the University of Minnesota, the City is organizing a number of different evaluations on how a Community Center may be structured to meet the future needs of residents. These studies will inform City Council on the way forward, with this discussion expected to occur later in 2018.

Public Engagement

Since the early 1990s, Ramsey has engaged residents purposely and consciously in their neighborhood park planning with good success. This approach creates ownership in their public spaces. More recently, the City of Ramsey has undertaken a variety of engagement efforts, citywide that directly and indirectly affect decision making about the park system. The responses to all those efforts have highlighted the importance of parks, recreation, trails, and open space on the quality of life in Ramsey. Access to parks and trails, coupled with high-quality open space—even if only visually, evokes a sense of rural character and is a significant reason that people choose to live and invest in the community and thus, parks, trails greenways should remain a priority for on-going municipal investment.

As part of the specific engagement effort for this Comprehensive Plan Update, the City of Ramsey has held several meetings and workshops, along with other engagement tools. Specifically, we have heard Ramsey should:

- Prioritize preservation along Trott Brook.
- Begin addressing reconstruction of aging/existing parks.
- Develop a plan for filling in trail gaps in the community—especially in the northern tier of the community, and along arterial roadways.
- Find a balance in investment between larger Community Parks and Neighborhood Parks.
    - A few of our newer subdivisions are asking for parks to be included within their new neighborhood.
    - Many existing neighborhoods desire updating of play structures—some less than 15 years old, some exceedingly beyond their useful life.
- Preserve open space along the Mississippi River as a priority.
- Focus new park efforts on
    - Future Community Park #6 (north central portions of the city)
    - The COR (at the top of the list is a splash pad/water recreation)
    - Lake Itasca Park (natural resource-based development, lake access and the proposed Lake Itasca Greenway—connecting The COR)

There were related comments with more of a focus on Ramsey's ecological resources, such as "Protect Mississippi River and Rum River from shoreline erosion," and those comments are included in Ramsey's Natural Resources Plan.

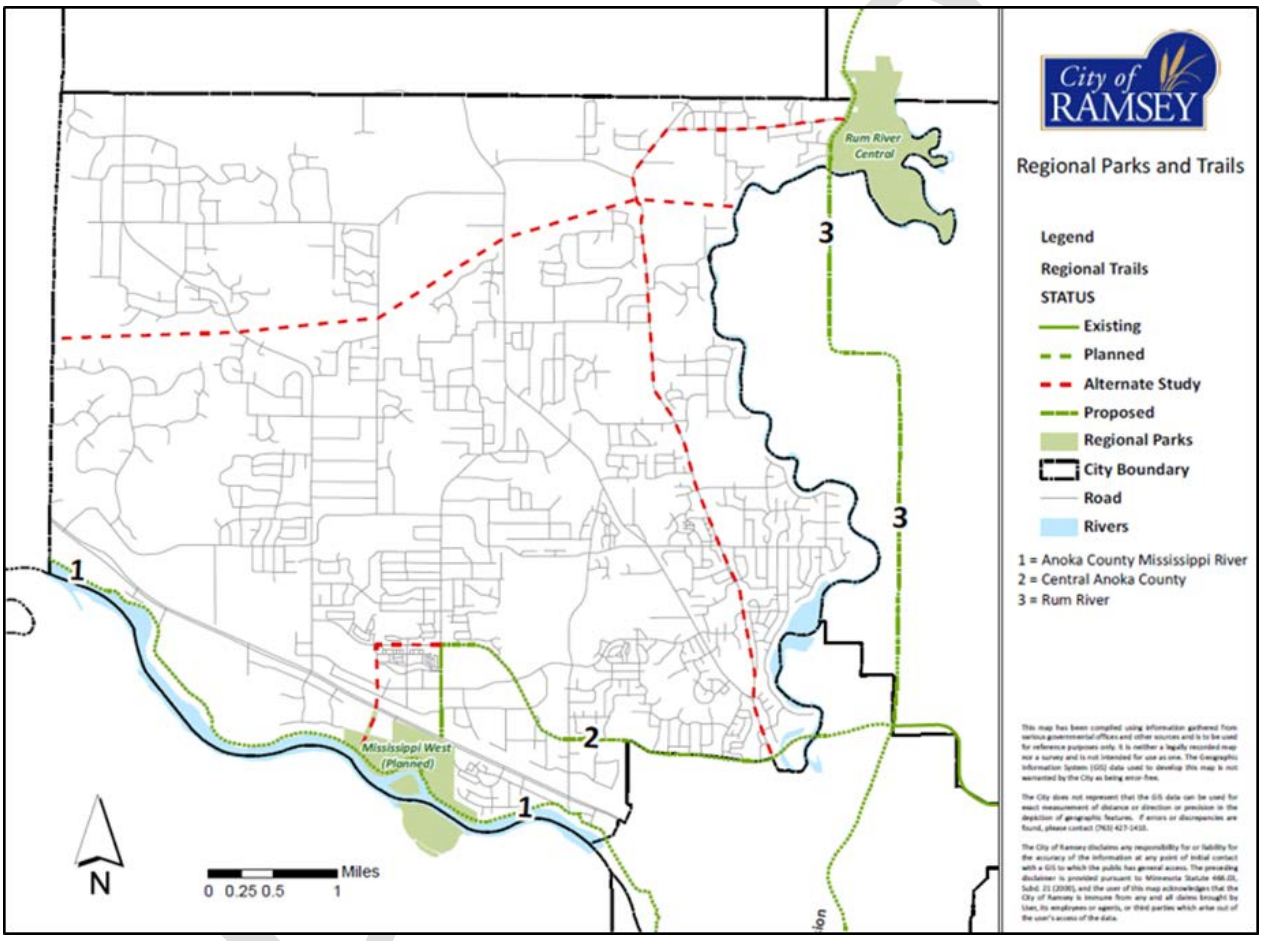
DRAFT

Existing Parks System

Regional Parks

There are two (2) Regional Parks and two (2) Regional Trails in Ramsey.

- Central Anoka County Regional Trail
- Mississippi River Regional Trail
- Mississippi West Regional Park
- Rum River Central Regional Park



The City of Ramsey is unique and fortunate in that it has two county parks within its boundaries that are a part of the Metropolitan Council's regional system. Rum River Central Park is 434 acres, 304 acres of which are in the City of Ramsey (the remaining is in the City of Oak Grove) and occupies the northeast corner of the city.

Mississippi West Regional Park

Mississippi West Park includes bluffs, wooded areas and two islands on the Mississippi River. The 273 acre park includes a small boat landing and shore fishing and in the Fall of 2017, canoe campsites were established on the islands—an amenity that is rare in the Metropolitan area— and one that provides additional recreational access to the most renown river in the nation. The

campsites required close coordination between the City, County and the MN DNR, and are an example of the success of inter-jurisdictional cooperation and planning.

Mississippi River Regional Trail

Coursing along America's most renowned river, the Mississippi River Trail winds its way from the headwaters within Lake Itasca State Park in Minnesota to the Gulf of Mexico. A 3,000 mile system of bicycle-friendly roads and multi-use pathways, the Mississippi River Trail is referred to as a "string of pearls" connecting ten states, the cities of Ramsey, Minneapolis, St. Louis, Memphis, New Orleans, and myriad towns between.

In addition to being a Regional Trail within the Twin Cities metro, this trail is also United States Bikeway #45 within the entirety of Minnesota—connecting 700 miles of existing shouldered highways, low-use roads and off-road paths for bicyclists. While in place in Minnesota, southern states are actively constructing and identifying additional routes. Once complete, USBR 45 will continue south along the Mississippi River to Louisiana—then the U.S. Bicycle Route System will encompass more than 50,000 miles of riding connected to Ramsey.

A key improvement benefitting the utility and safe access to the Mississippi River Regional Trail in Ramsey, will be the completion of the pedestrian bridge over Hwy #10 discussed below.

Wayside Rest

In addition, the aforementioned county facilities, Ramsey also benefits from the Mn/DOT Wayside Rest between Highway 10 and the Mississippi River in western Ramsey that has visitor contact building with restrooms, canoe access and picnic facilities. This site serves as a trailhead for the Mississippi River Trail that traverses from the Headwaters in Minnesota, through 10 states to New Orleans.

Local Parks

The City of Ramsey is approximately 29 square miles in area, has a population of approximately 23,500, and is fortunate to be known for its natural resources. More than half of the City borders the Rum and Mississippi Rivers, and over 15% of its area is protected wetlands.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. There are approximately 500 acres of existing municipal parkland and two regional parks with varying amenities, creating a comprehensive system with many diverse opportunities to recreate and enjoy the natural environment.

Other Recreation Opportunities

Ramsey is also home to a variety of other unique recreation amenities.

- Game Fair
- Rum River Hills Golf Course
- Rum River Scout Camp (Boy Scouts of America)
- The Links at Northfork Golf Course
- Wayside Rest (State of Minnesota)

DRAFT

Planned Park System

Recreation Districts

Most residents cherish their park system. Given the choice, most would like more parks, especially near their homes. However, financial priorities continue to challenge city leadership to build and manage a park system that meets those desires, yet meet the financial obligations to build and maintain these improvements. Currently, the overall amount of acreage devoted to Ramsey's park and open space system is over 1,800 acres, or approximately 10% of the of the City's 28 square miles. Given this large available area, the focus is on using these spaces wisely and connecting them effectively.

The gap between the desire for more parks and the stark reality of limited annual maintenance funding calls for a strategy to plan a system of interconnected parks and trails distributed reasonably and equitably throughout the community. Ramsey can achieve this goal by viewing Ramsey's park system as divided into ten 'Recreation Districts.' These districts are delineated by major roadways or other barriers and provide a means for more effective planning in determining future park needs at the scale of larger groups of neighborhoods (see map below).

A broad overview of the existing park system in Ramsey reveals a number of small, underutilized park spaces scattered throughout rural areas of the community. These low-density (or large lot) developments do not support high use of a neighborhood park system and thus can lead to inefficiencies. Larger scale community parks, which would provide park and recreation opportunities not available within private yards or large lots, would prove a more effective and efficient use of a park and recreation system for these areas, and at the same time serve both rural and urban areas of Ramsey—especially if well connected by trails or greenways.

It should be clarified that these Recreation Districts are not only a planning tool, but are an organizing structure of aggregating neighborhoods in order to interconnect them with the 'Circle of Ramsey' greenway. This greenway encircles the community, while connecting each Recreation District to each other, as well as to destinations like retail areas, schools, and workplaces.

Using the structure of the Recreation Districts, it is evident that there are relatively few developed neighborhood parks in the northern third of the city. This, coupled with the need for additional spaces for a growing youth athletic program, suggests the need for a sixth community park in the north central part of the city. The remaining major emphases in the rural area of Ramsey should be, first, to provide trail connections to connect people to larger park facilities and destinations such as Central Park, Elmcrest, and Rum River Central Regional Park and, second, to preserve open space corridors consistent with a more rural land use. This approach is also consistent with the refrain heard throughout the public engagement process of the Comprehensive Plan: strive to find the "balance of rural and urban character."

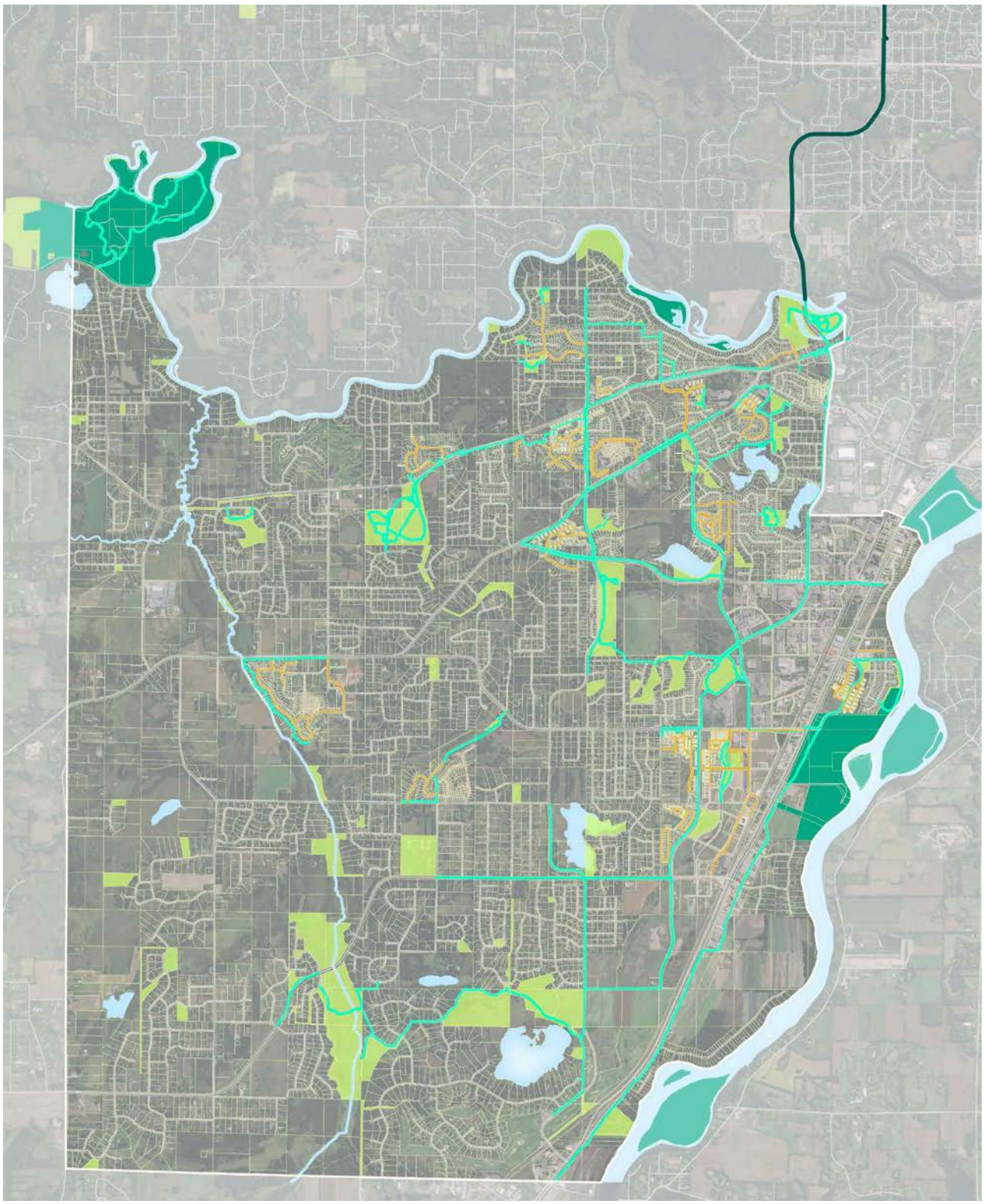
In urban districts, this same approach is not effective. Higher density development demands more parks that are within walking distance of homes and provide a greater variety of activities. It would be prudent to start more detailed planning for the provision of neighborhood parks in future urban areas as well as looking to fill gaps in existing urban developed areas. As traffic patterns become denser within the urban areas, more neighborhood barriers may occur and further accentuate the need for more neighborhood park facilities. Trail, sidewalk, and greenway development is a

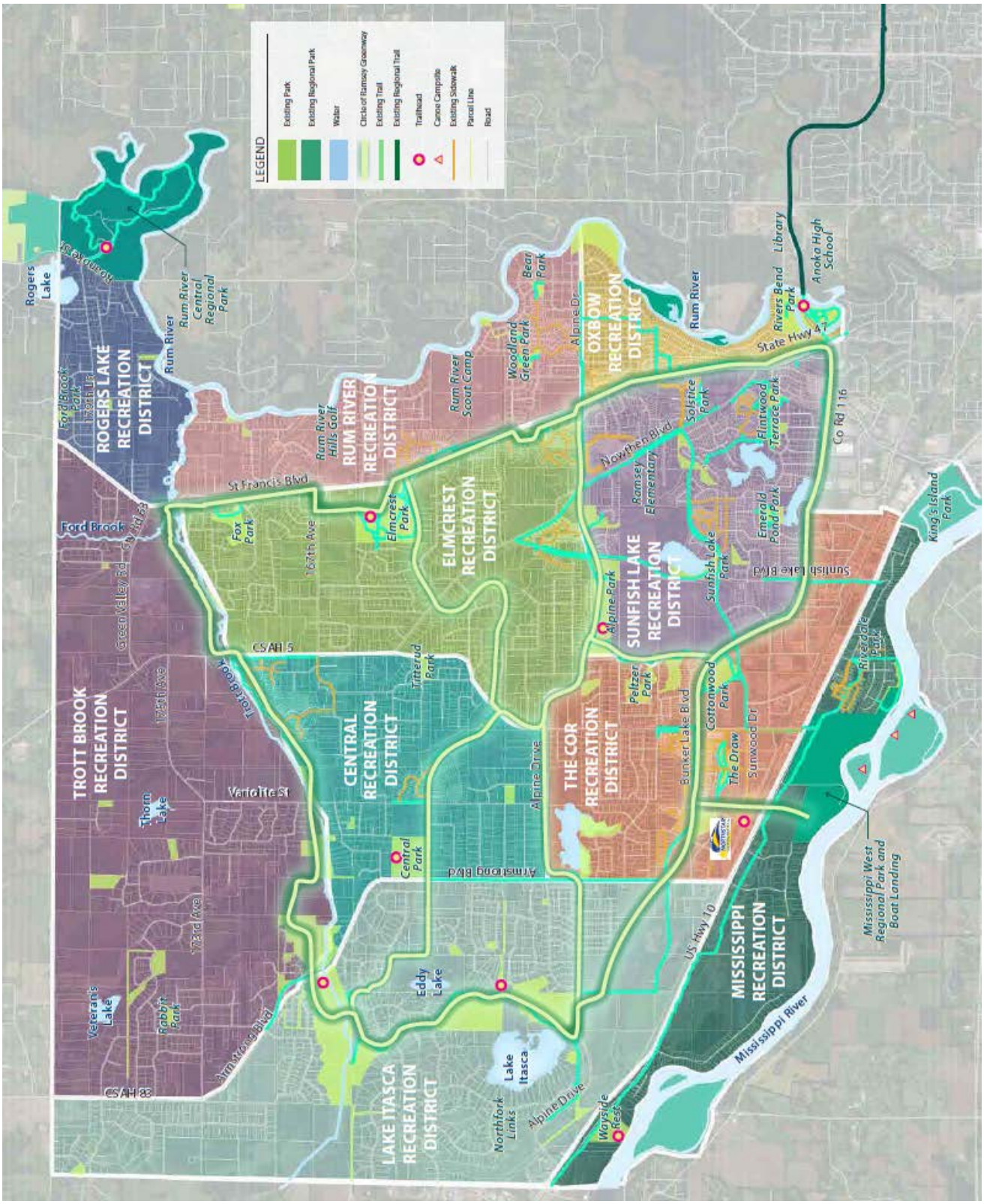
DRAFT

significant element of future park planning to connect residents to the places they work, shop, and recreate. Therefore, the City must continue installing paved trails or sidewalks along all collector streets concurrent with their construction and enhance intersections with pedestrian-friendly treatments in the more urban areas.

In terms of significant outdoor recreation available from the private sector, Ramsey has two 18-hole golf courses open to the public; the Links at Northfork located in northwest of Lake Itasca and Rum River Hills Golf Course to the east, adjacent to the river at the 167th Avenue alignment. An additional privately owned outdoor recreation facility is the 160-acre Boy Scouts of America site along the Rum River. Upon request, this site is open to the public. Recreational camping and outdoor activities for scouts are available, and the site serves as an area of important wildlife habitat along the river. If the Owner ever proposes this site for development, Ramsey proposes that a portion of the Scout camp along the Rum River to become a municipal park with access to the river.

DRAFT




LEGEND
Existing Park
Existing Regional Park
Water
Circle of Ramsey Greenway
Existing Trail
Existing Regional Trail
Trailhead
Canoe Campsite
Existing Sidewalk
Parcel Line
Road
ROGERS LAKE RECREATION DISTRICT
RUM RIVER RECREATION DISTRICT
OXBOW RECREATION DISTRICT
ELMCREST RECREATION DISTRICT
SUNFISH LAKE RECREATION DISTRICT
TROTT BROOK RECREATION DISTRICT
CENTRAL RECREATION DISTRICT
THE COR RECREATION DISTRICT
MISSISSIPPI RECREATION DISTRICT
LAKE ITASCA RECREATION DISTRICT
Rogers Lake
Rum River Central Regional Park
Rum River
Ford Brook
Ford Brook Park
St Francis Blvd
Rum River Hills Golf
Rum River Scout Camp
Woodland Green Park
Bear Park
Alpine Dr
Rum River
Rivers Bend Park
Anoka High School
Library
State Hwy 47
Co Rd 116
Nowthen Blvd
Ramsey Elementary
Solstice Park
Flintwood Terrace Park
Emerald Pond Park
Sunfish Lake Park
Sunfish Lake Blvd
King's Island Park
Elmcrest Park
Fox Park
166th Ave
Alpine Park
CSAH 5
Green Valley Rd
Trotters Crossing
Tritterud Park
175th Ave
Variolite St
Thorn Lake
173rd Ave
Veterans Lake
Rabbit Park
Armstrong Blvd
CSAH 83
Central Park
Alpine Drive
Peltzer Park
Bunker Lake Blvd
Cottonwood Park
The Draw
Sunwood Dr
Riverdale Park
Eddy Lake
Lake Itasca
Northfork Links
Alpine Drive
Wayside Rest
US Hwy 10
Mississippi River
Mississippi West Regional Park and Boat Landing

Park Types and Classifications

Community Park

A Community Park is generally defined as a larger park (usually more than 40 acres) serving multiple neighborhoods, enhanced amenities, and with trail connections to the large area. Examples include Alpine Park, Central Park, Rivers' Bend, and Elmcrest Park.

Neighborhood Park

A Neighborhood Park is generally defined as a smaller park serving mainly an individual neighborhood, or a group of neighborhoods. Neighborhood Parks generally have less amenities.

Future Improvements

Existing Park Replacement Plan

Ramsey heard throughout the Comprehensive Plan public engagement process a desire to reinvest in existing park spaces. Through the Parks System Plan, and the associated Capital Improvements Plan, Ramsey will identify and prioritize park, trails, and open spaces in need of reinvestment.

New Park Improvements

A number of areas are planned for future expansion and improvements. The key improvements in the current plan include.

- Circle of Ramsey
- Community Center
- Community Park #6
- Lake Itasca Park
- The COR

DRAFT

Potential Regional Trail and Regional Trail Search Corridor Realignments.

Ramsey requests an analysis of multiple regional trail corridors for alternate alignment as part of the next regional planning cycle. These corridors include the following.

- Central Anoka County Regional Trail
- Rum River Regional Trail
- Regional Trail Search Corridor (Trott Brook Greenway)

Rum River Regional Trail

Rum River Regional Trail - Existing Planned Alignment

The exhibit below identifies the proposed Rum River Regional Trail as number 3 between the Central Anoka County Trail (at Bunker Lake Boulevard) and Rum River Central Park. None of the trail is currently in place. Ramsey assumes that construction of the trail would occur in existing right-of-way.

DRAFT

Destinations along a Potential Realigned Rum River Regional Trail

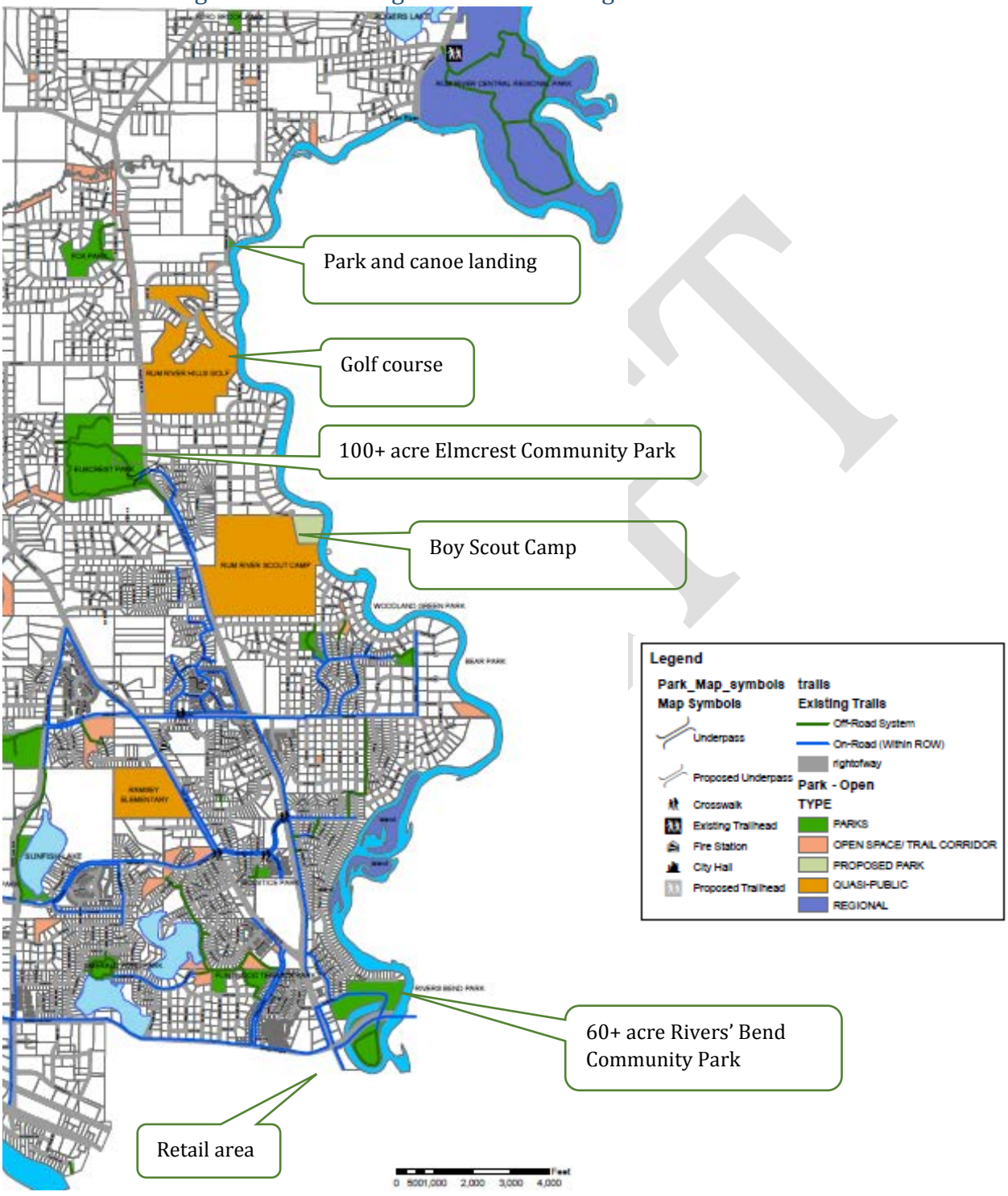
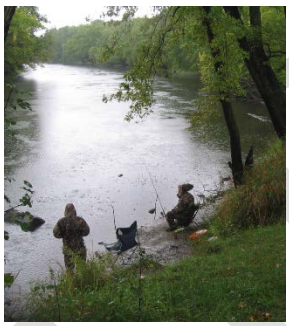


Figure 43: Illustration of the newly completed one million-dollar Elmcrest Park Community Building with public restrooms

In addition to many more parks and recreation facilities on the west side of the Rum River than the east, there is an area of retail services (restaurants etc.) that are presently accessed by trails on both sides of T. H. #47 north of the Central Anoka County Regional Trail at Bunker Lake Boulevard.

Figure 44: Catch and release Smallmouth in the rain at Ramsey's canoe landing



Within the **Linking Regional Trails** definitions in the 2040 Policy Plan, indicates that: "Visitor origin data from the [Metropolitan] Council's **2008 Regional Parks and Trails Survey** indicate that regional trails in the metropolitan area are used most by people who live nearby or can reach the trail in a short bicycle trip or drive. Therefore, a priority is to develop more trail corridors in the Metropolitan Urban Service Area, where more than 90% of the population lives".

Ramsey has many thousands of residents in the Metropolitan Urban Service Area within 1.5 miles of the proposed, realigned Rum River Regional Trail.

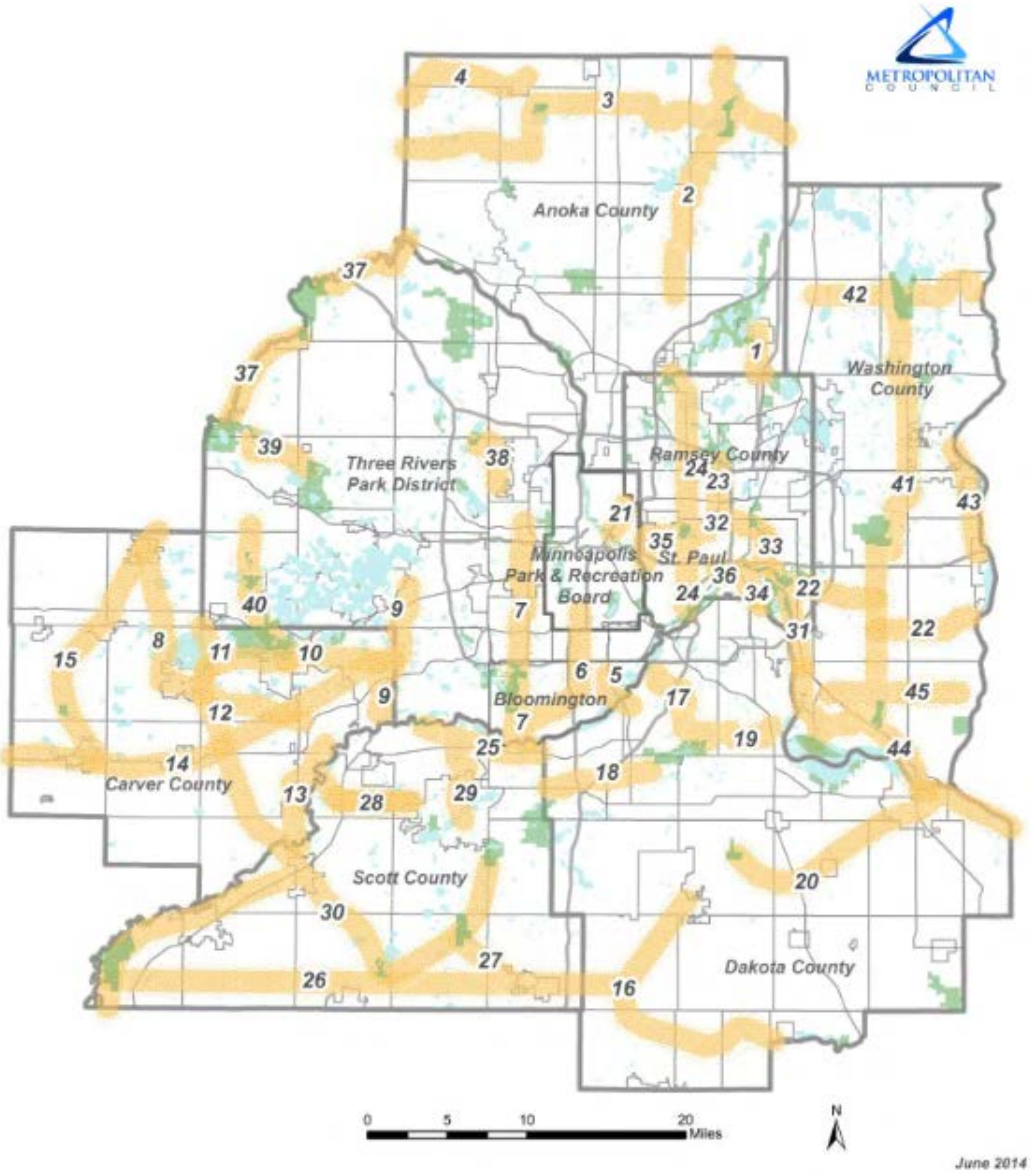
In concluding, the Alternate Alignment Study would explore moving this proposed regional trail from the east side of the river to the west, (#3 from green to the red dashed line west of the Rum River above).

DRAFT

North Anoka County Regional Trail Search Corridor – Trott Brook Greenway Alternative

The 2040 Regional Parks Policy Plan, Chapter Three identifies 'Regional Search Corridors', including one entitled 'North Anoka County' generally designated as number three on Figure 3-9 below.

Figure 3-9. Regional Trail Search Corridor Map

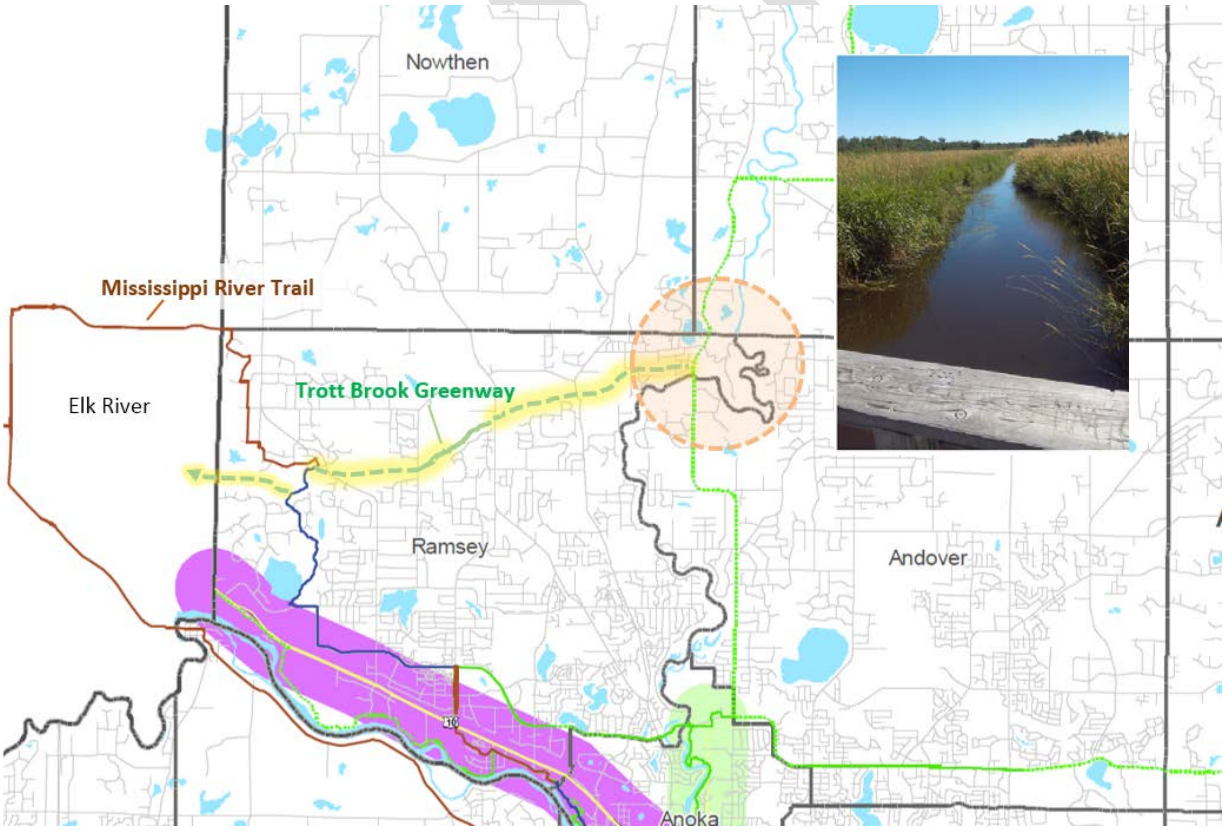


Regional Trail Search Corridor - Better Connectivity to Regional Parks System

The introduction of Regional Trails within Chapter 3 states: "[…] regional trails are selected to pass through or provide connections between components in the Regional Parks System. The regional parks and park reserves perform the important function of providing places for parking, comfort facilities and safe water supplies.

Trails also are selected for their ability to intersect with local trail networks, with the regional trails functioning much like regional highways that interconnect with more local arterials and local streets".

In keeping with the above statement and intent, Anoka County Parks and the Metropolitan Council should investigate the west portion of Search Corridor 3 to connect to the only regional park in this area. By aligning the proposed, search area trail south to Rum River Central Regional Park, it also then intersects with the east/west Trott Brook Greenway. Additionally, this connects the Four-corner sub-regional center (depicted by the circle below) of Nowthen, Oak Grove, Andover and Ramsey, thus connecting four communities to; the Mississippi River Trail, a Regional Park, Wild and Scenic Rum River, and proposed Rum River Regional Trail—(without regard to whether the trail is east or west of the Rum).



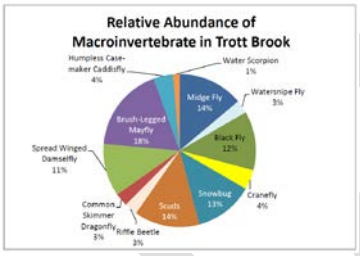
Ramsey has already acquired significant tracts of land along Trott Brook for the greenway and trail, including a $500,000 investment by the Legislative Commission on Minnesota Resources for conservation and trail easements. Trott Brook runs west to east within the area below.

The quarter-mile Lake Itasca Boardwalk provides access to the

Regional Trail Search Corridor - Fish and Wildlife Benefits

A proposal exists for habitat improvements and the stocking of trout within the brook. If feasible, this would provide a rare opportunity in the Metropolitan area, and a unique recreational opportunity with significant tourism and favorable economic impacts. The MN DNR has placed data loggers in Trott Brook to collect the thermo profile of the stream to better understand the streams suitability as a fishery – and a report has identified the brook as potential as a trout fishing stream for the Metro. Trails and public lands along the brook are synergistic with fishing and the deliberate multi-use nature of the greenway.

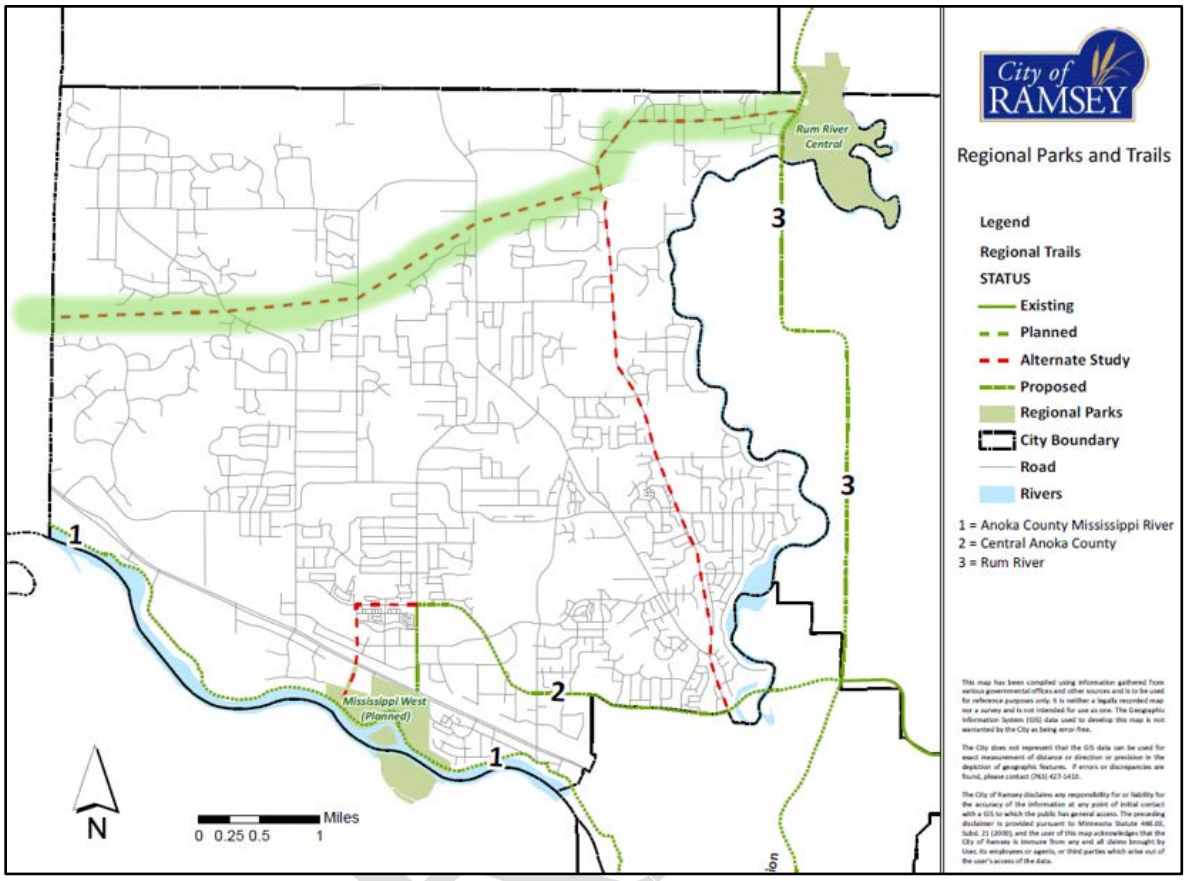
DNR electro-fishing at Trott Brook to survey existing fish populations



Excerpt from the 22-page report: ***Assessing the Ability to Bring Trout Fishing to the North Metro Area through Stream Quality Assessments and the Summarization of the Economic Impact of***

Fish sampling in 2012

In concluding, this proposal would recommend that the Trott Brook Greenway be considered as a Regional Trail, fulfilling the east/west Regional Search Corridor goals, as aligned generally and depicted below.



The 2040 Regional Parks Policy Plan, Chapter 4: Siting and Acquisition – Strategy 3, cites, "New regional trails must serve a regional audience and provide connection between regional parks, park preserves, and regional trails without duplicating an existing trail." The proposal above meets this objective, by connecting Rum River Central Regional Park to the proposed Rum River Regional Trail (potentially west of the river, as described above) and does not duplicate an existing trail. Moreover, by designating the Trott Brook Greenway as a regional trail, it will function as described by the Council "…two major types of trails to serve the region: 1) destination or greenway trails and 2) linking trails". The trail would be a destination, and one significant linkage would be the Mississippi River Trail in Ramsey, with its connection to the west in Elk River and subsequent link to the Great Northern Trail.

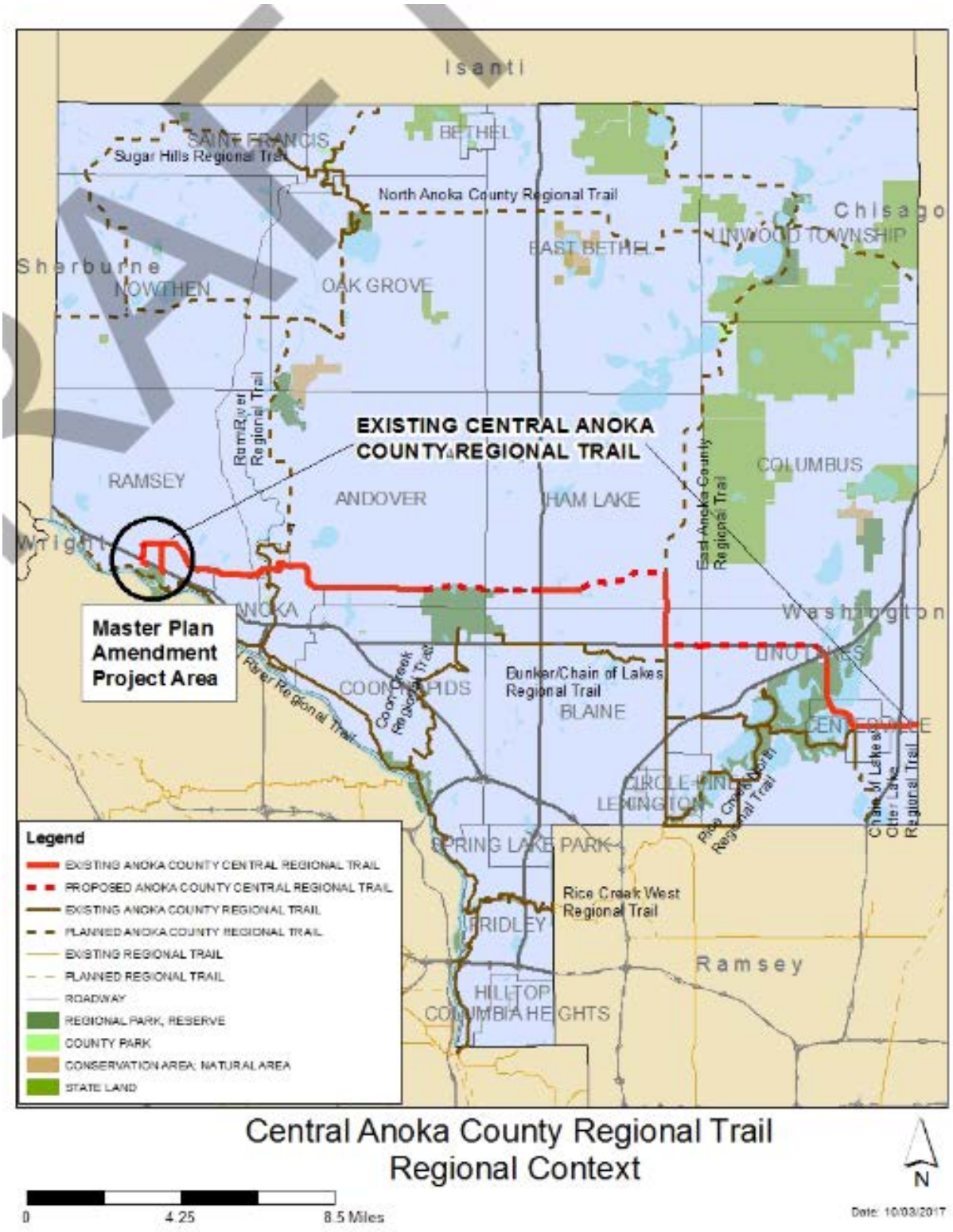
Figure 45: Boardwalk and Bituminous Trail - Trott Brook Greenway

Central Anoka County Regional Trail

The Central Anoka County Regional Trail is an outstanding recreational (and transportation) amenity for Ramsey residents, and connects them via trail to broad swaths of the county. This includes Bunker Hills Regional Park to the east, with planned connections that will link the Rice Creek Chain of Lakes near Lino Lakes and Centerville, and on to Washington County. Approximately 19 miles of this 26-mile trail are in place today.

DRAFT

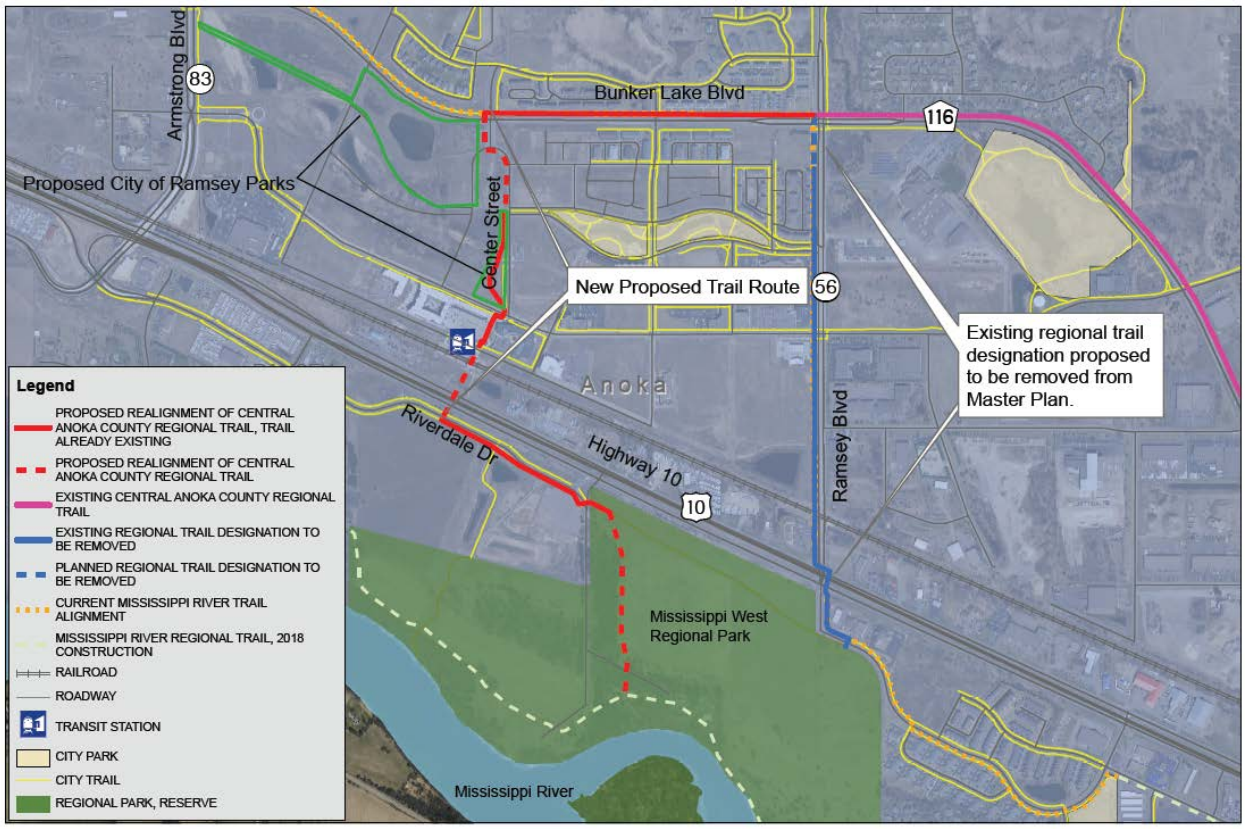
Figure 46: Central Anoka County Regional Existing Alignment

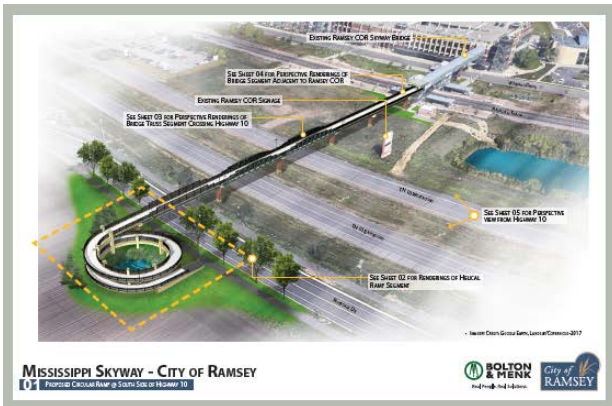


Central Anoka County Regional Trail - Pending Alternative Alignment

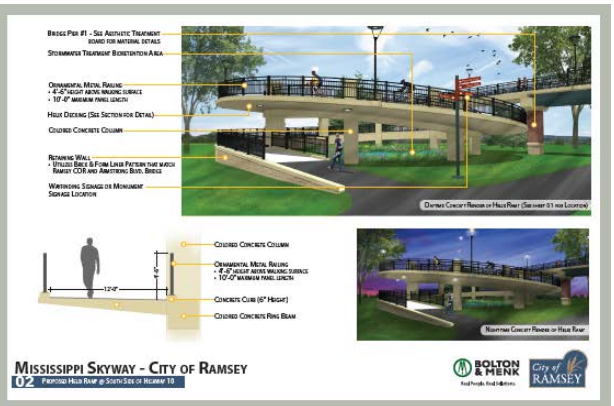
Anoka County Parks & Recreation has submitted to Metropolitan Council, a Master Plan Amendment for the realignment of the Central Anoka County Regional Trail. This amendment is located between Ramsey Boulevard and Center Street and connects to the Northstar Commuter Rail station and future grade separated pedestrian crossing of Highway 10, for a safe, direct, and multi-modal connection to the Mississippi River Regional Trail, and Mississippi West Regional Park.

The realignment in Ramsey is needed as, presently the City of Ramsey has limited access to the Mississippi River and Mississippi West Regional Park because Highway 10 is a significant barrier for bicycle and pedestrian access. The amendment will change the alignment of the Central Anoka County Regional Trail within the City of Ramsey to better connect with local parks, trails, restaurants, businesses and transit, while still providing a safe connection to the river and Mississippi West Regional Park.





SKYWAY VIEW OF BRIDGE



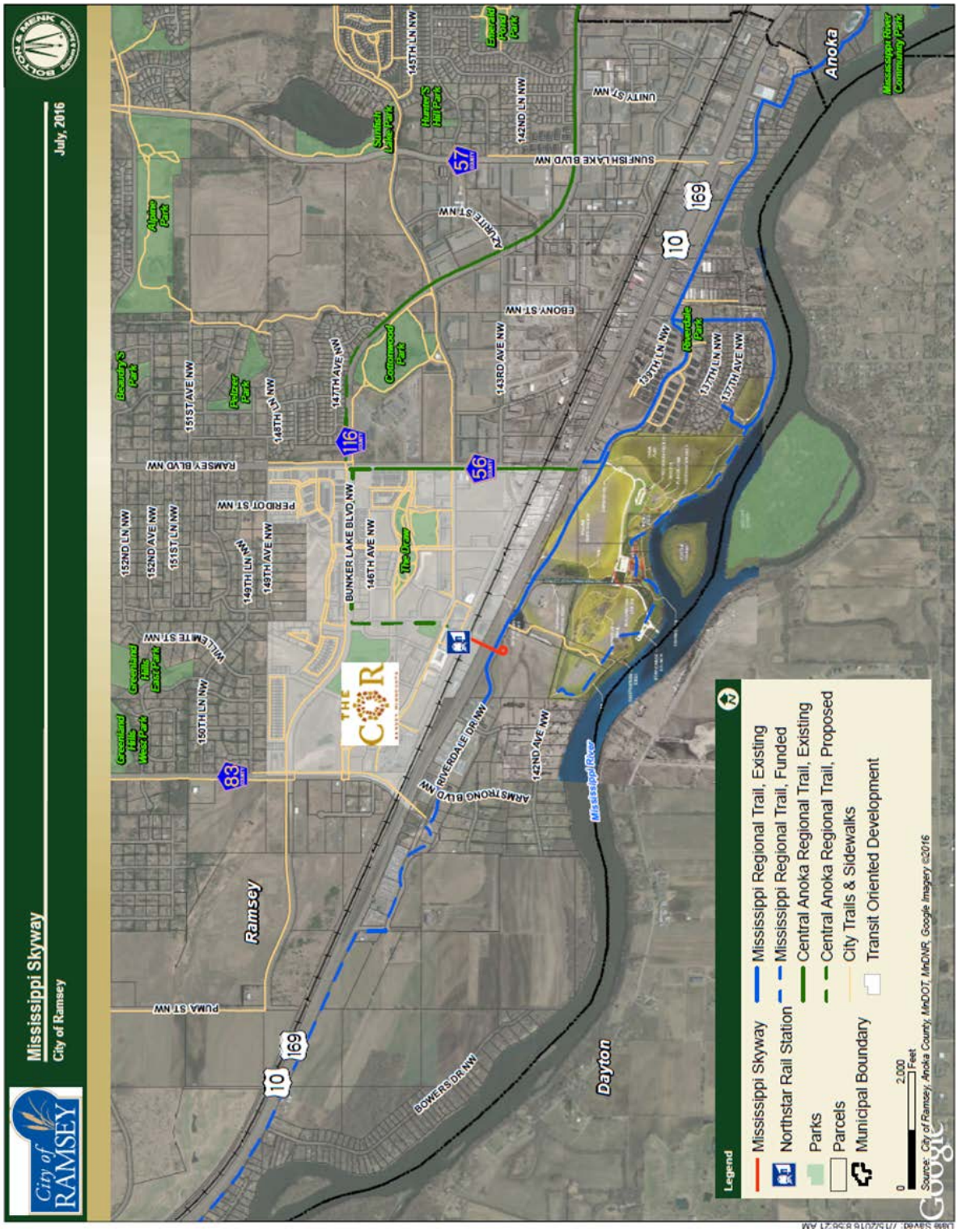
ELEVATIONS OF RAMP

Considerable investments in regional improvements converge in this location, including the $13 million dollar Northstar rail station, with $1.1 million dollar pedestrian skyway over Veteran's Drive, $8 million dollar covered transit and parking facility, as well as more than one-half million in boat landing and river access improvements. Additionally, a segment of the Mississippi River Regional Trail is now complete from the City of Anoka, through the City of Ramsey to Sherburne County (including within Mississippi West Regional Park). The trail together with two bridges on the 80-acre King's Island represents over one million dollars in bike facilities that are also a key component of the Mississippi National River and Recreation Area. The National Parks Service awarded Ramsey a $490,000 planning grant to complete Final Plans and Specifications for the Mississippi Skyway. This now makes the project shovel-ready.

This Central Anoka County Regional Trail with multi-modal connections and host of retail services will make this pedestrian bridge the nexus of regional systems and destinations. Therefore, it is imperative that Anoka County Parks and the City of Ramsey work with Metropolitan Council and other regional partners to develop a cost-share plan for the funding and construction of the remaining portion of the Mississippi Skyway, utilizing grant monies that are uniquely available for pedestrian and bicycle facilities

DRAFT

Figure 47: Mississippi Skyway (Central Anoka County Regional Trail) Layout



Parks and Recreation Implementation

Relationship to Local Park System Plan Process

Concurrently with this Comprehensive Plan Update process, the City of Ramsey is conducting our first-ever Park System Plan (PSP) process. The foundation of that plan is an analysis of the needs and desires of the community, a review of existing features, and an exploration of the context for the system. It will then provide a vision for the overall system and planning and policy direction for parks, trails, recreation, and open space. It is meant to guide the system as it evolves over the next several decades, including how new investments and ongoing maintenance and operations will be conducted.

Ramsey anticipates completing the Local Parks System Plan by the end of 2019. Because that plan is underway and will be a formally adopted City policy document, this Chapter refers to the PSP for much of its findings about local planning direction and implementation for the system. This current Comprehensive Plan will cover topics such as relationship to other citywide planning decisions and regional coordination. Ramsey will ensure consistency between this Comprehensive Plan and the future Local Parks System Plan.

Parks and Recreation Action Items

A Balance of Rural and Urban Character

Strategy: Preserve and enhance continuous open space corridors.

- Actions
    - Continue to acquire land along Trott Brook for the Trott Brook Greenway Segment of the Circle of Ramsey

Strategy: Balance a variety of smaller neighborhood parks and larger community parks.

- Actions
    - Complete the Local Parks System Plan

An Active Community

Strategy: Expand opportunities for community recreation programming.

Strategy: Expand recreation opportunities for aging population.

Strategy: Ensure equitable access to recreation programs and facilities.

- Actions
    - Each of these strategies is achieve by maintaining the existing Recreation Program.

A Connected Community

Strategy: Ensure connected regional and local parks and open spaces.

- Actions
    - Complete the Parks System Plan
    - Create a Master Trail Plan

Strategy: Coordinated planning efforts across multiple jurisdictions.

- Actions

DRAFT

- Amend Mississippi West Regional Park Master Plan
- Create a plan to connect the Mississippi River Regional Trail to the Oliver Kelly Farm

Smart, Citizen-Focused Government

Strategy: Maximize joint use facilities and recreation opportunities.

- Actions
  - Consider a plan for a future Community Center

Strategy: Strengthen relationships with local youth organizations.

- Actions
  - Formalize a process to include youth athletic associations in CIP Updates

Strategy: Improve the accessibility and user experience of the City's Trail System

- Actions
  - Create a sustainable maintenance plan for routine maintenance of trails.

Financial Stability

Strategy: Balance desire for additional amenities with goal for financial stability.

- Actions
  - Establish a policy for Neighborhood Park selection
  - Consider a Long Term Park and Trail Replacement Plan

Capital Improvement Plan

Capital Improvement	Construction Date	Cost	Responsible Agency
Central Anoka County Trail			Anoka County Parks
Circle of Ramsey			Ramsey
Community Center			Ramsey
Community Park #6			Ramsey
Lake Itasca Park			Ramsey
Local Trail Gaps			Ramsey
Nathe Park			Ramsey
Mississippi River Trail			Anoka County Parks
Mississippi West Regional Park			Anoka County Parks
Rum River Trail			Anoka County Parks
The COR Parks			Ramsey

DRAFT

Economic Development Plan

Economic Development Goals and Strategies

A Balance of Rural Character and Urban Growth

- Complete Built-Out of The COR according to the approved Development Plan.

An Active Community

- Create a Robust Offering of Recreational Opportunities that benefit Businesses.

A Connected Community

- Improve Highway 10

Smart, Citizen, Focused Government

- Increase and Construct Retail Options for Residents and Businesses
- Improve the Image of Ramsey and its Neighborhoods, Business Districts, and Key Corridors

Financial Stability

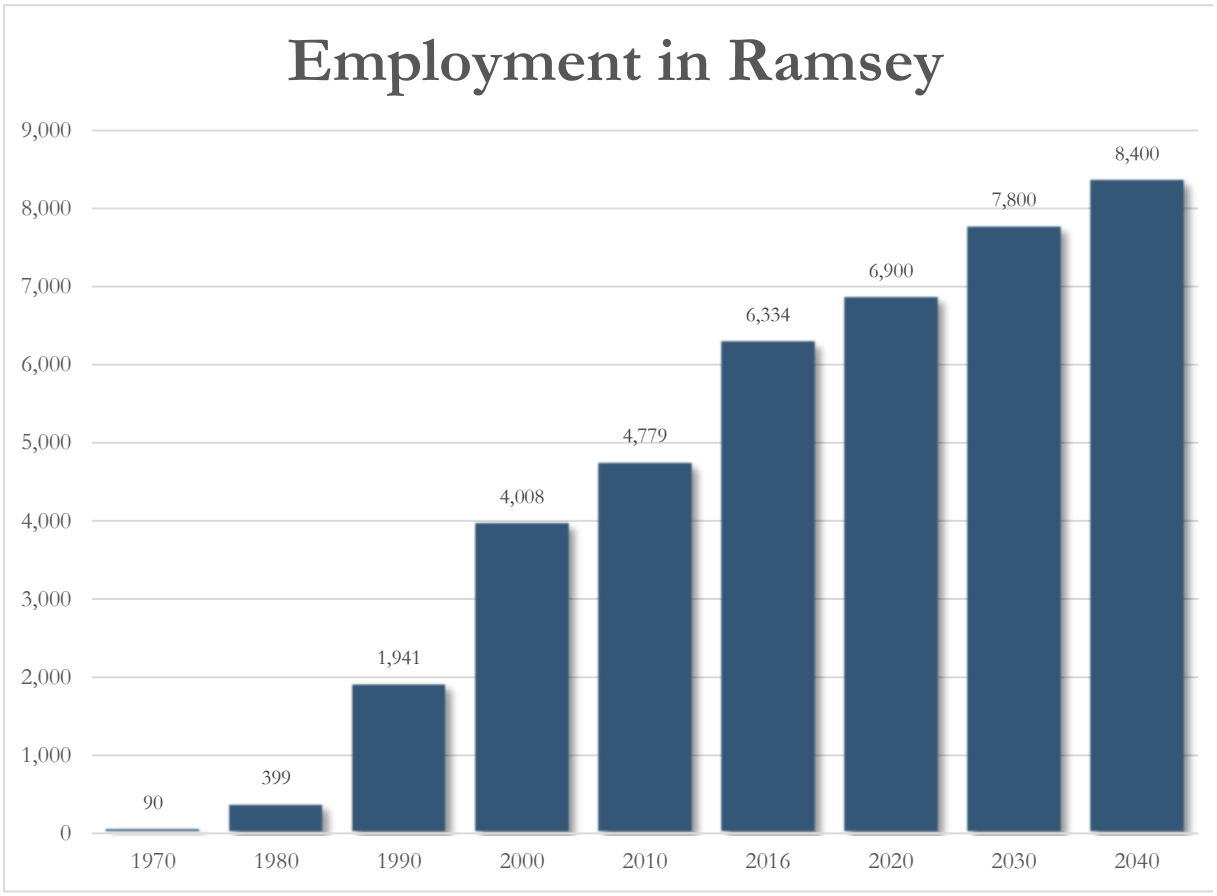
- Maintain and Expand our Employment Base

DRAFT

Economic Development Outlook

Ramsey has an estimated employment base of 6,334 employees working in Ramsey and approximately 634 acres of industrial land.

Figure 48: Employment Forecasts



Source: U.S. Census Decennial Survey, U.S. Census American Communities Survey, Metropolitan Council Forecasts

Industrial Development

Existing Industrial Conditions

Ramsey/Anoka Industrial Park

Ramsey's existing industrial park area borders another large industrial park in the City of Anoka. Highlights of the combined industrial park area are below.

- Approximately 1,000 acres
- Approximately 15,000 jobs
- Hundreds of businesses, with a high concentration of manufacturing

Future Industrial Opportunities

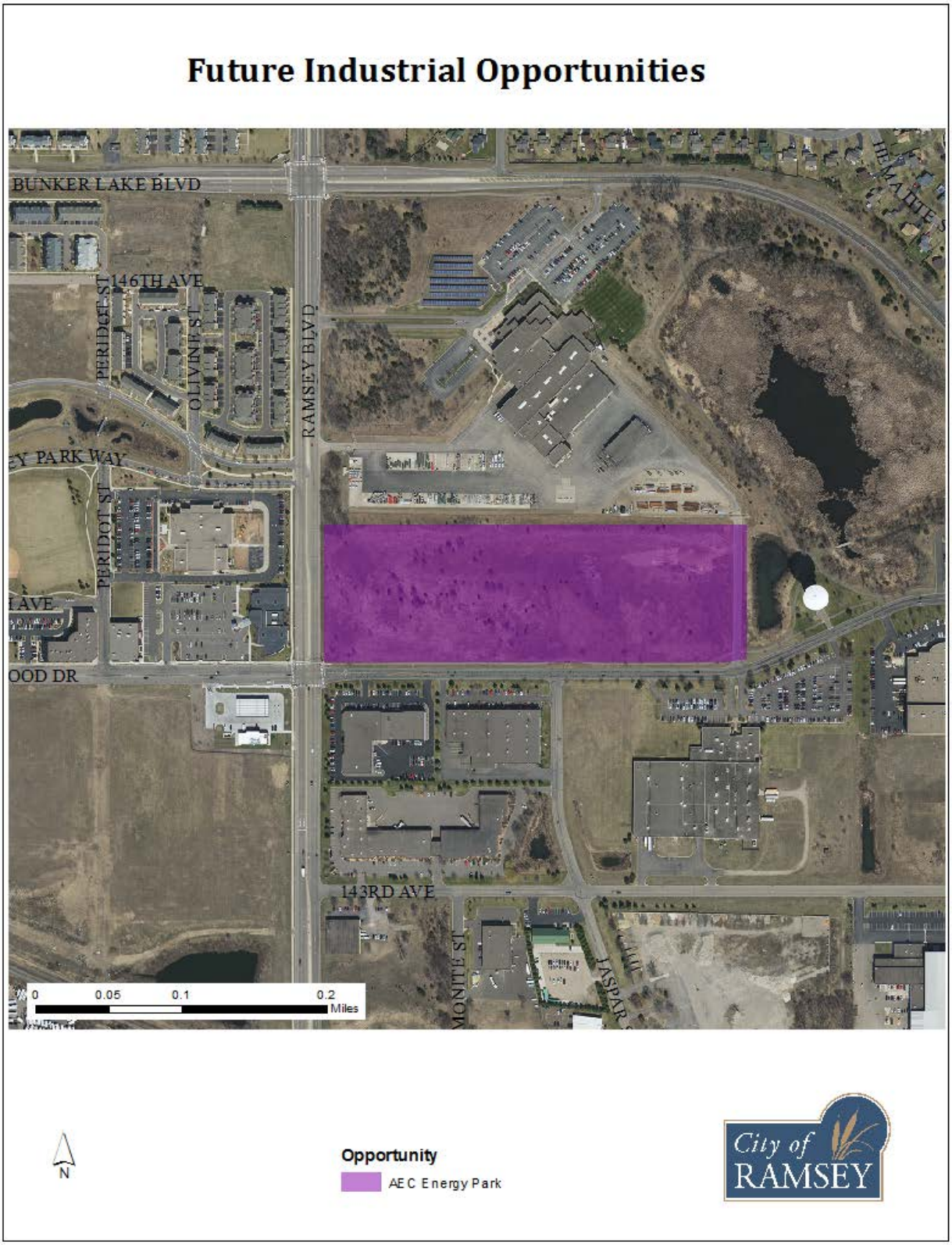
Employment growth is expected to continue to grow through 2040. The current estimated employment within Ramsey is 6,334 jobs. The number is expected to grow 8,100 jobs in the year 2040.

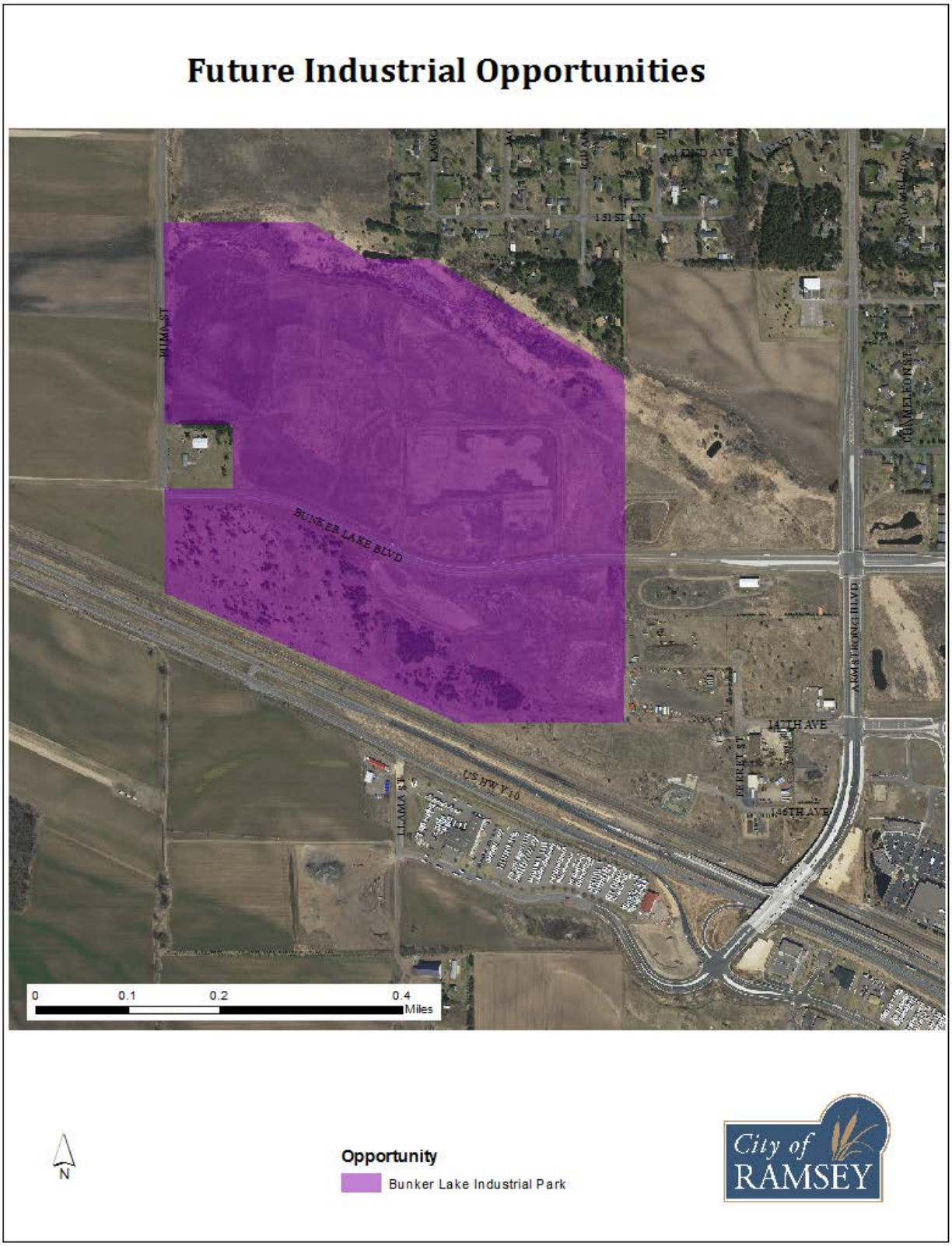
Ramsey has been fortunate to be extremely successful in both greenfield development and redevelopment. Ramsey's supply of industrial land guided by the 2030 Comprehensive Plan is extremely low. In response, Ramsey amended its 2030 Comprehensive Plan to guide an additional 115 acres for future employment growth.

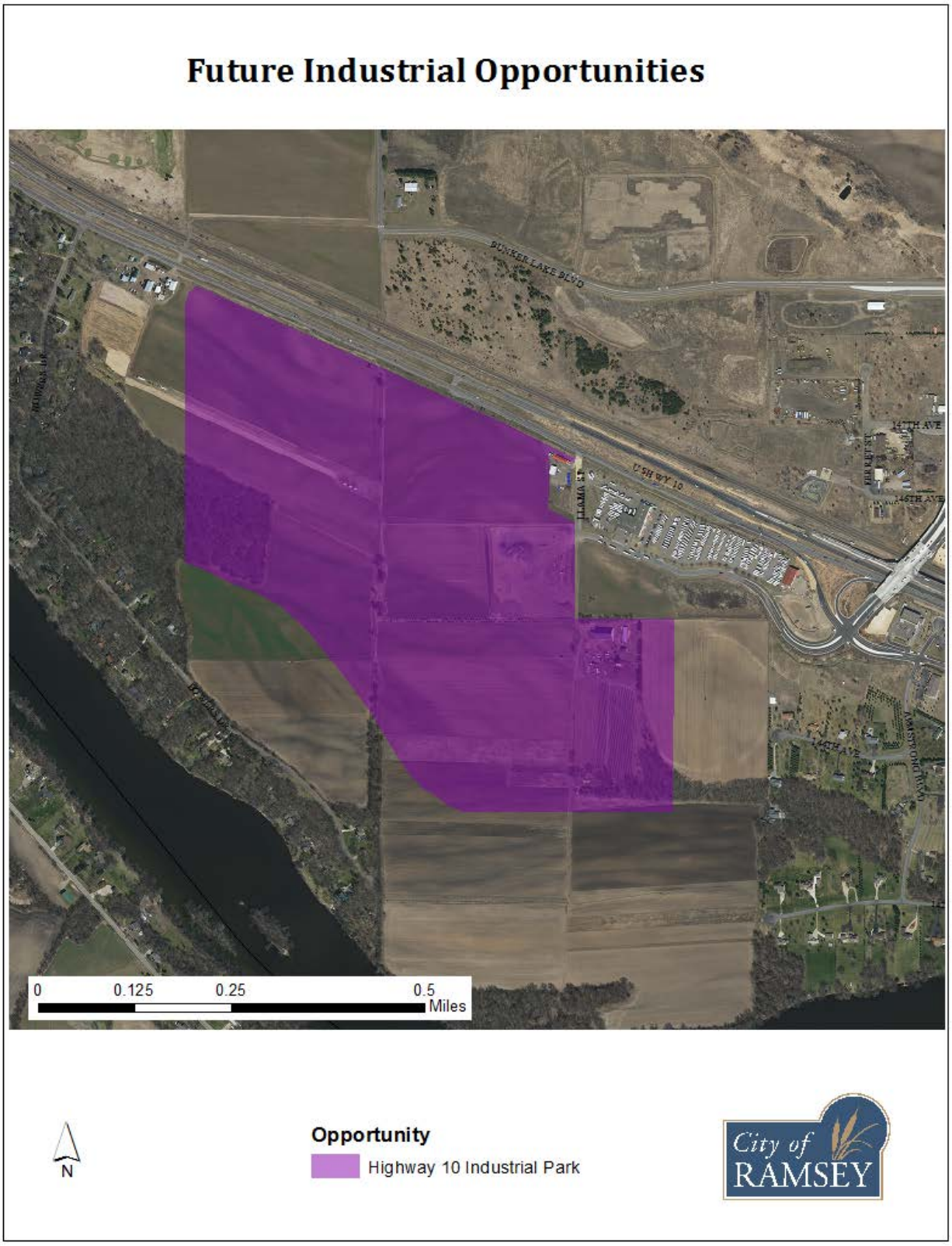
Highlights of existing employment growth opportunities include, but are not limited to the following.

- AEC Energy Park (15 Acres)
- Bunker Lake Industrial Park (140 Acres)
- Highway 10 Business Park (150 Acres)
- Jaspar Industrial Park (9 Acres)

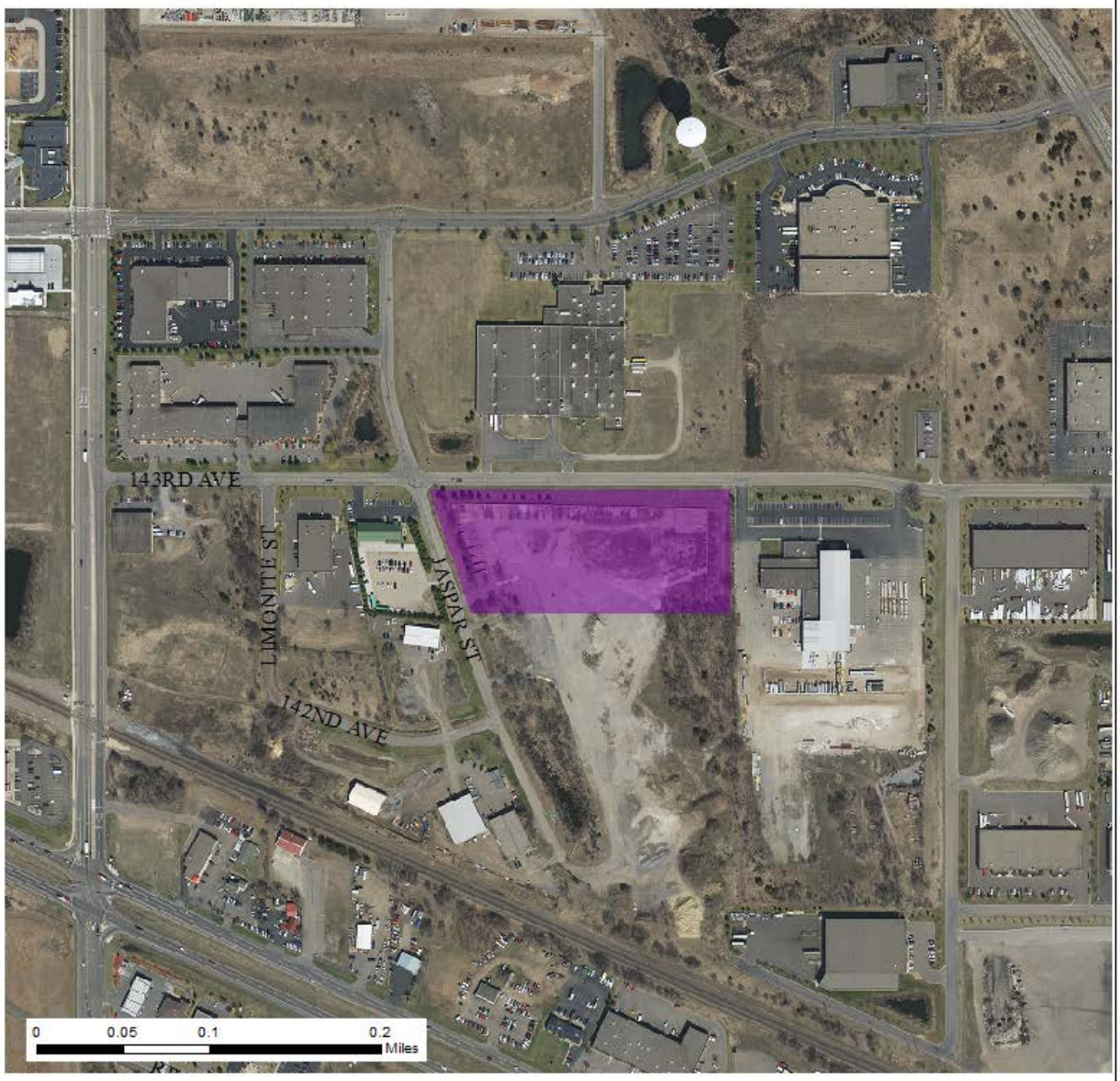
DRAFT


Future Industrial Opportunities
BUNKER LAKE BLVD
146TH AVE
PERIDOT ST
OLIVINE ST
RAMSEY BLVD
PARK WAY
PERIDOT ST
143RD AVE
MONITE ST
0
0.05
0.1
0.2
Miles
N
Opportunity
AEC Energy Park
City of RAMSEY


Future Industrial Opportunities
BUNKER LAKE BLVD
LLAMA ST
FERRET ST
146TH AVE
147TH AVE
US HWY 10
0
0.1
0.2
0.4
Miles
N
Opportunity
Bunker Lake Industrial Park
City of RAMSEY


Future Industrial Opportunities
BUNKER LAKE BLVD
HIGHWAY 10
147TH AVE
146TH AVE
0
0.125
0.25
0.5
Miles
N
Opportunity
Highway 10 Industrial Park
City of RAMSEY

Future Industrial Opportunities



Retail Development

Existing Retail

Primary retail nodes are indicated on the map below. The City has approximately 125 acres of developable land available for development of new retail opportunities.

Figure 49: Retail Opportunities

Market Conditions in Ramsey

Ramsey's Market Area for retail growth has a positive outlook, but is constrained by several factors. While the Mississippi River and Rum River are some of Ramsey's primary assets, they do constrain Ramsey's Retail Market Area, as these physical barriers restrict access for many in close proximity.

Figure 50: Existing Restaurant Space

DRAFT

Future Retail Opportunities

The COR

The COR is commonly known as Ramsey's Downtown Area. This development has a planned mix of uses, including a variety of retail areas. Within The COR and surrounding area, there are approximately 100 acres of area guided for retail growth. Ramsey has employed an aggressive economic development strategy to attract retailers to the area. This includes, but is not limited to a dedicated economic development staff, partnering with a commercial real estate broker, and offering a variety of financial incentives to locate to Ramsey.

Figure 51: The COR Development Plan

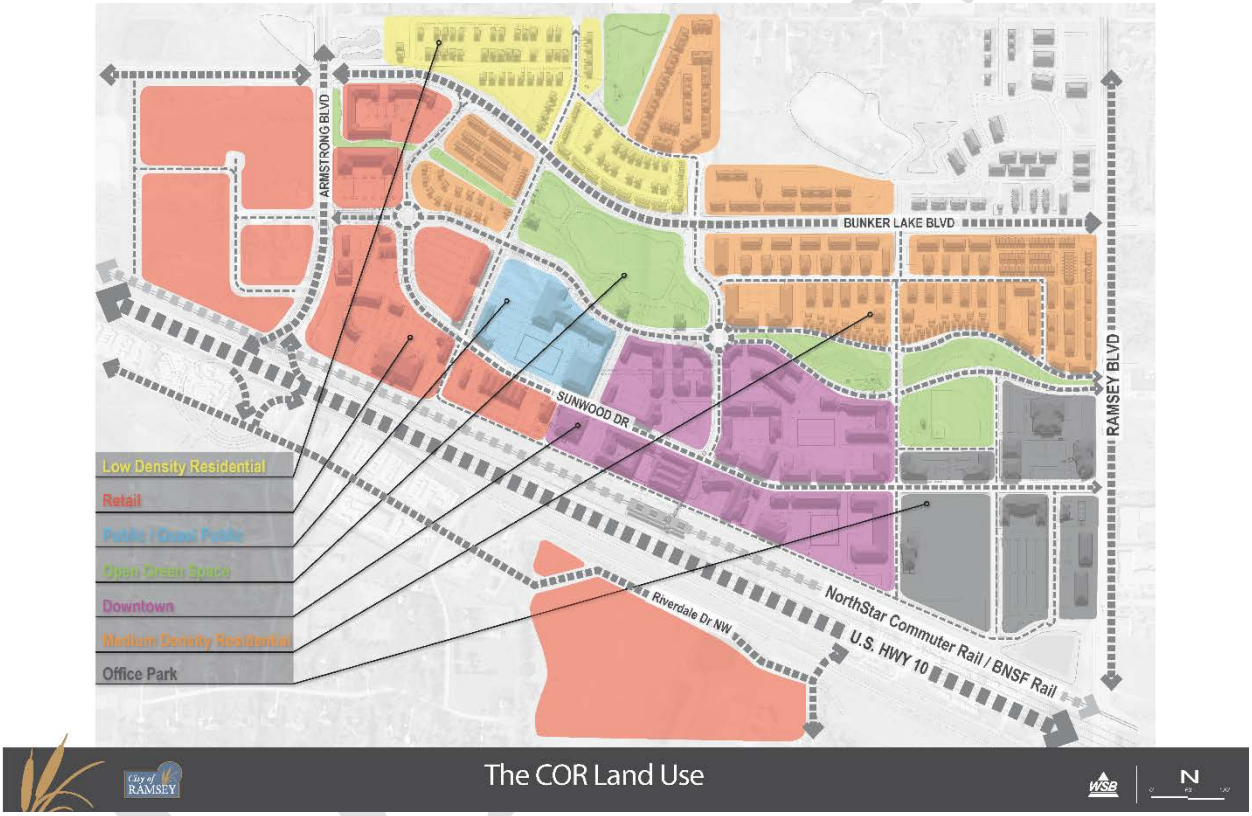
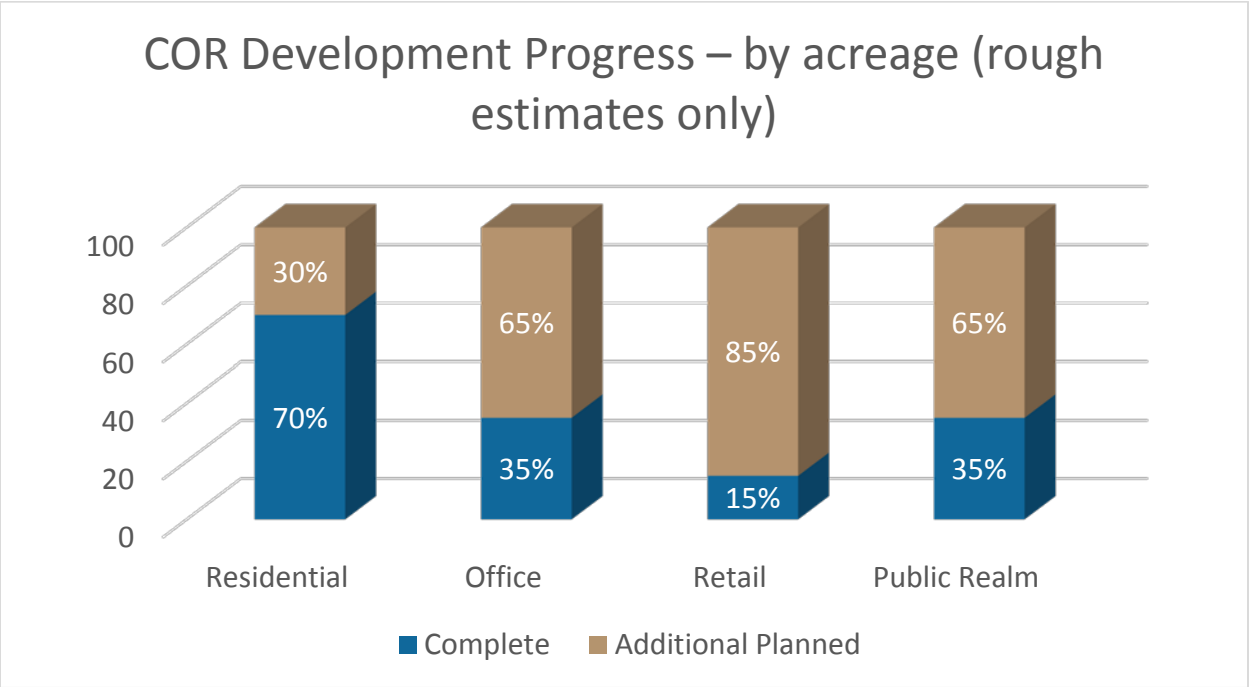


Table 8: Planned Growth in The COR



Elmcrest District

The Elmcrest District is anchored by a small retail node at the intersection of 167th Avenue and Saint Francis Boulevard (T.H. 47). For a number of years, Ramsey has analyzed how to best revitalize this node that has experienced a high rate of vacancy and blight. This node has seen some private reinvestment in recent years. The Rum River Hills Golf Course has also expressed an interest in redeveloping a small portion of their land for residential development.

The goal of this district is to improve and/or remove blight from the retail node and encourage sustainable market-driven redevelopment that will benefit the entire City of Ramsey.

Ramsey's vision for the neighborhood is a mixture of residential and retail uses. Residential users may include single family residential, townhomes, or senior living units as directed by the market. Retail will include a market driven neighborhood commercial node. Redevelopment should include a connection to Elmcrest Park and/or nearby trails where feasible.

DRAFT

Economic Development Tools

The City of Ramsey has a number of financial tools available for economic development projects. Below is an overview of the most commonly used economic development tools.

Gap Financing:

The City's RLF and the DEED MIF programs are used to fill the financial "gap" of a particular project. A financial gap occurs when private financing and/or owner equity cannot fund an entire project. Commonly, these programs are used to purchase equipment; however, other eligible uses exist. Interest rates and terms are negotiable.

Deed Job Creation Fund:

DEED assistance to projects that have capital investment and provide well-paying jobs. Program would allow for a company to receive a 5% rebate on capital expenditures (construction costs, materials etc.) up to $500,000. In addition, this program allows for up to $500,000 in job creation rebates based upon jobs created and their salary levels.

Property Tax Programs:

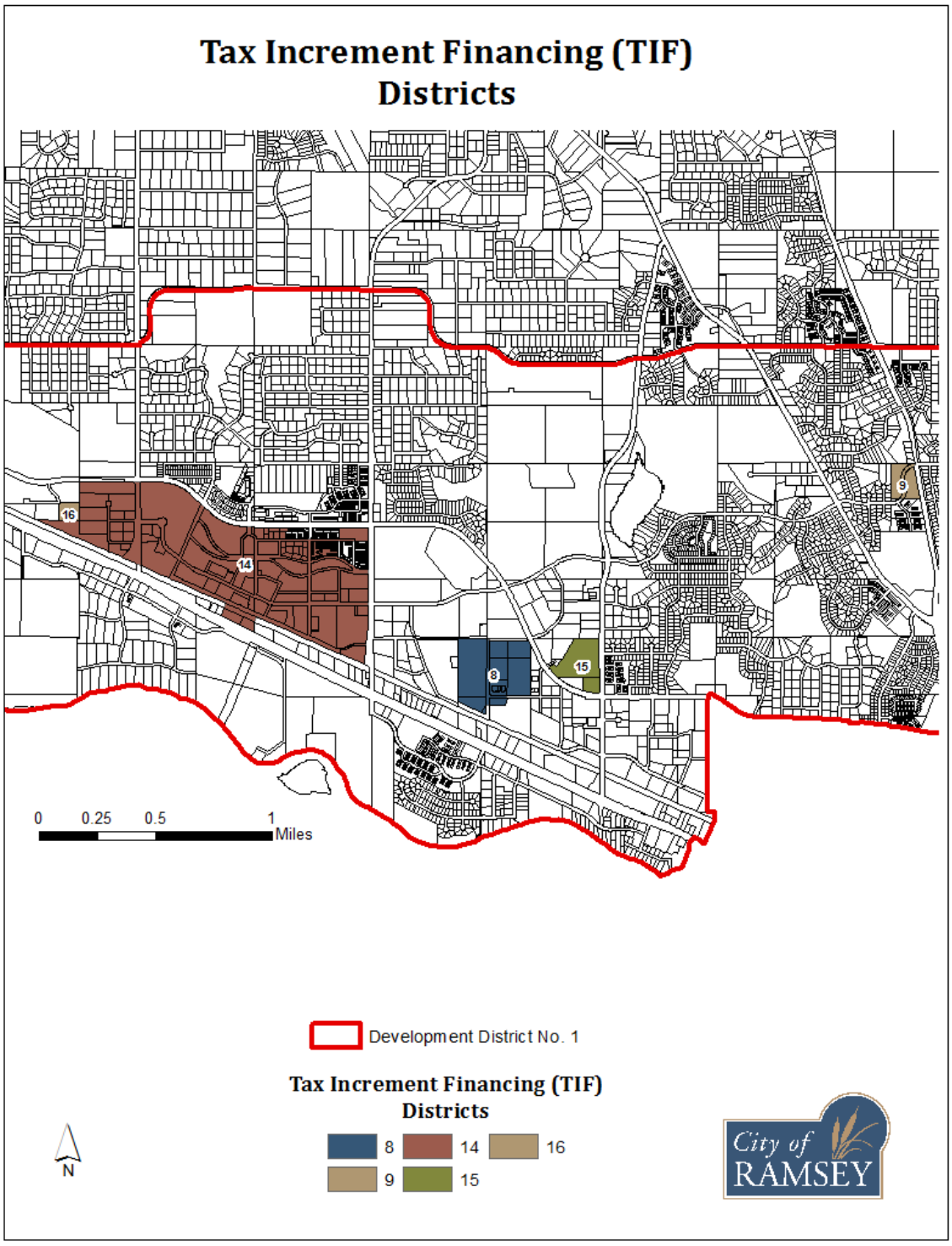
Tax abatement and TIF are local tax programs typically used for public infrastructure or land acquisition costs. In general, both programs work by capturing property taxes generated by a particular parcel then dedicating said tax revenue for a specific project cost.

Eligibility for financing tools based on the merit of an individual project, compliance with specific program requirements and in many cases approval from the Ramsey EDA and City Council. The City of Ramsey targets quality projects with high quality job growth. Typically, projects require owner equity and/or private financing. Most programs require specific job creation goals and annual reporting.

DRAFT

Tax Increment Financing

Figure 52: Tax Increment Financing District



Economic Development Strategies and Actions

Ramsey will strive to achieve its economic development goals through the following actions and policies.

A Balance of Rural Character and Urban Growth

Strategy: Complete Built-Out of The COR according to the approved Development Plan.

- Complete the Development Plan Update.
- Continue Current Recruitment Efforts.

A Connected Community

Strategy: Improve Highway 10

- Establish a Stakeholder Group for Highway 10.
- Improve Traffic Conditions (Complete Highway 10 Traffic Plan).
- Create a sustainable funding plan for right-of-way acquisition and construction.
- Remove Blight and Public Nuisances (Complete Highway 10 Land Use Plan).

Strategy: Improve the Image of Ramsey and its Neighborhoods, Business Districts, and Key Corridors

- Improve signage.
- Grade separate rail crossings to eliminate physical barriers.
- Remove Blight and Public Nuisances at the Rum River Hills Node.
- Remove Blight and Public Nuisances at the Highway 47 Corridor.
- Improve Relationships Communitywide to Remove Blight and Public Nuisances.

An Active Community

Strategy: Create a Robust Offering of Recreational Opportunities that benefit Businesses.

- Support the completion of the Master Park and Recreation Plan

Smart, Citizen Focused Government

Strategy: Increase Retail Options for Residents and Businesses

- Continue and Expand Current Marketing and Recruitment Efforts for New Retailers.
- Improve Access and Visibility for Retailers from Key Corridors.
- Consider free land and incentives.
- Directly recruit businesses.
- Execute a marketing campaign to draw businesses.
- Coordinate with existing efforts (Anoka County, DEED, Chambers of Commerce, etc.)

Financial Stability

Strategy: Maintain and Expand our Employment Base

- Continue our Business Retention and Expansion Efforts.
- Build Out the Bunker Lake Industrial Base.
- Plan for the Highway 10 Business Park (next Business Park after Bunker Lake Industrial Park).

DRAFT

- Make sites shovel ready.
- Provide incentives to achieve our economic development goals.
- Be flexible with zoning.
- Continue to

DRAFT

Water Resources Plan

Prepared with assistance from Bolton and Menk

Water Supply Plan

In 2004 the City of Ramsey completed a Water Supply and Distribution plan as required by State Legislation adopted in 1993, which required public water suppliers to adopt plans to promote the efficient use of water. This plan, prepared by consulting engineers Bolton & Menk, Inc. documented the water supply, demand and use characteristics of the existing municipal water system and projected future municipal water system needs. The plan also established a conservation plan and an emergency preparedness plan.

Continued growth and changes in development plans of the future community prompted a need to update this study in 2012 as part of the 2030 Comprehensive Plan.

The 2012 Comprehensive Water Plan included a plan for meeting the City's needs based on development projected within the City's 2030 Comprehensive Plan. The 2012 Comprehensive Water Plan outlined infrastructure needs and included an implementation schedule based on the anticipated development.

In 2017, the 2012 Comprehensive Water Plan was updated based on current (2017) population and land use projections and included the following revisions:

- Development projections from 2012 indicated a new water supply capacity would be required by 2019. With the updated development data, new water supply is now projected to be required by 2022.
- In the 2012 report, a water treatment facility was identified as a means of water supply. This was intended to be a surface water treatment facility that drew raw water from the Mississippi River. Based on current discussions with regulatory agencies, there is the potential to provide more water to the system through the addition of wells. In the 2017 report, the treatment facility was removed.
- A new treatment facility was added to the 2017 report to provide greater water quality than exists from the untreated well water current used in the City. The construction of the facility will depend on several factors, including: needs of business and industrial users, and acceptability of the water by residents of the community. The water treatment facility is depicted as being constructed in 2027 and 2028. The actual timing of the construction of the facility is undetermined at this time.
- Construction of new wells in 2023 and 2028 will provide adequate capacity to the year 2040 based upon projected growth rates. In order to determine a viable location for a new well, and potential for additional water supply options utilizing groundwater sources, a well location study should be undertaken.

The Proposed Water System Improvements map from the 2017 update is attached as Figure 1 in Appendix A. The 2017 Comprehensive Water System Study Update completed by Bolton & Menk, Inc is incorporated in this Plan as Appendix B.

In August 2009, the City of Ramsey adopted a Wellhead Protection Plan as required by the Minnesota Department of Health. The purpose of this study was to protect the city's water supply system from pollution by updating information regarding private wells, storage tanks, hazardous waste generators, etc. within close proximity to public wells. The Wellhead Protection Plan is

DRAFT

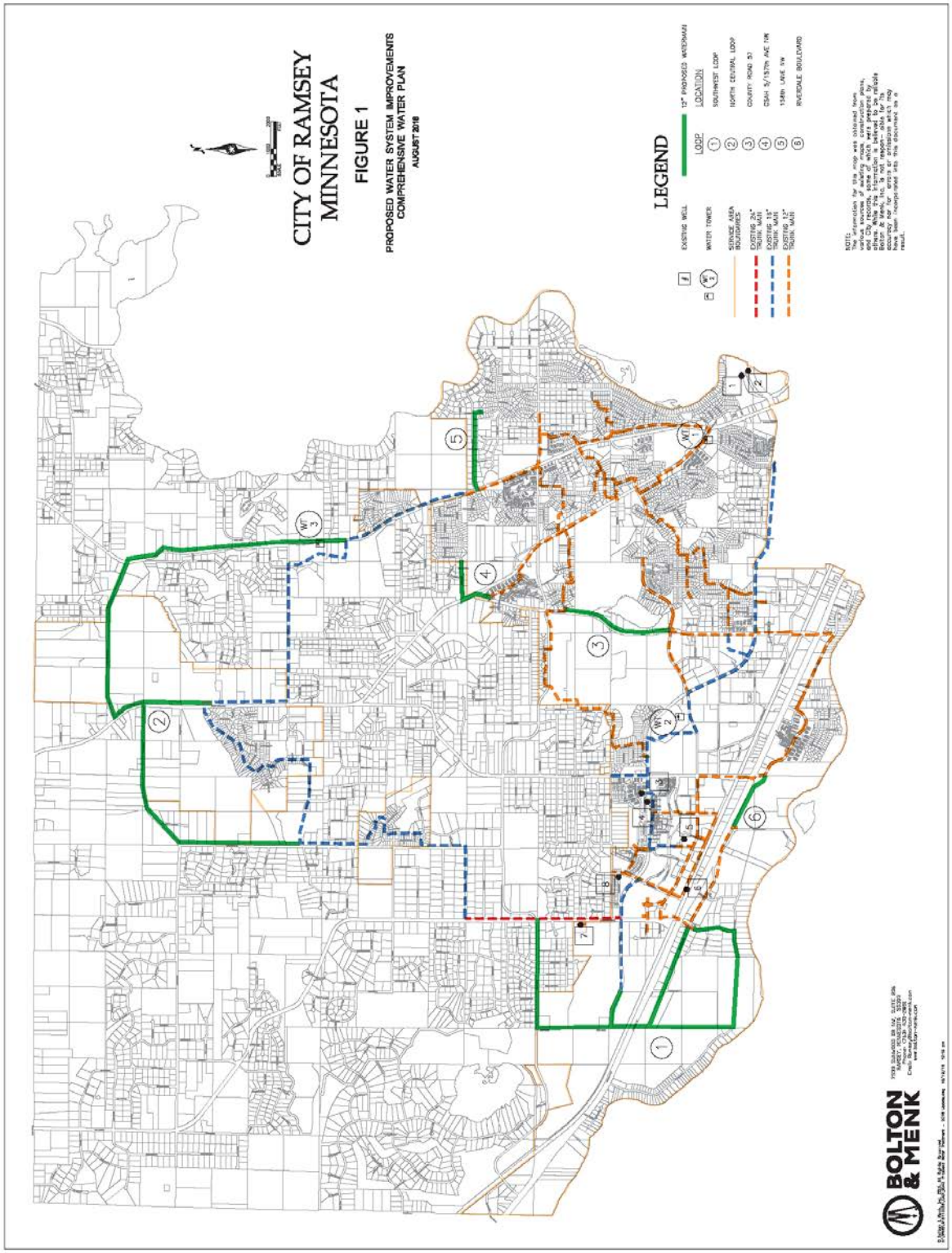
included in Appendix B. An update to the Wellhead Protection Plan is scheduled to be completed in 2019.

In 2017, the City of Ramsey completed a Water Supply Plan and submitted it to the Department of Natural Resources and the Metropolitan Council for approval. The submitted Water Supply Plan is included in Appendix B.

The City of Ramsey will continue to explore opportunities for water conservation, including the recently adopted topsoil ordinance for new primary structures.

DRAFT

Figure 53: Trunk Water Supply Map



Wastewater Plan

Overview and Background

Growth of population and jobs in a community can present challenges to ensuring the needs of residents and businesses are adequately met. One of the key elements in addressing this challenge is the planning, construction, and maintenance of adequate wastewater collection systems. A Wastewater and Comprehensive Sewer Plan is a useful tool for defining the strategies the City will use to accomplish planning, construction, and maintenance of the wastewater system.

Under the state Metropolitan Planning Act, local governments are required to submit a wastewater and comprehensive sewer plan element as part of their overall comprehensive plan. This includes describing service needs from the regional system in support of planned growth. Prior to any expansion of sanitary sewer service, this plan must be found consistent with the regional 2040 Water Resources Policy Plan produced by the Metropolitan Council.
In 2005 the City of Ramsey completed a Comprehensive Sanitary Sewer Study which was prepared by consulting engineers Bolton & Menk, Inc. The 2005 Plan presented a guide plan for the extension of the sanitary sewer trunk system to the entire City. In 2012 the City updated the 2005 Comprehensive Sanitary Sewer Study. This update focused on the proposed sanitary sewer trunk extensions and improvements which are required to provide service to all areas within the 2030 MUSA boundaries. In September, 2017, the City completed an update to the 2012 Comprehensive Sanitary Sewer Study. The 2012 study and 2017 update identified the ultimate sanitary sewer flows for the City. The City of Ramsey is considered by Metropolitan Council to be a "Developing Community" and as such is presently allowed to extend sanitary sewer service anywhere within MWCC Sanitary Sewer District 3 boundary (south of Trott Brook). The current extent of the sewered area is now adjacent to Trott Brook and revised land use plans require its extension to the remaining portion of the City. The City's current wastewater flow allocation is 3.8 million gallons per day (mgd).

The 2017 update to the Comprehensive Sanitary Sewer Study completed by Bolton & Menk Inc. is incorporated in this Plan in Appendix B. Revised sanitary sewer flow projections based on the revised Future Land Use Map are included as Exhibit 8:1 of this Chapter. The flow assumptions for calculating sanitary sewer flow are as follows:

Description	Factor
Gallons per Person per Day	75.0
Flow Variation Factor	2.5 to 4.0
People per Unit	3.0
Flow per unit	225
Employees per Acre	20
Commercial/Industrial Flow per Acre	1,500

DRAFT

Existing System

The existing wastewater treatment system, shown in Figure 1 in Appendix A, includes 8 Lift Stations, forcemain and gravity sanitary sewer. This figure also shows the location of the two connection points to the MCES system. The City does not have a separate sanitary sewer treatment facility from the MCES, however, approximately 4,100 Individual Sewage Treatment Systems are active in the City limits. A map of the ISTS is included in Appendix A as Figure 3.

Population, Household, and Employment Forecasts

The municipally owned sanitary sewer system provides service to all residents and businesses in the City. The City has requested the following revisions to the Met Council projections of population, household, and employment forecasts, the City of Ramsey anticipates the following sewer demands, as detailed in Table 1.

Table 1 – Population, Housing, & Employment Sewer Allocation Forecasts

	Forecast Component	2010	2020	2030	2040
Population	Sewered	10,615	14,490	23,810	28,370
	Unsewered	13,053	13,060	9,540	10,780
Households	Sewered	3,615	4,920	7,980	9,440
	Unsewered	4,418	4,680	3,520	4,060
Employment	Sewered	4,304	6,280	7,100	7,640
	Unsewered	475	620	700	760

Actual and Projected Wastewater Flow

Table 2 shows actual and projected average flows for the City's wastewater system, in millions of gallons per day (MGD). The current system has sufficient capacity to meet the demands of population forecasts.

According to the Metropolitan Council, regional capacity for North Trott Brook Sewer District can be provided through the existing Regional Disposal System by system capacity improvements. Therefore, a future Regional waste water treatment plant (WWTP) is not being planned at this time.

DRAFT

Table 2 – Actual and Projected Wastewater Flows			
2010	2020	2030	2040
.78	.98	1.51	1.74

DRAFT

Figure 54: Sewer Flow Forecasts by Sewer District

Sewer Flow Forecasts for North Trott Brook Sewer District

Year	Households (Sewer)	Peak Flow Projection-MGD	Employment (Sewer)	Peak Flow Projection-MGD	Total Flow
2020	672	0.2	42	0.0	0.2
2030	1089	0.2	48	0.0	0.2
2040	1288	0.3	52	0.0	0.3

Sewer Flow Forecasts for Mississippi River Sewer District

Year	Households (Sewer)	Peak Flow Projection-MGD	Employment (Sewer)	Peak Flow Projection-MGD	Total Flow
2020	2084	0.5	5825	1.3	1.8
2030	3379	0.8	6584	1.5	2.3
2040	3998	0.9	7087	1.6	2.5

Sewer Flow Forecasts for Rum River Sewer District

Year	Households (Sewer)	Peak Flow Projection-MGD	Employment (Sewer)	Peak Flow Projection-MGD	Total Flow
2020	2164	0.5	413	0.1	0.6
2030	3512	0.8	467	0.1	0.9
2040	4154	0.9	502	0.1	1.0

Inflow and Infiltration

Groundwater infiltration and surface water inflows, often called infiltration/inflow (I/I), may contribute a substantial amount of municipal wastewater volume. Reducing I/I through proper design, construction, maintenance, and other interventions can reduce the strain this puts on municipal wastewater systems.

The Inflow and Infiltration (I/I) goal established for the City of Ramsey varies based on annual average flow for each connection point to the Metropolitan Disposal System (MDS). The Metropolitan Council's metering program shows that the City's 2017 annual average flow at meter M302 was 0.567 mgd. The current I/I goal for the City of Ramsey at this point is an allowable peak hourly flow of 2.54 mgd. The 2017 annual flow at meter M304 was 0.279 mgd. The current I/I goal for Ramsey at this point is an allowable peak hourly flow of 1.29 mgd.

The City continues to monitor the integrity of its Sanitary Sewer infrastructure. The City has had a Sewer Vac truck since 2009 and have a program in place to clean one third of the Sanitary Sewer system each year In addition to cleaning the existing sewer system, the City has a program in place to televise one tenth of the system each year to monitor for I/I issues. The City has historically spent approximately $10,000 per year televising and mitigating I/I issues that are discovered

during the televising process. Items that are repaired though this process include: private utility hits, leaking joints, collapsed pipes and leaking manholes. The City does not have an ordinance that prohibits the connection of sump pump, rain leaders, or passive drain tile from the sanitary sewer system. The City of Ramsey has adopted the Minnesota State Building Code, which states that drainage systems shall discharge into an approved sewer system or to daylight (§R405.2.3) and storm sewer systems shall not drain into sewers intended for sanitary sewage only (§4715.2700). The City of Ramsey interprets that these systems must drain to daylight only unless storm sewer is available on-site. The City of Ramsey will explore the need for such ordinances if it is determined the City is not meeting the established I/I goal.

The City applied for $25,250 in matching grant funds from the 2014 State Bond Fund Municipal Inflow & Infiltration Grant program though the Met Council Environmental Services to perform needed I&I improvements. The grant was awarded and this project was completed in 2016 where multiple castings were adjusted and chimney seals were installed to prevent I&I at those structures. A lift station and a manhole were also rehabilitated to seal the structure by coating the insides of the structures.

DRAFT

Figure 55: Existing Sanitary Sewer Trunk Map

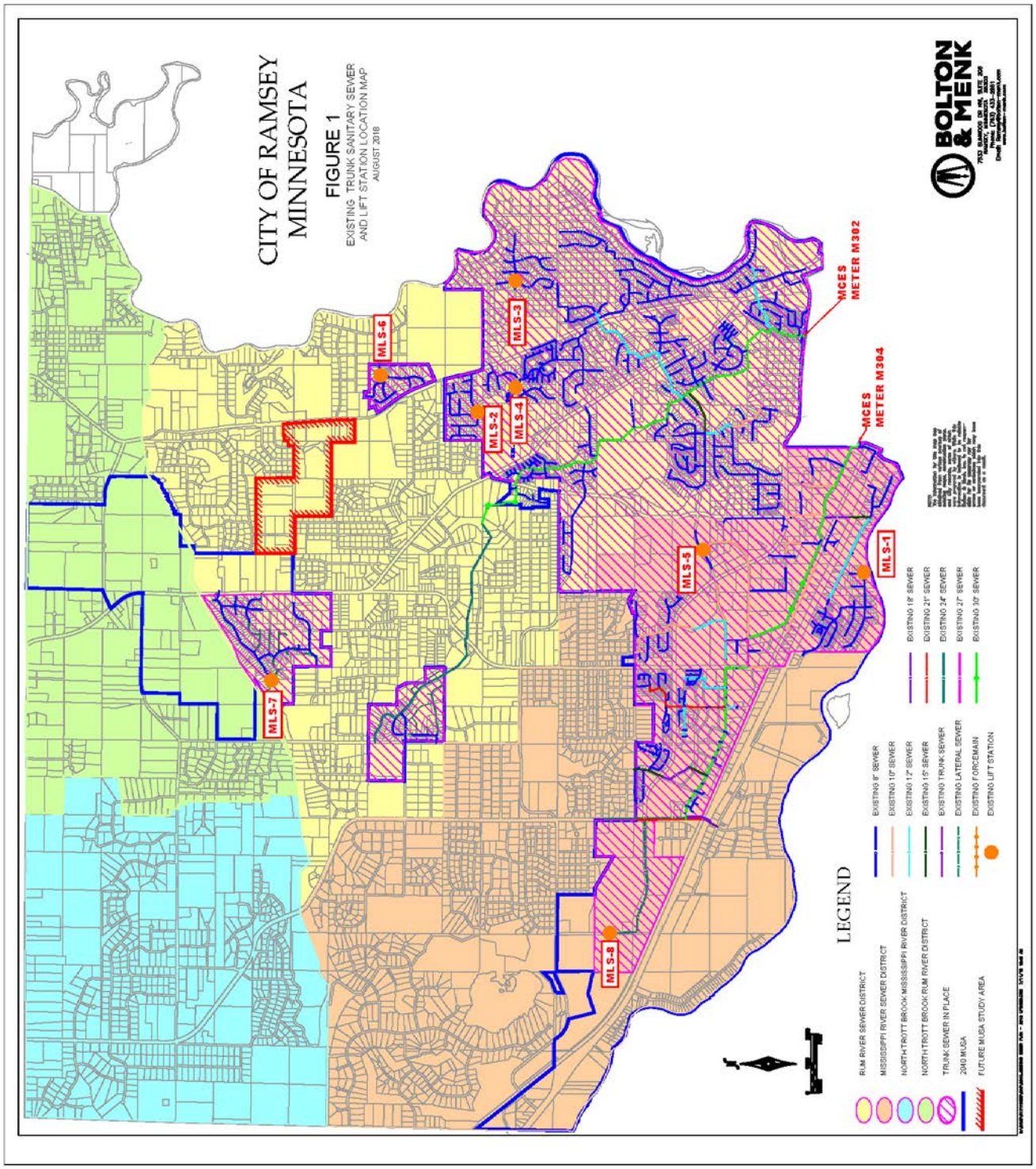
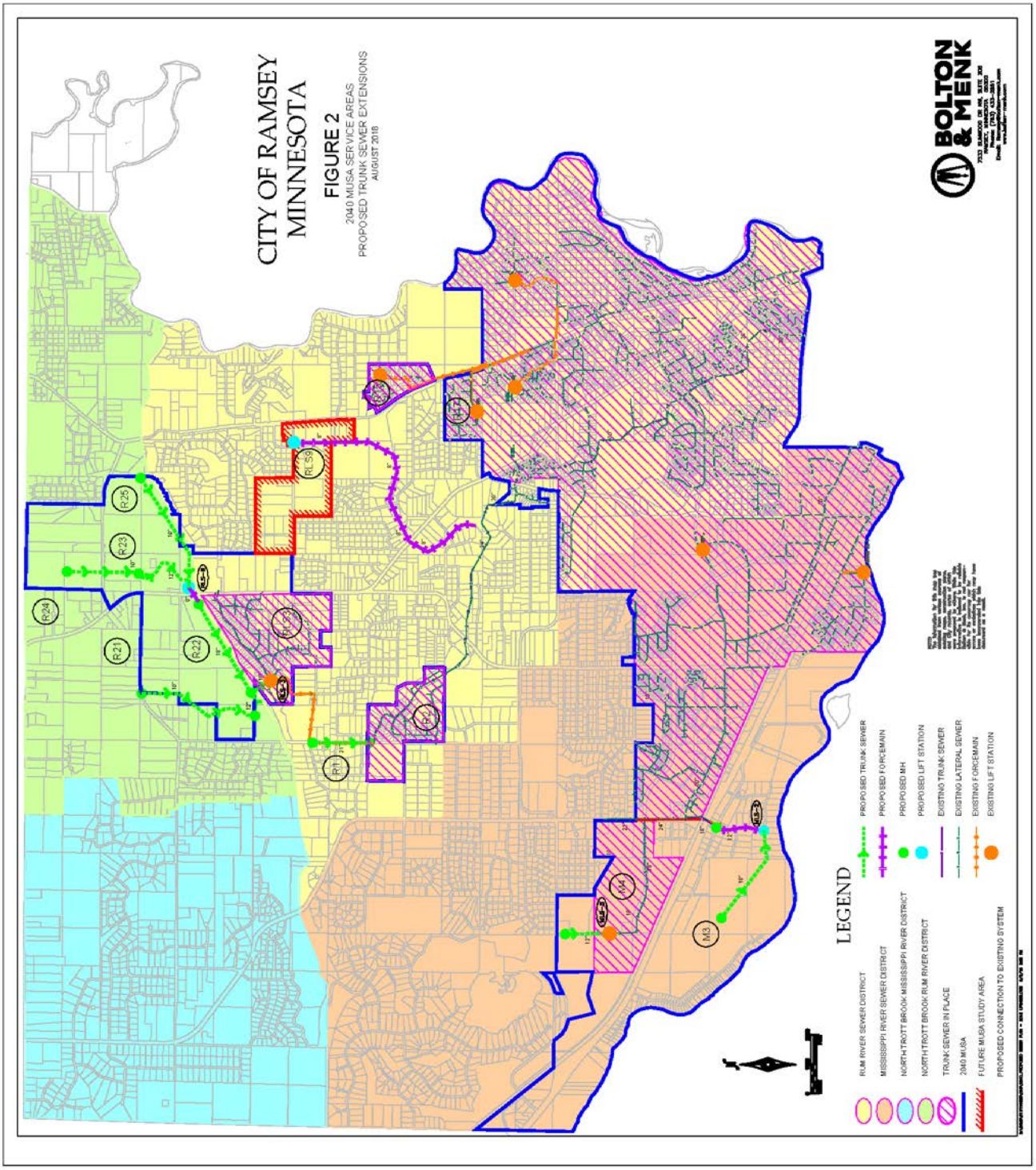


Figure 56: Future Sanitary Sewer Trunk Map

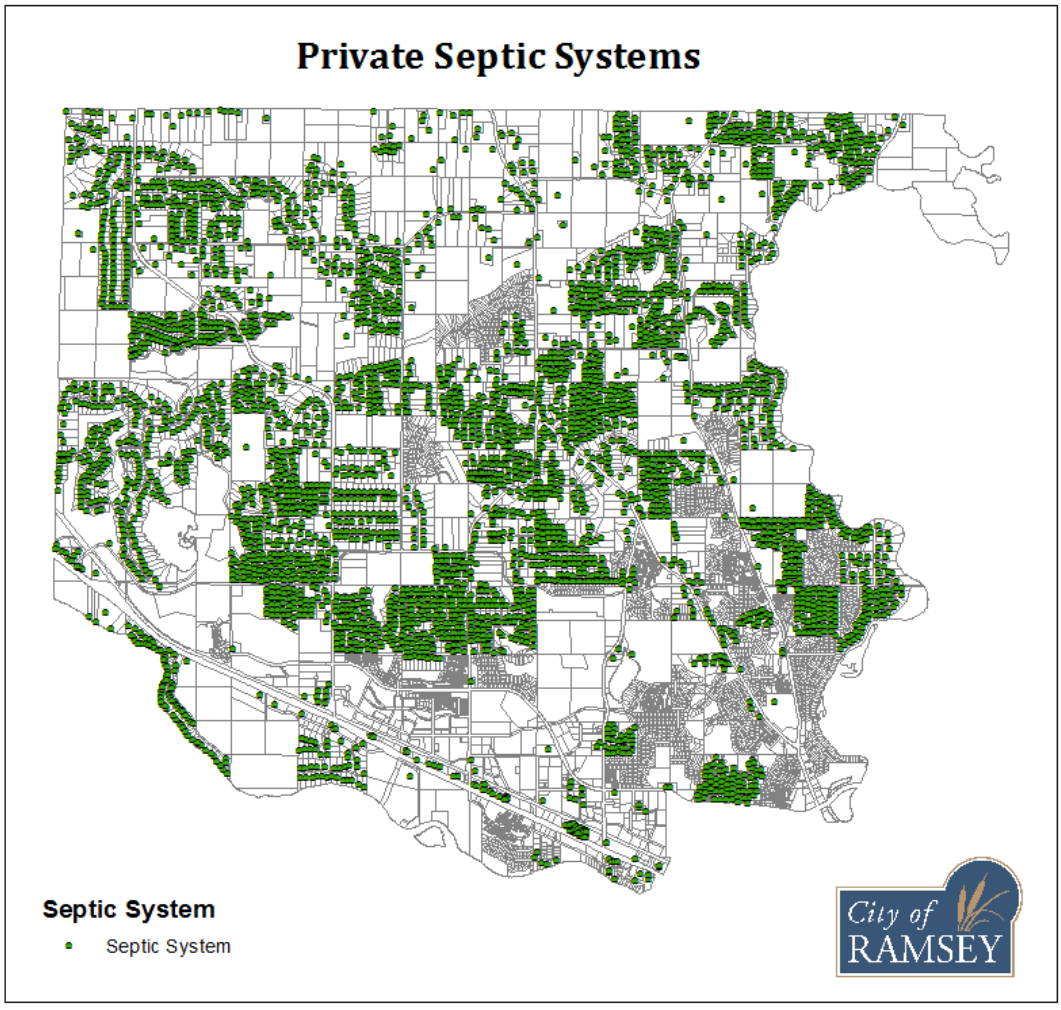


Community and Subsurface Treatment Systems

Community and Subsurface Treatment System Management Program

Ramsey maintains a database of approximately 4,100 private subsurface septic systems. A majority of these are for single-family homes. There is one group septic system for a six (6) unit townhome development owned and operated by a private Home Owners Association (HOA). In 2016, the Minnesota Pollution Control Agency (MPCA) reported a total of approximately 541,000 septic systems in Minnesota. Anoka County has an estimated 28,000 systems, the second highest number of septic systems per County in the State and the highest number of systems of any County in Metropolitan Area. When properly maintained, these systems are an adequate means of treating wastewater. However, given the number of private septic systems in the community, Ramsey must dedicate resources to ensure that these systems are being properly maintained in order to protect groundwater quality, prevent public health threats, and avoid public nuisances.

Figure 57: Private Septic Systems



Ramsey is a Home Rule Charter City. Ramsey City Charter states the following.

> *Connection Policy.* The city may not compel any property owner with a functional private sewer and water system to connect to city sewer and/or water.
>
> *Assessment policy.* The city may not levy an assessment for any component of any project which includes sewer and/or water improvements against a property whose owner elects to remain on a functional private sewer and/or water system.
>
> *Request for urban services.* Property owners who remain on private sewer and water systems after urban services become available may request connection to urban services at any time. Upon connection to urban services an assessment may be levied provided it is consistent with the original assessment.

Ramsey tracks septic systems with a permit management system known as Permit Information Management System (PIMS). PIMS is a product of the Local Government Information System (LOGIS) consortium of local communities.

Public Treatment Systems

Ramsey has no public treatments in our community. Ramsey does have three (3) cluster systems serving four (4) units each, resulting in twelve (12) units being served by a clustered (shared) system.

Subsurface Treatment Systems

Ramsey has an estimated 4,170 subsurface treatment systems.

Public Education

Ramsey has set a goal to improve public education on proper maintenance of septic systems. Ramsey's primary clearinghouse for education materials is www.cityoframsey.com/septic. The website serves as a clearinghouse leveraging a number of existing resources including, but not limited to the Minnesota Pollution Control Agency (MPCA) and Know the Flow (Anoka County).

Ramsey actively participates in Septic Smart Week each September.

Additionally, during the 2017-2018 Academic Year, Ramsey collaborated with the University of Minnesota through its Resilient Communities Project (RCP). One of the projects this partnership worked on was septic education. The partnership developed printed materials and website content. Ramsey is working on incorporating these resources within our new website rolling out in 2018.

Required Pumping and/or Maintenance Reminders

Each year Ramsey sends reminders to septic system owners that are due for septic pumping and/or maintenance at an interval not to exceed once every three (3) years as required by the State of Minnesota.

Financial Assistance for Public Health or Safety Concerns

In instances where a septic system has failed to the point it poses a threat to public health or safety, Property Owners may request the City replace a private septic system and assess the costs of the replacement to the benefitted property. The Property Owner must enter into an Assessment

DRAFT

Agreement and the costs of replacement will be levied against the Property as a Special Assessment. The Property Owner must submit proof that they have exhausted all other financial options to replace the system.

Anoka County also has potential dollars and/or loans available for septic replacement needs.

Administrative Enforcement of Septic Rule Violations

Ramsey has established an administrative process to enforce violations of various sections of our City Code, including our Septic Code. When the City becomes aware of a septic system in violation of the Septic Code, we track the violation through our code enforcement management system. Property Owners are provided two (2) notices of violation with instruction on how to comply with Septic Code. The City is able to issue Administrative Fines in addition to the Notices of Violation.

Civil Prosecution

In the rare occasion where Ramsey's Administrative Enforcement is unsuccessful in achieving compliance, the City will file civil prosecution charges in order to obtain an injunction from District Court to remedy the situation.

Criminal Prosecution

In extremely rare occasions, especially in events of threats to public health or safety, Ramsey may choose to seek criminal charges to remedy the situation.

Future Community Treatment Systems

In certain instances, Ramsey may consider allowing private, community septic systems.

Land Uses and Physical Conditions

Ramsey will generally only allow a private, community system outside of the Metropolitan Urban Service Area (MUSA). In certain circumstances where an agreement for future connection is reached, Ramsey may allow private, community septic systems within the MUSA boundary.

Rural Residential

Private septic systems are generally reserved for rural residential lots of at least one (1) acre in size. Properties shall ensure adequate space for a primary and secondary drainfield area.

Shoreland Areas

Ramsey is supportive of private, community septic systems in areas located within our Shoreland Overlay District, Rum River Wild and Scenic Overlay District, and Mississippi River Corridor Critical Area (MRCCA). These are environmentally sensitive areas, and the public benefits from limiting the number of potential individual source points of pollution that could pose a threat to water quality.

Urban Residential

For areas in the future urban service area but future municipal utilities are not expected within the current planning period (20 years), Owners may cluster lots and serve through a private, community septic system. The Owners must enter into a Future Connection Agreement providing for future connections when municipal services are available.

DRAFT

Administrative Procedures

Ramsey will require that a legal entity be established prior to the construction of any private, community septic systems. Although Ramsey will have no enforcement responsibilities of the entity, Ramsey will require a review of the articles of incorporation by the City Attorney. The participating properties shall enter into a Maintenance Agreement with the City and shall agree to allow the City to assess the costs of future repair in the event of failure to repair a non-compliant system.

Compliance with Applicable Regulations

Owners and Installers of private, community septic systems shall design and construct consistent with Minnesota Rules, Anoka County Ordinances, and Ramsey City Code.

Ramsey Administration

Ramsey shall administer applicable Minnesota Rules consistent with other private septic systems. Ramsey shall require the issuance of a permit prior to installation and shall ensure ongoing compliance.

Surface Water Management Plan

Ramsey originally updated its Surface Water Management Plan in 2015. Changes to Minnesota Rules required updates to this plan sooner than originally planned as part of the Comprehensive Plan Update. A revised Surface Water Management Plan is incorporated by reference into the Comprehensive Plan Update.

Ramsey supports additional discussion to coordinate the efforts of local municipalities, watershed organizations, the Minnesota Board of Water and Soil Resources (BWSR), and the Metropolitan Council to provide clarity, consistency, and reasonable update cycles for Surface Water Management Plans.

DRAFT

Implementation Plan

Action Item	Policy or Capital Improvement?	Resources Needed	Timeframe
Land Use			
Establish Policy for Urban Service Boundary Extensions	Policy	Existing Resources	2019
Update Density Transitioning Ordinance	Policy	Existing Resources	2019
Small Area Plan – The COR	Policy	Existing Resources	2019
Small Area Plan – Green Valley District	Policy	Existing Resources	2020
Small Area Plan/Infrastructure Study – Mississippi West District	Policy	$25,000 Partner with Developers and Land Owners	2019
Small Area Plan – Elmcrest District	Policy	Existing Resources	2020
Establish Public Art Plan	Policy	$5,000	2021
Complete the Streetscape Plan	Policy	Existing Resources	2019
Advocate for a new Middle School and Third Elementary School	Policy	Existing Resources	Ongoing
Encourage School Districts to Amend District Boundaries to follow Neighborhood Boundaries	Policy	Existing Resources	Ongoing
Prioritize Desired Amenities with goal of Financial Stability through Annual CIP Process	Policy	Existing Resources	Ongoing
Update Official Zoning Map for consistency with Comprehensive Plan	Policy	Existing Resources	Ongoing
Complete a Comprehensive Zoning Code Update	Policy	Existing Resources	2019
Transportation Plan			
Complete the Ramsey Highway 10 Plan	Policy	Existing Resources	2019

DRAFT

Complete the Highway 47 Corridor Plan	Policy	$25,000	2019
Complete the Nowthen Boulevard/CSAH 5 Corridor Plan	Policy	$25,000	2020
Complete the Green Valley Road/CR 63 Corridor Plan	Policy	Existing Resources	2021
Complete the 181st Avenue/CR64 Plan	Policy	Existing Resources	2021
See Transportation Plan for Capital Improvements			
Housing Plan			
Provide incentive-based approach to neighborhood revitalization	Policy	TBD	2022
Identify and remove substandard housing units that are economically unfeasible to rehabilitate.	Policy	TBD	2023
Create a simple webpage/portal that allows residents to voice anonymously code enforcement concerns	Policy	Existing Resources	2019
Complete a housing needs assessment and analysis in the immediate future	Policy	Existing Resources	2020
Create policy allowing flexibility for senior projects to convert to affordable housing when the demand for senior housing changes	Policy	Existing Resources	2023
Maintain, and update if needed, conservation subdivision ordinances	Policy	Existing Resources	2020

DRAFT

Consider incentives for innovative water-saving solutions for stormwater management, water conservation, and rainwater reuse	Policy	TBD	2023
Consider a policy regarding sprinkler gauging for single family homes, townhomes, and homeowners associations in order to save water	Policy	TBD	2023
Create an inclusionary housing policy and toolkit	Policy	Existing Resources	2022
Roll out the "Can I Be Your Neighbor?" initiative	Policy	Existing Resources	2019
Create a Fair Housing Policy for the City	Policy	Existing Resources	2020
Create and maintain a policy that allows for density bonuses for new projects in The COR that provide additional public amenities, such as open space dedication or affordable housing, in exchange for densities greater than the Zoning Ordinance typically would allow	Policy	Existing Resources	2020
Create informational packet of first time homebuyer programs to provide to prospective homebuyers	Policy	Existing Resources	2019
Natural Resources Plan			
Create a Pollinator-Friendly Toolkit	Policy	Existing Resources	2020
Consider a Boulevard Tree Program	Policy	Existing Resources	2020

DRAFT

Create a Shoreline Protection Plan	Policy	Existing Resources	2019
Create a Conservation Subdivision Design Policy	Policy	Existing Resources	2021
Create an Environmental Protection Overlay District for Trott Brook	Policy	Existing Resources	2020
Implement the Mississippi River Corridor Critical Area (MRCCA) Plan	Policy	Existing Resources	2021
Create a Community Resilience Plan	Policy	Existing Resources	2020
Complete the Circle of Ramsey Greenway Plan	Policy	Existing Resources	2019
Inventory potential access points to significant ecological resources	Policy	Existing Resources	2022
Create an Outreach Program for Groundwater Planning	Policy	Existing Resources	2022
Create an Outreach Program for Organics Recycling/Solid Waste Reduction	Policy	Existing Resources	2019
Mississippi River Corridor Critical Area (MRCCA)			
Parks and Recreation			
Circle of Ramsey Greenway	Capital Construction	TBD (Private/Public Partnership)	Opportunity Driven
Community Center	Capital Construction	TBD	Opportunity Driven
Lake Itasca Park	Capital Construction	$750,000 (paid by Developer Park Dedication Dollars)	2023
Nathe Park	Planning and Design	$25,000	2023
The COR Parks System	Capital Construction	TBD	2020-2030 (phased)

DRAFT

Community Park #6	Capital Construction	TBD (paid by Developer Park Dedication Dollars)	2025
Complete the Parks System Plan	Policy	Existing Resources	2019
Acquire Land along Trott Brook	Acquisition	TBD	Opportunity Driven
Maintain the Recreation Program	Policy	0.50 FTE Recreation Coordinator	2019
Create a Trail Plan to connect Mississippi River Regional Trail to Oliver Kelly Farm	Policy	$10,000	2020
Create a Trail Maintenance Plan	Policy	Existing Resources	2020
Formalize process to involve local athletic association in Capital Improvement Program (CIP) Process	Policy	Existing Resources	2019
Create a policy for Neighborhood Park Selection	Policy	Existing Resources	2020
Economic Development			
Create a Plan for the Highway 10 Business Park	Policy	Existing Resources	2023
Create a Plan to increase access and visibility for Retailers	Policy	Existing Resources	2019
Create a Marketing and Recruitment Campaign for Economic Development	Policy	Existing Resources	2019
Create the Highway 10 Steering Committee	Policy	Existing Resources	2018
Complete the Highway 10 and Highway 47 Plans	Policy	Existing Resources	2019

DRAFT

CC Regular Session **7. 6.**

Meeting Date: 08/28/2018

By: Tim Gladhill, Community Development

Information

Title:

Review Request from AKM Farms for Revision to the 2040 Comprehensive Plan Update

Purpose/Background:

The purpose of this case is to discuss a request from AKM Farms (Paxmar) to revise the current draft of the Comprehensive Plan Update to change the future/planned land use of two parcels. This case is for discussion only. The City will have until December of this year to make modifications to the current draft.

Notification:

Observations/Alternatives:

The request involves to sites in close proximity.

- Northfork Parcel (western parcel)
- Alpha Development Parcel (eastern parcel)

Northfork Parcel

This site is currently guided as Rural Developing. The site is assumed to be part of the original Northfork Planned Unit Development, although records reflect this in different capacities over the years. Nonetheless, this site is not located in the future urban service area, at the request of the previous land owner. The area is guided for residential lots of at least 1 acre on private well and septic. Previous feedback from area neighbors is that the density lower than the adjacent development provides transition to the Northfork neighborhood, which is larger lots on private well and septic.

The current owner purchased the property in 2017 and would like to extend municipal water supply and sanitary sewer to the property. There was a previous development proposal submitted that included a public workshop and Planning Commission review. The request was ultimately denied. Any change to the planned land use for this site is a policy decision for the Planning Commission and City Council. From a technical perspective, this can be accomplished. Staff believes there is merit for at least extending the future urban service area. The Owner is requesting a future land use of medium density (detached), which would net approximately 100 households. Based on previous review, Staff believes a compromise could be considered.

Northfork Parcel Alternatives:

- Low Density Residential
- Medium Density Residential
- Mix of Low Density Residential and Medium Density Residential
- No Change - Leave as Rural Lots

Alpha Development Parcel

The Owner, previously under the name as Paxmar, LLC, pitched a similar project in 2017 that was denied by the City Council. That development proposal included a mix of medium density (detached) and low density residential. The primary objection was density transitioning, and a slight deviation to minimum requirements. Additionally, a majority of the City Council felt that it was appropriate to leave this parcel guided as Low Density Residential, given it's direct proximity to adjacent rural lots.

Assuming that there are not requests to deviate from density transitioning requirements, Staff could support a

version of this proposal with some minor modifications. It is noted that AKM Farms is attempting to transition from the High Density Residential in the Riverstone neighborhood to the west of this parcel (future phase).

Alpha Development Alternatives

- No Change - Low Density Residential
- Mix of Low Density Residential and Medium Density Residential

Conclusion

Staff will provide a more detailed presentation to help navigate this multi-faceted request at the Planning Commission Meeting. In either scenario, Staff would recommend a transparent approach (additional notifications and hearings at final adoption) as previous public workshops were held on these proposed land use scenarios in 2017.

Funding Source:

This request is being handled as part of normal Staff duties.

Recommendation:

Consensus of the Planning Commission was as follows. Based on this consensus, this would also be the Staff recommendation.

1. Northfork Parcel - the Planning Commission supports changing the Future Land Use FROM Rural Developing TO Medium Density Residential (the City Council could also change TO Low Density Residential as a compromise).
2. Alpha Development Parcel - the Planning Commission does NOT support the change from Low Density Residential TO a mix of Low Density Residential and Medium Density Residential. The Planning Commission has reviewed this topic on several occassions, and recommends that this parcel stay as Low Density Residential, based on previous City Council actions and neighborhood feedback.

Given the complexity of the request, Staff will present a series of maps at the meeting to help clarify the existing plan and requested change.

Action:

Motion to change the draft Comprehensive Plan Update to include Outlot C, Northfork as Medium Density Residential, but reject the request to amend Outlot A, Alpha Development to include Medium Density Residential.

Attachments

AKM Farms Request

DRAFT Planning Commission Minutes dated August 2, 2018

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 03:58 PM
Tim Gladhill (Originator)	Kathy Schmitz	08/23/2018 04:34 PM
Form Started By: Tim Gladhill		Started On: 08/21/2018 08:31 AM
Final Approval Date: 08/23/2018		

LEONARD, O'BRIEN SPENCER, GALE & SAYRE

Brian F. Leonard
Eldon J. Spencer, Jr.+
Michael R. O'Brien
Edward W. Gale⌖†
Grover C. Sayre, III◊+
Thomas R. Haugrud*
Peter M. Rosene£
Joseph J. Deuhs, Jr.
Thomas C. Atmore+⌖
Ernest F. Peake±
Matthew R. Burton◊
James M. Jorissen+
Peter J. Sajevic, III▫
Pamela H. Nissen
Scott S. Payzant∞
Stacey L. Drentlaw§+
Jordan W. Sayre
Patrick J. Lindmark

Attorneys at Law
A Professional Association

100 South Fifth Street
Suite 2500
Minneapolis, Minnesota 55402-1234
Telephone (612) 332-1030
Fax (612) 332-2740

Internet: *www.losgs.com*

Andrea M. Hauser□
Michael T. Joliat
Paul M. Shapiro
Erika M. Peterson
Jenny (Chi) Zhang

Thomas W. Newcome
(1923 - 2011)

Thomas W. Newcome III
(Retired)

▫ Also admitted in Arizona
∞ Also admitted in California
□ Also admitted in Illinois
◊ Also admitted in Iowa
§ Also admitted in Montana
± Also admitted in North Dakota
\+ Also admitted in Wisconsin
⌖ Board Certified Civil Trial Specialist *(Minnesota State Bar Association)*
† Board Certified Civil Trial Specialist *(National Board of Trial Advocacy)*
* Certified Real Property Law Specialist *(Minnesota State Bar Association)*
£ Fellow, American College of Employee Benefit Counsel

April 24, 2018

City of Ramsey
Attn: Chris Anderson, City Planner
Chloe McGuire Brigl, City Planner
7550 Sunwood Dr. NW
Ramsey, MN 55303

Re: AKM, LLC

Dear Mr. Anderson and Ms. Brigl:

This office represents AKM, LLC ("AKM") the fee title owners of PIN 19-32-25-41-0004 (Outlot C, Northfork) and PIN 20-32-25-31-0002 (Outlot A, Alpha Development). The two properties are located north of Highway 10 and south of Alpine Drive NW.

A review of the latest draft of the City of Ramsey 2040 Comprehensive Plan Update suggests that the entirety of Outlot A, Alpha Development will be guided Low Density Residential. We request that the land use designation for the easterly half of Outlot A, Alpha Development be changed to Medium Density Residential rather than Low Density (as depicted on the enclosed map). This change is appropriate given that the land immediately to the west of Outlot A, Alpha Development is now being guided as High Density Residential. Allowing for a Medium Density buffer between the High Density site and the Low Density area is sound municipal planning and allows for a better transition.

In addition, we request that Outlot C, Northfork be incorporated into the Metropolitan Urban Service Area and be guided as Medium Density Residential. The parcels immediately adjacent to the east of Outlot C, Northfork are currently proposed to be included within the MUSA and therefore extending to the west is a logical and practical extension. In addition, including Outlot C, Northfork in the MUSA will allow for the land to be developed into its highest and best use under the Medium Density Residential land use designation.

Please feel free to contact the undersigned with any questions or concerns regarding these requests. AKM looks forward to working with the City of Ramsey towards the 2040 Comprehensive Plan Update.

Very truly yours,

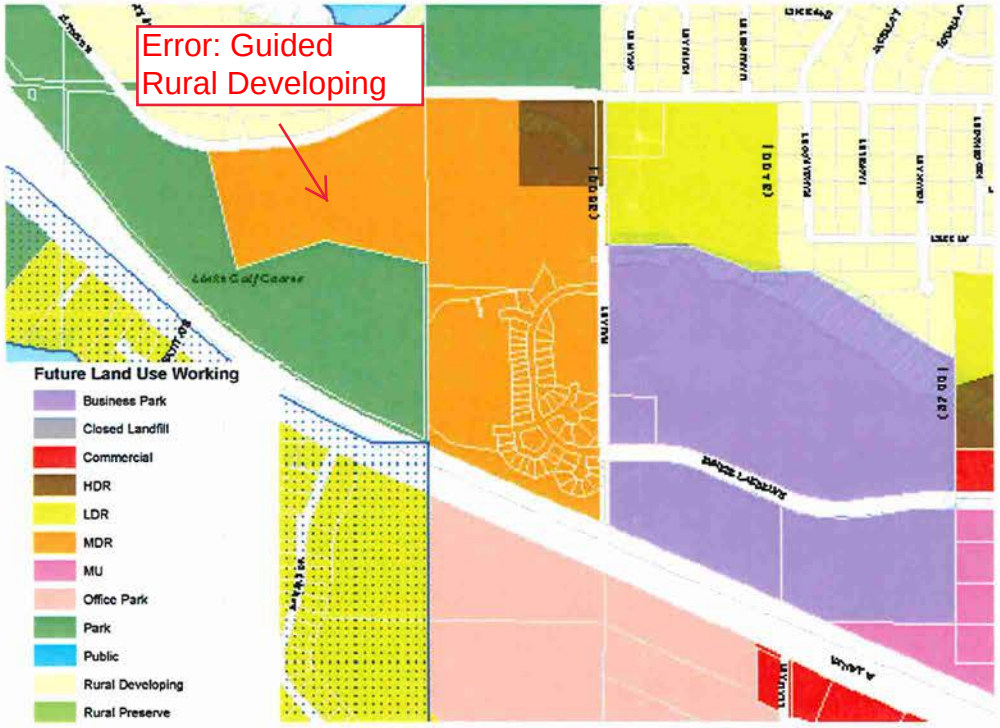
LEONARD, O'BRIEN
SPENCER, GALE & SAYRE, LTD.

By

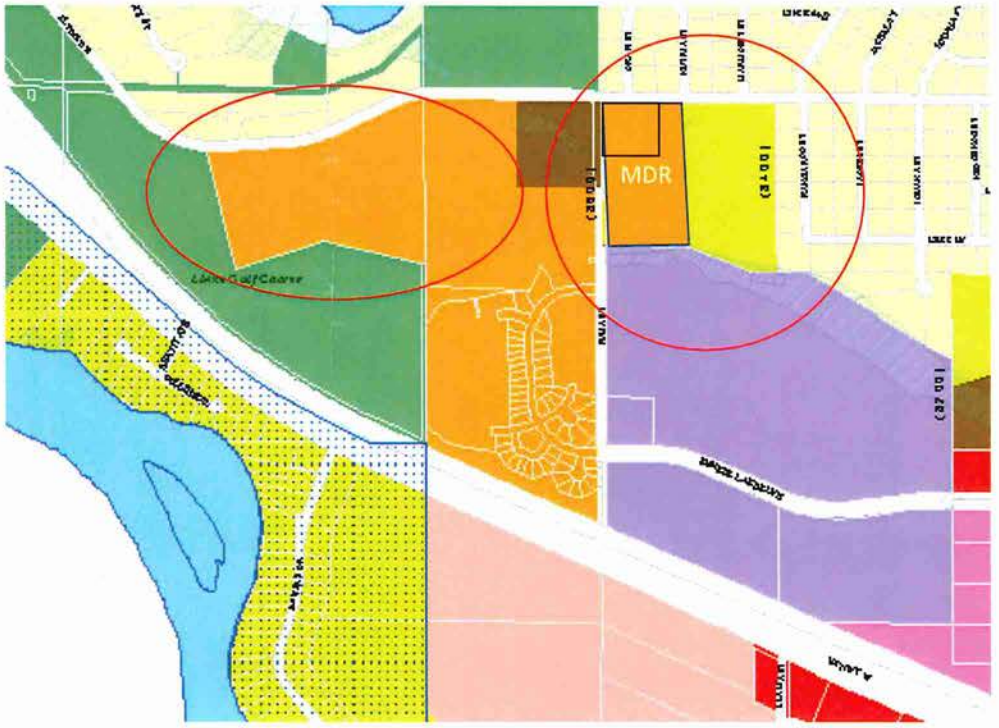
Patrick J. Lindmark
Email: *plindmark@losgs.com*

PJL/vkr
Enclosure
cc: Sarah Strommen, Mayor
Jill Johns, Council Member
Mark Kuzma, Council Member
John LeTourneau, Council Member
Chris Riley, Council Member
Melody Shryock, Council Member
00705489

City 2040 Comp Plan



Landowner Proposed



.02: Review Request from AKM Farms for Revision to the 2040 Comprehensive Plan Update

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to discuss a request from AKM Farms (Paxmar) to revise the current draft of the Comprehensive Plan Update to change the future/planned land use of two parcels. This case is for discussion only. The City will have until December of this year to make modifications to the current draft.

Commission Business

Commissioner Woestehoff asked if Puma Street would ever connect to Highway 10.

Community Development Director Gladhill reported this was not in the City's plan.

Commissioner Anderson questioned if the one acre lots would have their own well and septic.

Community Development Director Gladhill commented these lots were within the MUSA.

Commissioner Woestehoff stated he did not support the high density being proposed across the street. He believed there should be a better transition zone.

Vice Chairperson VanScoy opened the meeting to comments or question from the public.

Alpha Development Parcel:

Leslie Clark, 15150 Kangaroo Street, stated her property abuts the R-1 and light yellow property. She recommended this property remain R-1. She did not believe .25 acre lots would be a good fit behind her home. She suggested if the land were rezoned she wanted to see the transition language in writing and recommended this be signed by the developer.

Val Krueger, 15210 Kangaroo Street, noted her property abuts the bright yellow parcel. She explained she has lived in her home for the past 40 years. She expressed concern with how the plans for the bright yellow property have changed since a developer approached the City. She encouraged the City to think through how many people would be crammed onto this property and how this would impact the neighborhood. She understood the City could not stop the land from being developed, but encouraged the City to keep the property zoned R-1. Lastly, she commented on how her property value would be adversely impacted if a development with .25 acre lots were placed in her backyard.

Vice Chairperson VanScoy questioned what the current zoning was for the bright yellow parcel.

DRAFT

Community Development Director Gladhill stated the property was currently zoned R-1 MUSA. He clarified the size of lots that would be allowed today noting the minimum was .25 acres or 80 feet in width.

Commissioner Woestehoff asked how large the bright yellow parcel was in size.

Community Development Director Gladhill explained the parcel was approximately 38 acres in size.

Ms. Clark requested the City keep both parcels R-1 and not have a portion R-1 and the remainder zoned R-2. She believed that the R-1 zoning was more fitting given the fact her neighborhood had a rural feel.

Joe Field, 8021 152nd Lane NW, stated he believed one of the appeals of Ramsey was its rural look and feel. He anticipated this drew people to the community. He feared that highly dense neighborhoods such as the one being proposed would take away from this attraction. He encouraged the City to keep these parcels zoned R-1.

Jan Brock, 15250 Kangaroo Street, stated she abutted the proposed property. She explained she has lived on her property since 1974 and stated she would have a hard time if the property behind her home were to develop in a less than .25-acre manner. She questioned what happened to the previous plans for this property and encouraged the City to keep in mind the desires of the adjacent property owners who bought into the rural look and feel. She encouraged the City consider how to provide a better buffer or transition from the existing homes to the new proposed homes.

Al Roessler, applicant, discussed the reasons why he made his request to the City of Ramsey. He explained all cities were reviewing their comprehensive plans at this time which led him to believe now was the appropriate time to make the request. He commented the driving factor for this request was Capstone's parcel on the west side. He described the proposed design for the new development and indicated there would be buffer zone the size of a football field in between the existing homes and the medium density homes.

Vice Chairperson VanScoy commented the transitioning between the existing homes and the new development would be a major concern no matter what the zoning was changed to.

Mr. Roessler explained he would meet all City's buffering requirements.

Community Development Director Gladhill commented further on the City's buffering requirements and how this applied to new developments that abutted larger lot acreage.

Commissioner Woestehoff requested further information on the high-density development across the street.

Community Development Director Gladhill reviewed the layout of this development with the Commission.

DRAFT

Vice Chairperson VanScoy asked how many units per acre would be allowed within the Medium Density Residential District.

Community Development Director Gladhill commented four to seven units per acre would be allowed in MDR. He reported staff did not support an MDR zoning for these parcels.

Commissioner Anderson stated the residents surrounding this property do not support a rezoning to MDR. He encouraged the City to keep the parcels zoned R-1.

Commissioner Woestehoff agreed.

Commissioner Surma stated he believed improvements were needed along Alpine Drive especially if these parcels are to develop in the near future.

Community Development Director Gladhill commented the City was aware of the need to make improvements to Alpine Drive to improve safety. He discussed a project the City Council would be considering at their next meeting that would bring about improvements at Alpine Drive and Armstrong Boulevard. He understood that safety improvements were needed given the increasing level of traffic along Alpine Drive.

Vice Chairperson VanScoy expressed concern with the transition or buffer language the City had in place. He stated he did not support changing the zoning of the parcels and recommended the parcels remain R-1 MUSA.

Community Development Director Gladhill thanked the Commission for their feedback and noted the consensus was to keep the zoning for these parcels R-1.

<u>Northfork Development Parcel:</u>

Community Development Director Gladhill commented the proposal for the Northfork parcel was to go to R-2 medium density zoning and noted this parcel was outside the MUSA. He provided further comment on the adjacent developments and noted the Northfork Golf Course neighborhood opposed the rezoning of this parcel.

Commissioner Anderson stated he would like to hear from the Northfork Golf Course residents regarding their concerns.

Vice Chairperson VanScoy requested further information on the proposed plans for the Northfork site.

Community Development Director Gladhill reviewed the proposed plans with the Commission.

Vice Chairperson VanScoy commented that screening would be very important for a development on this parcel.

DRAFT

Commissioner Gengler supported this parcel being zoned Medium Density Residential given the natural buffer that would be created by Alpine Drive.

Commissioner Woestehoff agreed but stated he was a little uncomfortable with the fact the developer could have up to seven units per acre.

Community Development Director Gladhill commented the City was proposing to create a new zoning district that would allow for four to five detached units per acre for the Northfork property.

Vice Chairperson VanScoy opened the meeting to comments or question from the public.

Mr. Field stated he supported the Northfork rezoning and development more than the other property. He explained this property was segregated or isolated and therefore the change to moderate density residential could work.

Ms. Clark expressed concern with this rezoning as it did not fit with the surrounding rural homes and indicated an MDR zoning classification would also increase traffic.

Ms. Brock thanked the Planning Commission for taking comments from the public. She stated she did fear how traffic on Alpine Drive would be impacted if this property were rezoned.

Commissioner Surma stated he was opposed to the rezonings until the roadways got fixed. However, he noted he could support the transition with .25 acre lots.

Commissioner Anderson commented he had concerns with the traffic that would be generated by this development, but stated he could support the detached townhome units.

Commissioner Surma discussed the horrible accidents that have occurred along Highway 10. He feared that additional accidents would occur along Armstrong Boulevard.

Commissioner Gengler stated she believed the Northfork property could support a medium density development.

Commissioner Woestehoff agreed but noted R-1 would also work well on this property.

Commissioner Onyambu indicated he could support medium density on the Northfork property but stated he had concerns with traffic.

Vice Chairperson VanScoy agreed that traffic in this area was a concern. He commented he would prefer to see R-1 MUSA on this property, but could support the R-2 with detached townhomes.

Community Development Director Gladhill thanked the Commission for their feedback.

DRAFT

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 7.**

Meeting Date: 08/28/2018

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #18-174 Accepting Draft Feasibility Report and Ordering Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to accept the Draft Feasibility Report and order a Public Input Meeting at 9 AM on September 13, 2018, for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Background:

City Improvement Project No. 18-02 proposes to reconstruct public street segments within the HY-10 Ramsey development including 146th Avenue, 147th Avenue, and Ferret Street. The length of the street segments proposed to be reconstructed total approximately 1,400 linear feet (0.27 miles). A map showing the scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A*** of the attached Draft Feasibility Report.

These streets were constructed in 1988 with bituminous curb and pavement at a width of 40 feet from face-of-curb to face-of-curb, and are generally centered within a 66-foot wide right-of-way. However, in 2015, the west end of 146th Avenue was reconstructed as a cul-de-sac during the Highway 10/Armstrong Interchange project, and in 2012, the east end of 147th Avenue was reconstructed during the reconstruction of the intersection of Armstrong Boulevard/Sunwood Drive/147th Avenue.

The storm sewer system consists of openings in the bituminous curb at the north end of the Ferret Street cul-de-sac and the east end of the 146th Avenue cul-de-sac. Utility easements exist north of Ferret Street and along the northern boundary of the eastern Ferret Street cul-de-sac which has shallow ditches leading towards Armstrong Boulevard. Stormwater runoff from 147th Avenue is collected in catch basins installed with the 2012 Sunwood Drive re-alignment project, and is directed under Armstrong Boulevard via storm sewer to existing regional ponds east of Armstrong Boulevard.

The existing bituminous pavement section ranges from 1.6 to 6.1 inches thick, with an average thickness of 2.9 inches, and the aggregate base ranges from 4.3 to 15.5 inches thick, with an average thickness of 9.7 inches. Pavement section thicknesses were determined using data collected by Braun Intertec in 2017 via Ground Penetrating Radar (GPR), as well as from field observations and record plan documents. Copies of Braun Intertec's GPR results are included in ***Appendix C*** of the attached Draft Feasibility Report. The pavement section was built on sandy subgrade material generally considered suitable for pavement support.

City staff annually evaluates and rates the condition of pavement sections on all City streets using the Pavement Surface Evaluation and Rating (PASER) system. In the summer of 2017, the pavement section of the above

referenced street segments were rated with a PASER rating of 2, indicating these streets require complete reconstruction. City staff patch these streets at least once per year, particularly before winter so the streets can be plowed without further damaging the pavement. Pictures of the streets are located in ***Appendix A*** of the attached Draft Feasibility Report.

On July 11, 2017, the City Council adopted Resolution #17-07-170 ordering preparation of a Feasibility Report for the reconstruction of streets in HY-10 Ramsey. These streets were originally included in the City's CIP as proposed 2015 overlay improvements. However, the overlay work was delayed when construction of the Highway 10 & Armstrong Boulevard Interchange was funded. Following completion of the Interchange, the pavement was re-evaluated and Staff determined the pavement was no longer viable for overlay improvements and instead required reconstruction. This project is now included in the current 10-year CIP as a reconstruction project.

When the City Council ordered the Feasibility Report, Staff was directed to review the existing streets in HY-10 Ramsey and explore whether the streets should be reconstructed in the same locations, or whether it might make sense to realign or extend one or more of the streets to better serve existing properties and/or to connect to Bunker Lake Industrial Park.

Staff therefore explored numerous alternative street alignments and/or extensions. In May of 2018, the Development Review Committee (DRC), which consists of Staff from various departments, reviewed several design alternatives and recommended reconstructing the streets in their current footprints using a pavement section similar to the existing section while replacing all existing bituminous curb on 146th Avenue and Ferret Street, and to extend the existing watermain and construct concrete curb and gutter along 147th Avenue to Ferret Street since this street will likely not be modified during redevelopment. In the end, due to the uncertainty of future development/redevelopment scenarios, Staff determined there are simply too many unknowns to justify the expense of realigning or extending street segments at this time.

Attached is a figure showing the properties currently for sale in HY-10 Ramsey (to the best of Staff's knowledge) which indicates the potential for redevelopment may exist in the not too distant future. However, at this time Staff is proposing to reconstruct the streets in the same locations as they exist today with a similar pavement section as the existing section, which should provide a design life of at least 30 years.

Staff has not discussed the proposed improvements with local property owners. However, staff is seeking Council approval to schedule a public information meeting for 9:00 AM on September 13, 2018 for the purpose of explaining the proposed improvements, estimated costs, and funding program, including the use of special assessments. The input gathered at this meeting will be shared with Council before they are asked to order the Public (Improvement) Hearing. Based on Council direction, the input could help shape development of plans and specifications.

The Feasibility Report proposes to reconstruct the existing bituminous pavement section using the Full Depth Reclamation (FDR) process which involves reclaiming (grinding and mixing) the existing bituminous pavement with an inch or more of existing aggregate base material. A portion of this reclaimed material is proposed to be spread and compacted on top of the reshaped and compacted existing subgrade/aggregate base. Three and one-half inches of bituminous pavement is then proposed to be installed on top of a minimum of 6 inches of aggregate base (existing aggregate base/reclaim material). This pavement section would generally match the existing pavement section on these streets, and would meet the City of Ramsey's minimum standard pavement design.

Though the design strength of the proposed pavement section may be slightly less than a typical industrial park pavement section, Staff believes it will provide a useful life of at least 30 years based on the life achieved by the existing pavement section. Staff also believes there is a potential for this development to redevelop within the next 10 to 20 years, resulting in the potential realignment of streets.

This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

Notification:

Notifications are not required for this case. Following Council approval, Staff will mail letters to the owners of the nine benefiting properties proposed to be assessed for a portion of the costs inviting them to a public input meeting at 9 AM on September 13, 2018. Staff will also attempt to notify these property owners by email.

When/if preparation of plans and specifications are approved, Staff will contact the property owner of 14700 147th Avenue NW to inform them of the proposed project. This property, along with the City-owned property at 8020 147th Avenue NW, are not proposed to be assessed since no improvements are proposed adjacent to these parcels.

Observations/Alternatives:

Observations:
Staff originally intended to conduct a public information meeting with benefiting property owners of HY-10 Ramsey while preparing the Feasibility Report to explain the purpose and need for the proposed improvements, the scope of the improvements, estimated costs, the proposed funding program, and proposed schedule. However, due to the noted uncertainty regarding future redevelopment scenarios and Staff's determination that there are too many unknowns to justify the expense of realigning or extending street segments at this time, Staff felt it would be best to discuss the draft Feasibility Report with the Public Works Committee and with City Council before conducting a public input meeting.

If Council orders a public input meeting for September 13th, any input received will be presented to Council at their September 25, 2018 regular meeting, after which Council will be asked to accept the Feasibility Report and order a Public (Improvement) Hearing for October 9, 2018.

Alternatives:
Alternative #1– Motion to accept the Draft Feasibility Report and order a Public Input Meeting at 9 AM on September 13, 2018, for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:
The engineer's opinion of probable costs for the proposed improvements, including streets, drainage, and public utilities, is $287,646.65. Estimated costs include 10-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B*** of the attached Draft Feasibility Report.

The project is proposed to be funded using a combination of special assessments to benefitting properties, street reconstruction bond proceeds, and Stormwater Utility Funds. Water Utility Funds are proposed to pay for public water utility improvements.

Nine (9) parcels have been identified as receiving special benefit from the improvements and are proposed to be assessed a total of $61,496.39. Four of the parcels have permanent structures and the other five are undeveloped. These parcels are identified in the preliminary Assessment Map and Roll in ***Appendix C*** of the attached Draft Feasibility Report. As previously noted, several of these parcels are currently listed for sale.

Assessments were calculated using the area method, which is typically used for commercial applications. Staff recommends ordering a special benefit consultation report for this project to verify the proposed assessment amount will not exceed the benefit to properties. If the report concludes the benefit to any of the properties is less than the proposed preliminary assessment rate, Staff may then propose to lower the assessment rate accordingly for the Assessment Hearing, which is proposed for October 8, 2019. If the report verifies the assessment rate as proposed is justified, Staff will propose to adopt the final assessment roll using the preliminarily approved rates.

Recommendation:

Staff recommends Alternative #1.
The Public Works Committee reviewed the draft Feasibility Report on Tuesday, August 21st, and recommends approval of Alternative #1.

Action:

Motion to accept the Draft Feasibility Report and order a Public Input Meeting at 9 AM on September 13, 2018, for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Attachments

Resolution 18-174
HY-10 Properties for Sale
Draft Feasibility Report
CIP Pg 220

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 03:49 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:04 AM
Final Approval Date: 08/23/2018		

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

RESOLUTION #18-174

RESOLUTION ACCEPTING DRAFT FEASIBILITY REPORT AND ORDERING PUBLIC INPUT MEETING FOR IMPROVEMENT PROJECT #18-02 HY-10 RAMSEY STREET RECONSTRUCTIONS

WHEREAS, the City of Ramsey proposes to reconstruct approximately 0.27 miles of streets within the HY-10 Ramsey development, and to assess benefitted properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy; and

WHEREAS, pursuant to a resolution of the City Council adopted July 11, 2017, a Draft Feasibility Report has been prepared by the City Engineer with reference to the proposed street reconstruction improvements within the HY-10 Ramsey development, and other appurtenant work; and

WHEREAS, the Draft Feasibility Report provides information regarding whether the proposed project is necessary, cost-effective and feasible; whether the improvements should be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties; and

WHEREAS, the City of Ramsey proposes to assess benefiting properties up to 25-percent of the cost of the improvements, pursuant to Chapter 8 of the City Charter, the City's adopted Special Assessments Policy, and Minnesota Statutes Chapter 429.

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

1) The City Council has received and preliminarily accepted the Draft Feasibility Report.

2) The City Council orders the City Engineer to schedule and conduct a Public Input Meeting at 9:00 AM on Thursday, September 13, 2018, with the benefiting property owners identified within the Draft Feasibility Report.

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 28th day of August, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

LEGEND

PRIVATE PROPERTY FOR SALE

CITY PROPERTY FOR SALE

CITY PROPERTY

UPDATED 8/21/18 http://cityoframsey.com/173/Site-Selection-Available-Sites

HY-10 RAMSEY PROPERTIES FOR SALE

0 300 600 900

SCALE (FEET)

N

City of RAMSEY

FEASIBILITY REPORT

HY-10 RAMSEY
STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 18-02

DRAFT

August 20, 2018

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9839
763-433-9848 (Fax)

August 20, 2018

Honorable Mayor and City Council
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Feasibility Report - City of Ramsey Improvement Project #18-02
HY-10 Ramsey Street Reconstructions

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed HY-10 Ramsey Street Reconstructions project including; 146th Avenue from Ferret Street to its termini cul-de-sac, 147th Avenue from Ferret Street to 380 feet west of Armstrong Boulevard, and Ferret Street from 146th Avenue to its termini cul-de-sac. The report examines the feasibility of reconstructing the bituminous street section and completing other appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, and determines the necessity, feasibility and general cost-effectiveness of the proposed improvements, including any alternate designs, as well as whether the improvements would best be completed separately or in conjunction with another project.

I would be happy to discuss this report with you at your convenience. Please feel free to contact me at 763-433-9825 or bwestby@cityoframsey.com with any questions.

Sincerely,
City of Ramsey

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator
Leonard Linton, Civil Engineer IV

DRAFT

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 Professional Engineer under the laws of the State of Minnesota.

Bruce Westby, PE

Date: August 20, 2018 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: August 20, 2018 License No. 21112

DRAFT

TITLE SHEET
LETTER OF TRANSMITTAL
CERTIFICATION SHEET
TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 3

2. INTRODUCTION 5

2.1 Authorization 5
2.2 Program Overview 5
2.3 Scope 5

3. EXISTING CONDITIONS 6

3.1 Existing Pavement and Soil Conditions 6
3.2 Watermain 6
3.3 Sanitary Sewer 6
3.4 Storm Sewer/Drainage 7
3.5 Streets 7
3.5.1 Existing Typical Sections 7
3.5.2 Maintenance History 7
3.6 Land Use 7

4. PROPOSED IMPROVEMENTS 8

4.1 Street and Stormwater Improvements 8
4.1.1 Street Improvements 8
4.1.2 Storm Sewer Improvements 8
4.1.3 Geotechnical Considerations 8
4.1.4 Other Considerations 9
4.2 Stormwater Treatment 9
4.3 Water Main Improvements 10
4.4 Sanitary Sewer Improvements 10
4.5 Construction Methods 10
4.6 Private Utilities 10
4.7 Permits 10
4.8 Right-of-Ways/Easements 10

5. FINANCING 11

5.1 Opinion of Cost 11
5.2 Funding 11
5.2.1 Assessments 11
5.2.2 City Contribution 11

7. CONCLUSIONS AND RECOMMENDATIONS 14

DRAFT

Appendix A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

Appendix B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

Appendix C

Ground Penetrating Radar Summary

DRAFT

1. EXECUTIVE SUMMARY

City Improvement Project No. 18-02 proposes to reconstruct streets within the HY-10 Ramsey neighborhood including 146th Avenue, 147th Avenue, and Ferret Street. The streets total approximately 1,400 linear feet (0.27 miles) in length. A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

The streets were constructed in 1988 with bituminous curb to a width of 40 feet from face-of-curb to face-of-curb, and are generally centered within a 66-foot wide right-of-way. However, during the Highway 10/Armstrong Interchange project the west end of 146th Avenue was reconstructed and a temporary cul-de-sac was constructed.

The storm sewer system consists of openings in the bituminous curb at the north end of the Ferret Street cul-de-sac and the east end of the 146th Avenue cul-de-sac. Utility easements exist north of Ferret Street and along the northern boundary of the eastern Ferret Street cul-de-sac which has shallow ditches leading towards Armstrong Boulevard. Storm runoff from 147th Avenue is collected in catch basins placed as part of the 2012 Sunwood Drive re-alignment project, and is carried under Armstrong Boulevard to existing regional ponds.

The existing bituminous pavement section ranges from 1.6 to 6.1 inches thick, with an average thickness of 2.9 inches, and the aggregate base ranges from 4.3 to 15.5 inches thick, with an average thickness of 9.7 inches. This was determined from Ground Penetrating Radar (GPR) analysis performed by Braun Intertec in 2017, as well as from field observations and record plan documents. Copies of Braun Intertec's GPR results are attached in ***Appendix C.*** The pavement section was built on sandy subgrade material generally considered suitable for pavement support.

City staff evaluates and rates the condition of pavement sections on all City streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. In the summer of 2017, the pavement section of the above referenced street segments were rated with a PASER rating of 2 which indicates these streets require complete reconstruction. City staff patch the streets at least once per year, particularly before winter so the street can be plowed without further damaging the pavement in the process. Pictures of the street are located in ***Appendix A.***

On July 11, 2017, the City Council adopted Resolution #17-07-170 authorizing the preparation of a Feasibility Report for the reconstruction of HY-10 Ramsey. These streets were originally included in the City's CIP as proposed 2015 overlay improvements. However, the overlay work was delayed when construction of the Highway 10 & Armstrong Boulevard Interchange was funded. Then following completion of the Interchange, the pavement was re-evaluated and Staff determined it would be best to reconstruct these streets in the future. This project is now listed in the current 10-year CIP as a total reconstruction.

Staff has not yet discussed the proposed improvements with local property owners. However, staff is proposing to schedule a public information meeting on September 13, 2018 for the purpose of explaining the proposed improvements and assessments in more detail, and to gather public input on the project, including any information which should be explored in more detail during development of plans and specifications. Staff will present the public input to Council during the public hearing.

DRAFT

Proposed improvements include reconstructing the existing bituminous pavement section using the Full Depth Reclamation (FDR) process. This process generally involves reclaiming the entire existing bituminous pavement section, along with an inch or two of the existing aggregate base material. A portion of this reclaimed (ground and mixed) material would then be spread and compacted on top of the reshaped and compacted existing subgrade and/or aggregate base. Three and one-half inches of bituminous pavement would be installed on top of a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material. This pavement section would meet the City of Ramsey's standard pavement design. Though the design strength of this pavement design is less than a typical industrial park pavement design, it should provide a useful life of at least 30 years based on the life achieved by the existing pavement section. Staff also believes this development will re-develop within the next 10 to 20 years, and that new streets will be required as a result of re-development.

This proposed project was brought to the Development Review Committee on May 22, 2018 for Staff comment on design alternatives based on potential future development of the HY-10 Ramsey subdivision. Based on the uncertainty of future development, staff felt it would be most cost effective to bring the bituminous pavement up to usable standards, extend utilities and concrete curb and gutter along 147th Avenue only, and not to connect the streets to adjacent developments at this time.

The engineer's opinion of probable costs including streets, drainage, and public water utilities is $ 290,000. Estimated costs include 10-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B.***

The project is proposed to be funded using a combination of special assessments to benefitting properties, street reconstruction bond proceeds, and stormwater utility funds. Sewer and Water Utility Funds would be used to pay for any public utility improvements.

Nine (9) parcels have been identified as receiving special benefit from the improvements. Four of the parcels have permanent structures, and the other five are undeveloped. Several of these parcels are currently listed for sale, including two City-owned parcels. These parcels are identified in the preliminary Assessment Map and Roll which are attached in ***Appendix C***. Assessments were calculated using the area method, which is typically used for commercial applications. Staff recommends ordering a special benefit consultation report for this project to verify the proposed assessment amount will not exceed the benefit to the properties. If the report concludes the benefit to the properties is less than the proposed preliminary assessment rate, Staff will then propose to lower the assessment rate accordingly during the Assessment Hearing, which is proposed for October 8, 2019. If the report verifies the assessment rate as proposed is justified, Staff will propose to adopt the final assessment roll using the rate as preliminarily proposed.

This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

DRAFT

2. INTRODUCTION

2.1 Authorization

The preparation of this report was authorized by the Ramsey City Council on July 11, 2017. This project has been designated as City Improvement Project No. 18-02

2.2 Program Overview

In support of the City's long-term Street Maintenance Program, the entire existing bituminous pavement section will be reconstructed using a full-depth reclamation (FDR) process. The existing bituminous curb is proposed to be replaced by this project.

The City's pavement evaluation process involves a visual evaluation of each street's pavement surface based on the type, extent and severity of each pavement distress observed. Numerous types of pavement distresses may exist within a pavement section including, but not limited to, alligator cracking, block cracking, longitudinal cracking, transverse cracking, rutting, raveling, shoving, potholes and patches. This field data is then used to rate the pavement condition.

The City uses the Pavement Surface Evaluation and Rating (PASER) system to rate pavement condition. A PASER rating is a numerical index between 1 and 10 indicating the condition of a pavement based on the various pavement distresses recorded during visual observations. A PASER rating of 10 represents brand new pavement, while a PASER rating of 1 represents a pavement section that has fallen into complete disrepair requiring full reconstruction.

In the summer of 2017, City staff evaluated and rated the condition of the pavement along the HY-10 Ramsey street segments. A PASER rating of 2 was determined for 147th Avenue and Ferret Street. A PASER rating of 7 was determined for 146th Avenue, however, as previously noted a portion of this street segment was reconstructed with a temporary bituminous pavement section as part of the Armstrong Interchange project.

2.3 Scope

City of Ramsey Improvement Project 18-02 proposes to reconstruct the existing bituminous pavement using the FDR process, and to complete other appurtenant work on 146th Avenue from Ferret Street to its termini cul-de-sac, 147th Avenue from 380 feet west of Armstrong Boulevard to Ferret Street, and Ferret Street from 146th Avenue to its termini cul-de-sac which totals approximately 1,400 feet (0.27 miles) in length.

A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

DRAFT

3. EXISTING CONDITIONS

3.1 Existing Pavement and Soil Conditions

All streets proposed to be improved were constructed in 1988 with bituminous pavement, class 5 aggregate base, bituminous curb, and bituminous curb cuts for storm runoff. The streets were constructed to a width of 40-feet from face-of-curb to face-of-curb. The streets are generally centered within a 66-foot wide right-of-way.

The only pavement maintenance treatments applied to the street segments included crack sealing and seal coating in 1994 and 2001. Spot patching has been performed on an as-needed basis, and has been a yearly treatment recently. In 2017, Staff observed a PASER rating of 2 on 147th Avenue and Ferret Street, and a PASER rating of 7 on 146th Avenue.

In June 2018 traffic counts were taken on 147th Avenue, a traffic volume of 147 average annual daily traffic (AADT) was recorded. Ferret Street and 146th Avenue would be expected to have similar traffic volumes. The only access to these street segments is Armstrong Boulevard. Five of the parcels have active uses. The speed limit is 30 mph for these street segments.

Based on extensive geotechnical exploration of adjacent projects and staff knowledge of the general area, groundwater is not anticipated to be a significant issue for work completed with this proposed project.

In 2017, Braun Intertec was employed to complete a ground penetrating radar (GPR) analysis for the project area, which included driving a GPR equipped vehicle throughout all street segments within the project area. A summary table and charts of the GPR Analysis are attached in ***Appendix C***. The GPR data determined an average bituminous pavement thickness of 2.9 inches, and an average aggregate base thickness of 9.7 inches. The average street pavement and base section thickness is therefore 12.6 inches, with a minimum section of 7.5 inches located on 147th Avenue, 160 feet east of Ferret Street.

3.2 Watermain

Watermain was installed along 147th Avenue up to the beginning of the proposed improvements in 2012 as part of the Sunwood Drive re-alignment project. The existing watermain is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to leak test the watermain during development of plans and specifications.

3.3 Sanitary Sewer

Sanitary sewer was installed under Armstrong Boulevard in City-owned right-of-way east of the 146th Avenue temporary cul-de-sac as part of the Armstrong Boulevard Interchange project in 2015. The existing sanitary sewer is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to televise the sewer during development of plans and specifications.

DRAFT

3.4 Storm Sewer/Drainage

Storm sewer was installed along 147th Avenue up to the beginning of the proposed improvements in 2012 as part of the Sunwood Drive re-alignment project. Currently storm water runoff drains off of the two existing cul-de-sacs to low areas. This storm sewer is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to televise the sewer during development of plans and specifications.

3.5 Streets

3.5.1 Existing Typical Sections

The width of 146th Avenue, 147th Avenue, and Ferret Street is 40-feet from face-of-curb to face-of-curb. The cul-de-sac on Ferret Street has a 50-foot radius to the back of curb. The streets are generally centered within a 66-foot wide City-owned right-of-way, with a 130-foot wide diameter right-of-way around the cul-de-sac on Ferret Street. The project is proposed to end at the throat of the 46-foot radius temporary cul-de-sac on 146th Avenue.

3.5.2 Maintenance History

HY-10 Ramsey was originally constructed in 1988. 146th Avenue, 147th Avenue, and Ferret Street received crack seal and seal coat in 1994 and 2001. The street segments have regularly received spot patching on an as-needed basis.

3.6 Land Use

The parcels within the construction area are zoned the COR.

DRAFT

4. PROPOSED IMPROVEMENTS

4.1 Street and Stormwater Improvements

4.1.1 Street Improvements

146th Avenue and Ferret Street are proposed to be reconstructed with bituminous pavement and bituminous curb. 147th Avenue is proposed to be reconstructed with bituminous pavement and concrete curb and gutter, which will better facilitate drainage over time.

The proposed surface improvements are shown on ***Figure 1 in Appendix A.***

Street Design:
146th Avenue, 147th Avenue, and Ferret Street are currently urban commercial streets with bituminous curb and pavement, 40 feet wide from face-of-curb to face-of-curb. The cul-de-sac on Ferret Street is 100-feet in diameter from back-of-curb to back-of-curb. Existing and proposed traffic counts are low for typical commercial streets.

All street segments are proposed to be reconstructed at their current width. A typical section for the proposed pavement reconstruction improvements is shown in ***Figure 2*** in ***Appendix A.***

City staff is proposing a pavement section design of 1.5 inches bituminous wear course, 2 inches bituminous base course, and a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material. This pavement section would be constructed over the existing subgrade and/or aggregate base after it is reshaped and compacted.

4.1.2 Storm Sewer Improvements

The existing storm sewer system does not include storm sewer pipe. Storm sewer pipe will be extended west along 147th Avenue for future connection to the existing system. No stormwater treatment improvements are required for this project since the streets are proposed to be reconstructed at their current widths.

4.1.3 Geotechnical Considerations

Braun Intertec was employed to complete a ground penetrating radar (GPR) analysis for the project area. This determined an average street pavement and base section thickness of 12.6 inches. Based on staff knowledge of the area and several soil borings taken for adjacent projects, City staff proposes completing a full-depth reclamation of the existing pavement resulting in a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material, and 3.5-inches of new bituminous pavement. The proposed improvements should have a service life of at least 30-years, assuming maintenance such as overlays, crack sealing and seal coating is routinely performed.

DRAFT

4.1.4 Other Considerations

Future Development:
Several parcels within the improvement area are currently listed for sale, including two City-owned parcels. The Development Review Committee reviewed this project to consider several design alternatives, which included possible roadway and utility extensions. Based on the uncertainty of future development, Staff felt it would be most cost-effective to reconstruct the bituminous pavement to minimum standards and to not extend utilities or upgrade concrete curb and gutter beyond 147th Avenue. Staff also believes it would not be cost-effective to realign streets or connect to other streets in the area at this time considering that several parcels are for sale and redevelopment is likely to occur within the next 10 to 20 years.

Driveways:
Existing driveway aprons may need to be reconstructed to varying degrees. The limits of construction will vary with each driveway apron based on the elevation of the street abutting the driveway and the driveway pavement type. During design, Staff will evaluate the construction limits for each driveway and will incorporate this into the plans, but as with all street reconstruction projects, the exact limits of construction will be determined in the field during construction. Right-of-entry forms will be obtained from private property owners where work is required outside City right-of-ways and easements.

Irrigation Systems:
Developed properties along the project corridor may have private irrigation systems. Staff will notify property owners of pending construction as far in advance as practical to allow them time to move their irrigation systems out of harm's way before work begins.

Parking Restrictions:
Parking is currently provided along both sides of the streets and is not currently restricted except for overnight parking per City code. During this project, parking will be restricted during allowable working hours.

Pavement Corings:
Existing pavement thicknesses have been found to be inconsistent throughout the City. It is now standard practice to have City Staff on-site during pavement installation to insure the proper quantities are being placed. As further conformation, Staff is proposing to collect GPR data or to have pavement corings taken at the conclusion of all reconstruction projects. This is already a requirement on all State Aid projects, and will leave more data on the pavement section for future street maintenance projects.

4.2 Stormwater Treatment

No stormwater retention and/or treatment improvements will be required with this project since the project will not result in the addition of new impervious areas.

DRAFT

4.3 Water Main Improvements

Trunk watermain is proposed to be extended from mid-block 147th Avenue, through the intersection of 147th Avenue and Ferret Street. This segment of 147th Avenue is being constructed with concrete curb and gutter, and extending the watermain with this improvement will than not require 147th Avenue to be disturbed with future development. A hydrant will be added at the west end of 147th Avenue for flushing purposes.

4.4 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed with this project.

4.5 Construction Methods

The existing bituminous pavement section will be reconstructed using the FDR process previously outlined within this report.

4.6 Private Utilities

Staff has not yet met with the telephone, gas, power and cable utilities regarding this project. During preparation of plans and specifications, Staff will meet with the private utility companies to discuss the proposed improvements as noted in the project schedule within this report. The alignment and footprint of the streets will be considered to minimize impacts to private utilities. No impacts to power poles or street lights are anticipated with this project.

Should any utility company indicate they wish to upgrade, replace and/or otherwise modify their services during this project, any such upgrades, replacements and/or modifications will be at the sole discretion and cost of the utility company.

4.7 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- MPCA General Stormwater Permit (NPDES)..... Grading and Storm Water

A stormwater permit from the Lower Rum River Watershed Management Organization will not be required with this project.

4.8 Right-of-Ways/Easements

It is anticipated all improvements will occur within existing City right-of-ways and/or easements, with the possible exception of tying into private driveways and green areas. It is therefore not anticipated that the City will need to acquire additional permanent right-of-way or easements for this project. As such, costs for right-of-way or easement acquisitions are not included in the probable project costs.

City Staff will work with private property owners as needed to obtain any required right of entries.

DRAFT

5. FINANCING

5.1 Opinion of Cost

A detailed opinion of probable costs for the proposed improvements can be found in ***Appendix B*** of this report. The opinion of probable costs incorporates anticipated 2019 construction costs for the proposed improvements with 10-percent contingency costs, plus 23-percent indirect costs for administrative, engineering, financing and legal costs.

City staff prepared the Feasibility Report in-house as part of staff's normal duties.

5.2 Funding

5.2.1 Assessments

The City's adopted Special Assessments Policy allows special assessments to be levied against all benefitting properties in an amount not to exceed 25% of eligible street reconstruction costs. Eligible costs include costs required to reconstruct the street at its current width, and to reconstruct the pavement without increasing its structural capacity. Benefitting properties are considered to be any developable parcel that has, or has the ability to create, one or more direct accesses onto the segment of 146th Avenue, 147th Avenue or Ferret Street being reconstructed. A total of 9 benefitting properties have been identified for this project. The Preliminary Assessment Map and Roll are included in ***Appendix B***.

The engineer's opinion of probable costs for eligible assessment costs totals $245,985.56. Assessable industrial parcels are preliminarily proposed to be assessed for up to 25 percent of eligible project costs, which totals $61,496.39. Assessment terms are proposed at ten years. Interest rates are proposed at two percent above the bond interest rate.

The "area" method of assessment as identified in the City of Ramsey's Special Assessments Policy was applied to assign preliminary assessment amounts for this project. State Statute and the City Charter do not allow for assessments to exceed benefit to the property. Therefore, Staff wants to ensure all assessments applied with this project will not exceed the benefit to assessed properties. Staff therefore recommends ordering a benefit appraisal consultation report for this project in accordance with the City's Special Assessments Policy at the time a construction contract is awarded.

5.2.2 City Contribution

The City contribution to the project would include all funding in excess of the amount collected through special assessments to benefiting properties. No funds have been budgeted for this project. The City's share of eligible project costs related to surface (street) improvements is proposed to come from the previously encumbered 5-year Street Reconstruction and Overlay Program bonds. Water and Stormwater Utility Funds are proposed to pay for all utility improvements.

DRAFT

Table 1 illustrates the proposed project funding based on the design proposed within this report. This funding program assumes construction will occur in 2019.

TABLE 1
Proposed Project Funding

	ASSESSMENTS	CITY FUNDS	TOTAL
Surface	**$ 61,496.39**	**$ 175,493.40**	**$ 236,989.79**
Storm Sewer	**--**	**$ 19,894.85**	**$ 19,894.85**
Water Main	**--**	**$ 30,761.81**	**$ 30,761.81**
TOTALS	**$ 61,496.39**	**$ 226,150.06**	**$ 287,646.45**

Total Project Cost		**$ 287,646.45**
Less Special Assessments	-	$ 61,496.39
Subtotal	=	**$ 226,150.06**
Less City Bonding Funds	-	$ 175,493.40
Subtotal	=	**$ 50,656.66**
Less Stormwater Utility Funds	-	$ 19,894.85
Subtotal	=	**$30,761.81**
Less Water Main Utility Funds	-	$30,761.81
TOTAL Remaining Cost	=	**$0**

DRAFT

6. PROJECT SCHEDULE

The proposed project schedule is as follows:

Council Orders Feasibility Report ..... July 11, 2017

Council Reviews Feasibility Report/Orders Public Informational Meeting ..... August 28, 2018

Staff Conducts Public Information Meeting ..... September 13, 2018

Council Accepts Feasibility Report/Orders Public Hearing ..... September 25, 2018

Council Conducts Public Hearing/Orders Plans and Specifications ..... October 9, 2018

Staff Conducts Private Utility Coordination Meeting ..... November, 2018

Council Approves Plans and Specifications / Authorizes Ad for Bids ..... January 22, 2019

Staff Receives Bids ..... February 20, 2019

Council Awards Contract ..... February 26, 2019

Contractor Begins Construction ..... May, 2019

Contractor Completes Construction ..... August 30, 2019

Council Orders Assessment Hearing ..... September 10, 2019

Council Conducts Assessment Hearing ..... October 8, 2019

DRAFT

7. CONCLUSIONS AND RECOMMENDATIONS

City of Ramsey Improvement Project No. 18-02 proposes to reconstruct the bituminous pavement section, to remove the existing bituminous curb and replace it with a combination of B618 concrete curb and gutter and bituminous curb, and to complete miscellaneous appurtenant work on the following street segments within the HY-10 Ramsey commercial subdivision:

1. 146th Avenue (approx. 230 linear feet) – Ferret Street to bulb of east cul-de-sac.
2. 147th Avenue (approx. 190 linear feet) – Ferret Street to 180 feet west of Armstrong Boulevard.
3. Ferret Street (approx. 900 linear feet) – 146th Avenue to north cul-de-sac.

It is the recommendation of City staff that City Project No. 18-02 is feasible, necessary, and cost-effective from an engineering standpoint, and this project would best be constructed as a stand-alone project as proposed herein.

The following Staff recommendations related to the proposed project are presented for Council consideration and concurrence:

1. Remove existing bituminous curb. 147th Avenue will receive B618 concrete curb and gutter. 146th Avenue and Ferret Street will receive new bituminous curb. The existing bituminous curb would likely not hold up to the full-depth reclamation process.
2. Reconstruct existing bituminous pavement using full-depth reclamation process, meeting the City's standard pavement section. Staff proposes 1½-inches new bituminous wear course, 2-inches new bituminous base course, and 6-inches aggregate base class 5 or (reclaim).
3. Extend watermain and storm sewer west along 147th Avenue for future development.
4. Staff recommends excluding private irrigation system work from this project. Instead, staff will notify property owners of pending construction as far in advance as possible, and instruct them to relocate their irrigation system(s) away from the construction area during construction, then allow replacement in or near the original location after construction is complete.
5. Staff recommends holding a neighborhood information meeting on September 13, 2018 to inform property owners of the proposed improvements and to gather their input prior to completing plans and specifications and requesting Council approval to advertise for bids as outlined in the project schedule.
6. Staff recommends assessing special benefitting properties for these improvements per the area method. If assessments are adopted by council action, order an assessment appraisal consultation to ensure special assessments do not exceed the benefit received as a result of the improvements.

The City Council is asked to act on the following items related to the proposed project:

1. Adopt Resolution #18-XXX accepting this Feasibility Report and ordering a Public Hearing for October 9, 2018.

DRAFT

APPENDIX A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

DRAFT

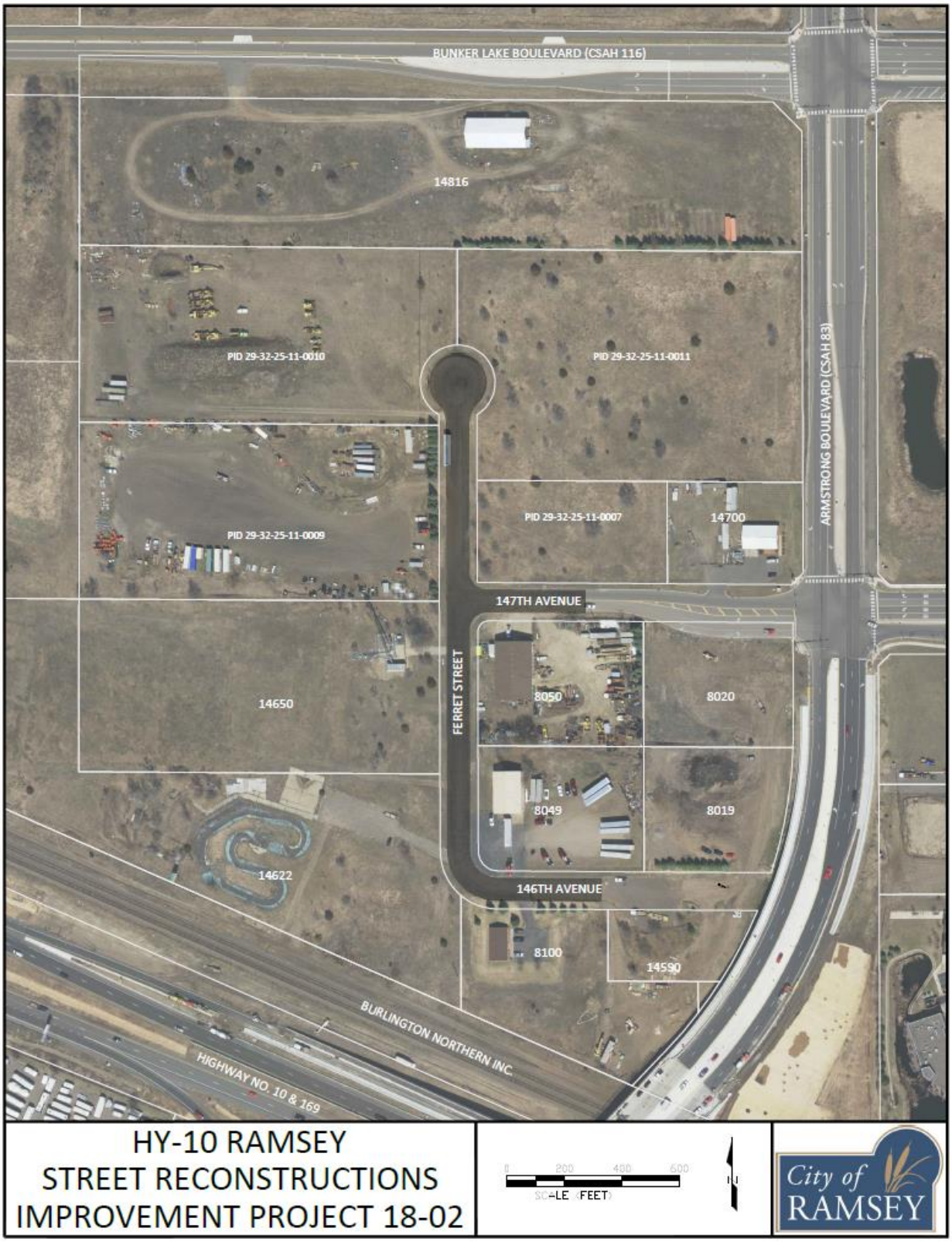


FIGURE 1
PROJECT SCOPE

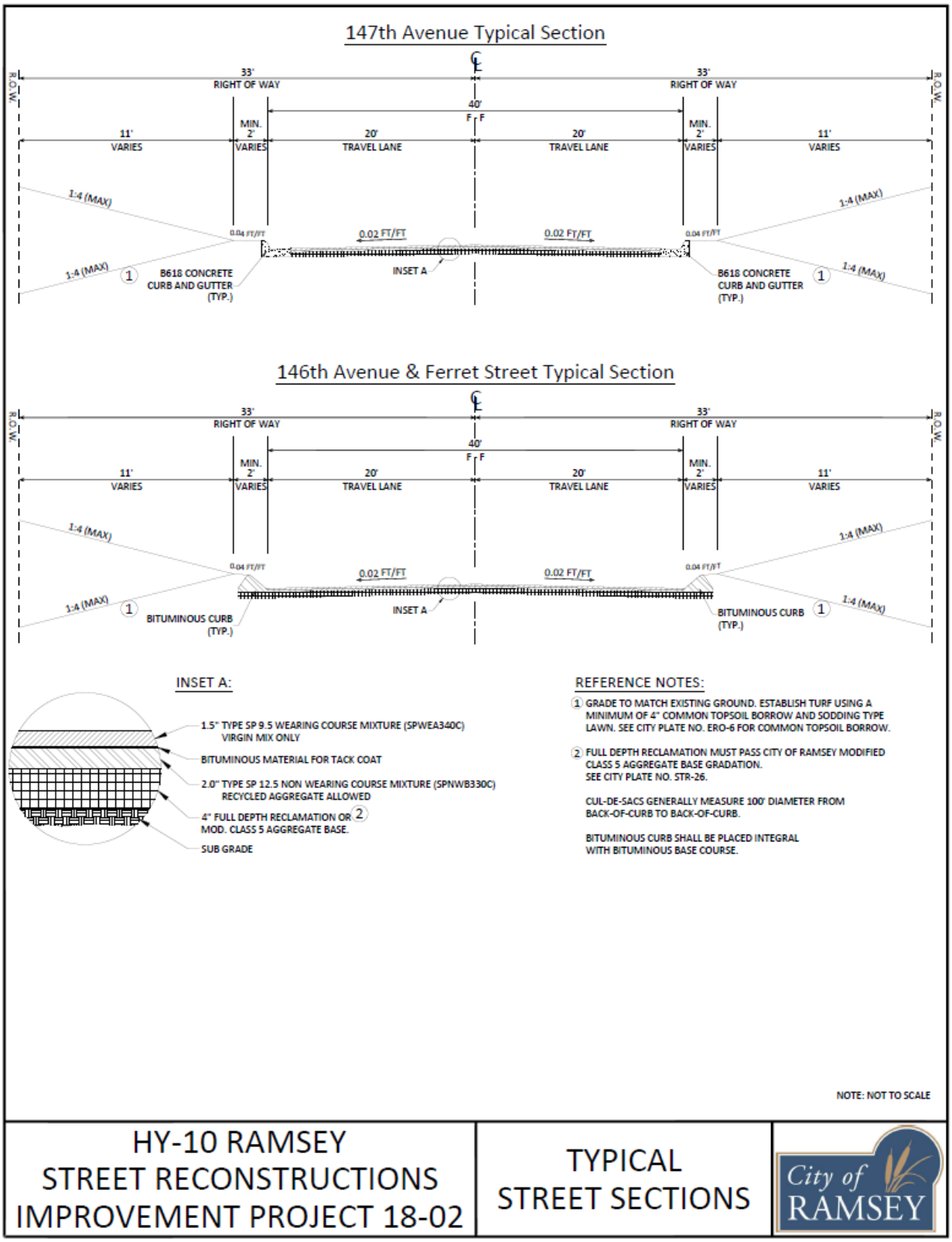


FIGURE 2
TYPICAL SECTIONS – PROPOSED IMPROVEMENTS

PROJECT SITE PICTURES

DRAFT

1: 146th Avenue from Ferret Street

DRAFT

2: Ferret Street from 146th Avenue

DRAFT

3: Ferret Street from north cul-de-sac

4: **147th Avenue from Ferret Street**

APPENDIX B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

DRAFT

18-02 HY-10 RAMSEY STREET RECONSTRUCTIONS					
Preliminary Engineer's Estimate 6/11/2018					
STREET CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$ 8,000.00	$ 8,000.00
2	Sawing Bituminous Pavement – Full Depth	LF	200	$ 4.00	$ 800.00
3	Common Excavation (EV)	CY	30	$ 30.00	$ 900.00
4	Salvage Topsoil (LV)	CY	100	$ 15.00	$ 1,500.00
5	Subgrade Preparation	RDST	14	$ 225.00	$ 3,150.00
6	Water	MGAL	30	$ 30.00	$ 900.00
7	Aggregate Base Class 5	CY	210	$ 20.00	$ 4,200.00
8	Bituminous Pavement Reclamation – Full Depth	SY	6,505	$ 1.50	$ 9,757.50
9	Haul Bit Pavement Reclamation (LV)	CY	760	$ 9.00	$ 6,840.00
10	Mill Bituminous Pavement (1.5" Depth)	SY	245	$ 3.00	$ 735.00
11	Bituminous Material for Tack Coat	GAL	450	$ 2.50	$ 1,125.00
12	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (1.5")	TON	550	$ 75.00	$ 41,250.00
13	Type SP 12.5 Non Wearing Course Mixture (SPNWB330C) (2.0")	TON	700	$ 66.00	$ 46,200.00
14	Type SP 9.5 Wearing Course Mixture (SPWEA340C) for Driveways	TON	57	$ 75.00	$ 4,275.00
15	Adjust Valve Box	EA	2	$ 250.00	$ 500.00
16	Adjust Frame and Ring Casting	EA	3	$550.00	$ 1,650.00
17	Concrete Curb & Gutter Design B618	LF	430	$ 22.00	$ 9,460.00
18	Bituminous Curb	LF	2,700	$ 8.00	$ 21,600.00
19	Traffic Control	LS	1	$ 2,500.00	$ 2,500.00
20	Silt Fence, Type MS	LF	50	$ 2.50	$ 125.00
21	Storm Drain Inlet Protection	EA	5	$ 150.00	$ 750.00
22	Common Topsoil Borrow (LV)	CY	35	$ 50.00	$ 1,750.00
23	Seeding	ACRE	0.25	$ 5,000.00	$ 1,250.00
24	Erosion Control Blankets Category III	SY	1,100	$ 2.00	$ 2,200.00
				Total Street Construction Cost	*$ 171,417.50*
				10% Contingency Cost	*$ 17,141.75*
				23% Indirect Cost	*$ 43,368.68*
				Total Street Project Cost	*$ 231,927.88*
WATERMAIN CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
25	6" Gate Valve & Box	EA	1	$ 1,300.00	$ 1,300.00
26	12" Gate Valve & Box	EA	1	$ 2,000.00	$ 2,000.00
27	F&I Hydrant	EA	1	$ 5,000.00	$ 5,000.00
28	Connect to Existing Watermain	EA	1	$ 1,500.00	$ 1,500.00
29	6" Watermain Ductile Iron Class 53	LF	35	$ 40.00	$ 1,400.00
30	12" Watermain Ductile Iron Class 52	LF	210	$ 50.00	$ 10,500.00
31	Ductile Iron Fittings	LBS	148	$ 7.00	$ 1,036.00
				Total Watermain Construction Cost	*$ 22,736.00*
				10% Contingency Cost	*$ 2,273.60*
				23% Indirect Cost	*$ 5,752.21*
				Total Watermain Project Cost	*$ 30,763.81*
STORM SEWER CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
32	Geotextile Fabric Type IV	SY	63	$ 3.50	$ 220.50
33	Concrete Flume	EA	2	$ 200.00	$ 400.00
34	15" RC Pipe Apron with Trash Guard	EA	2	$ 800.00	$ 1,600.00
35	15" RC Pipe Sewer, Design 3006 Class III	LF	340	$ 35.00	$ 11,900.00
35	Construct Drainage Structure Design 48-4020	EA	1	$ 2,125.00	$ 2,125.00
36	F&I Casting Assembly	EA	1	$ 800.00	$ 800.00
37	Random Rip Rap Class III	CY	14	$ 100.00	$ 1,400.00
				Total Storm Sewer Construction Cost	*$ 18,445.50*
				10% Contingency Cost	*$ 1,844.55*
				23% Indirect Cost	*$ 4,666.71*
				Total Storm Sewer Project Cost	*$ 24,956.76*
				TOTAL ESTIMATED PROJECT COST	**$ 287,646.45**

DRAFT

BUNKER LAKE BOULEVARD (CSAH 116)
14816
ARMSTRONG BOULEVARD (CSAH 83)
PID 29-32-25-11-0010
PID 29-32-25-11-0011
PID 29-32-25-11-0009
PID 29-32-25-11-0007
14700
147TH AVENUE
FERRET STREET
14650
8050
8020
8049
8019
14622
146TH AVENUE
8100
14590
BURLINGTON NORTHERN INC
HIGHWAY NO. 10 & 169
HY-10 RAMSEY
ASSESSABLE PROPERTIES
0
300
600
900
SCALE (FEET)
City of
RAMSEY

PRELIMINARY ASSESSMENT ROLL - IP #18-02										
PID No.	Property Owner	Property Area (Sq Ft)	Benefitting Area (Sq Ft)	Benefitting Area (%)	Special Assessment ($ / Sq Ft)	Property Address	City	Sate	Zip	Property Area Assessment
293225110007	NATIONAL GROWTH LLC	58,574.92	58,574.92	100	$ 0.0425525000					$ 2,492.51
293225110009	FALLS DON & NYHUSMOEN SIDNEY	191,350.66	191,350.66	100	$ 0.0425525000					$ 8,142.45
293225110010	STANTON TRUSTEE JAMES	194,538.18	194,538.18	100	$ 0.0425525000					$ 8,278.09
293225110011	NATIONAL GROWTH LLC	233,844.74	233,844.74	100	$ 0.0425525000					$ 9,950.68
293225140005	KRH LAND LLC	187,962.50	187,962.50	100	$ 0.0425525000	14650 FERRET ST NW	RAMSEY	MN	55303	$ 7,998.27
293225140008	LEUKAM JOHN	62,496.16	62,496.16	100	$ 0.0425525000	8050 147TH AVE NW	RAMSEY	MN	55303	$ 2,659.37
293225140011	CHALICH PETER	62,341.55	62,341.55	100	$ 0.0425525000	8049 146TH AVE NW	RAMSEY	MN	55303	$ 2,652.79
293225140012	CHALICH PETER	80,718.46	80,718.46	100	$ 0.0425525000	8100 146TH AVE NW	RAMSEY	MN	55303	$ 3,434.77
293225140015	KRH LAND LLC	373,361.48	373,361.48	100	$ 0.0425525000	14622 FERRET ST NW	RAMSEY	MN	55303	$ 15,887.46
	TOTALS	**1,445,188.65**	**1,445,188.65**							**$ 61,496.39**

NOTES:
1) Area method of assessment applied per City of Ramsey Special Assessments Policy.
2) Properties abutting project streets with access only onto project streets assessed for 100% of property area.

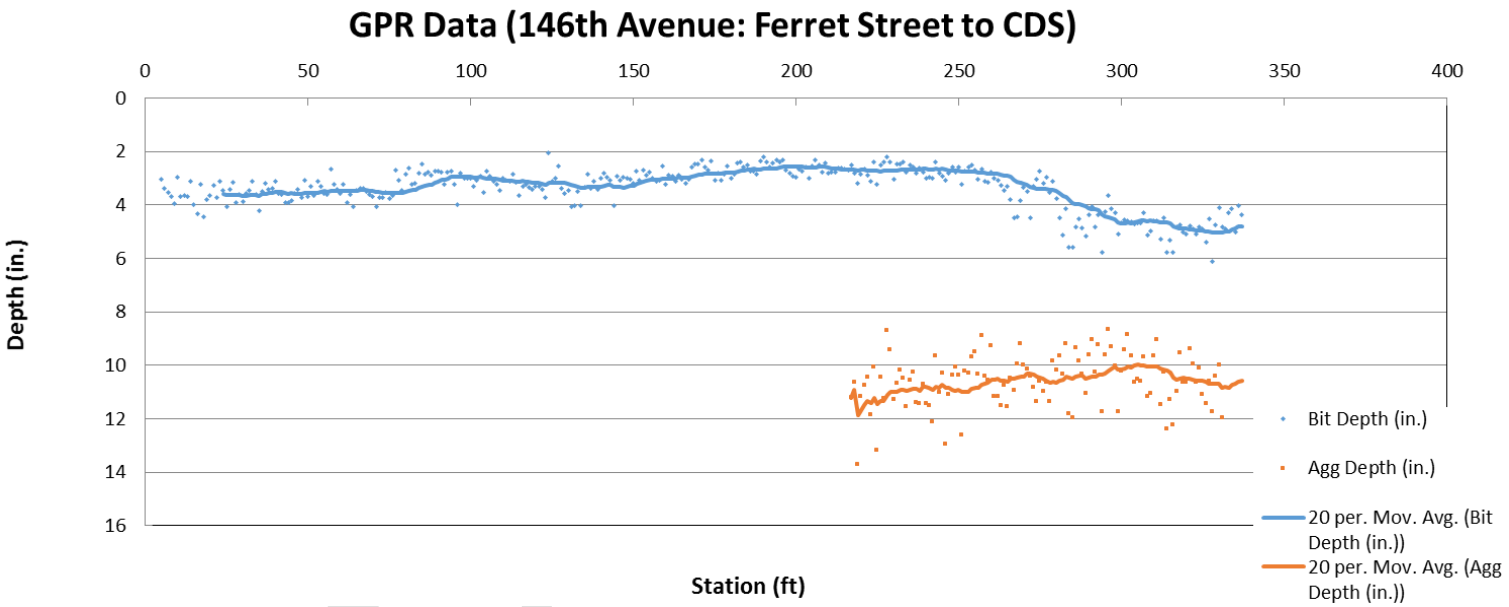
DRAFT

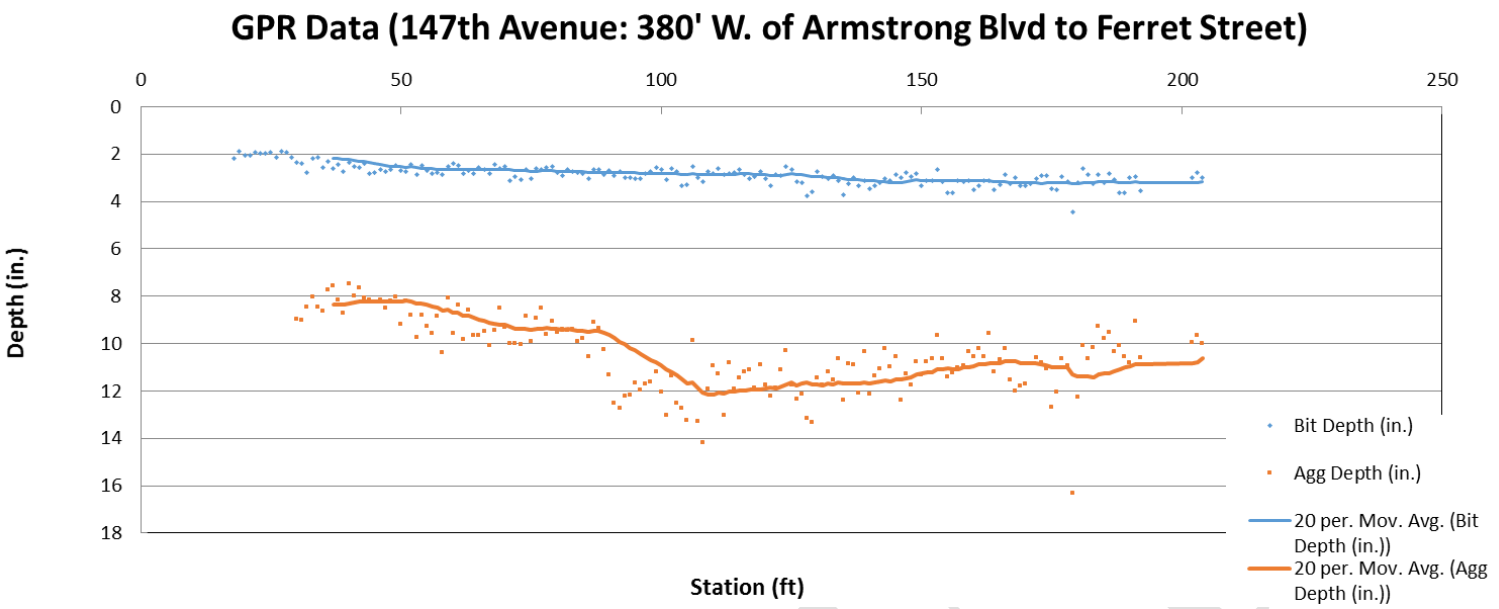
APPENDIX C

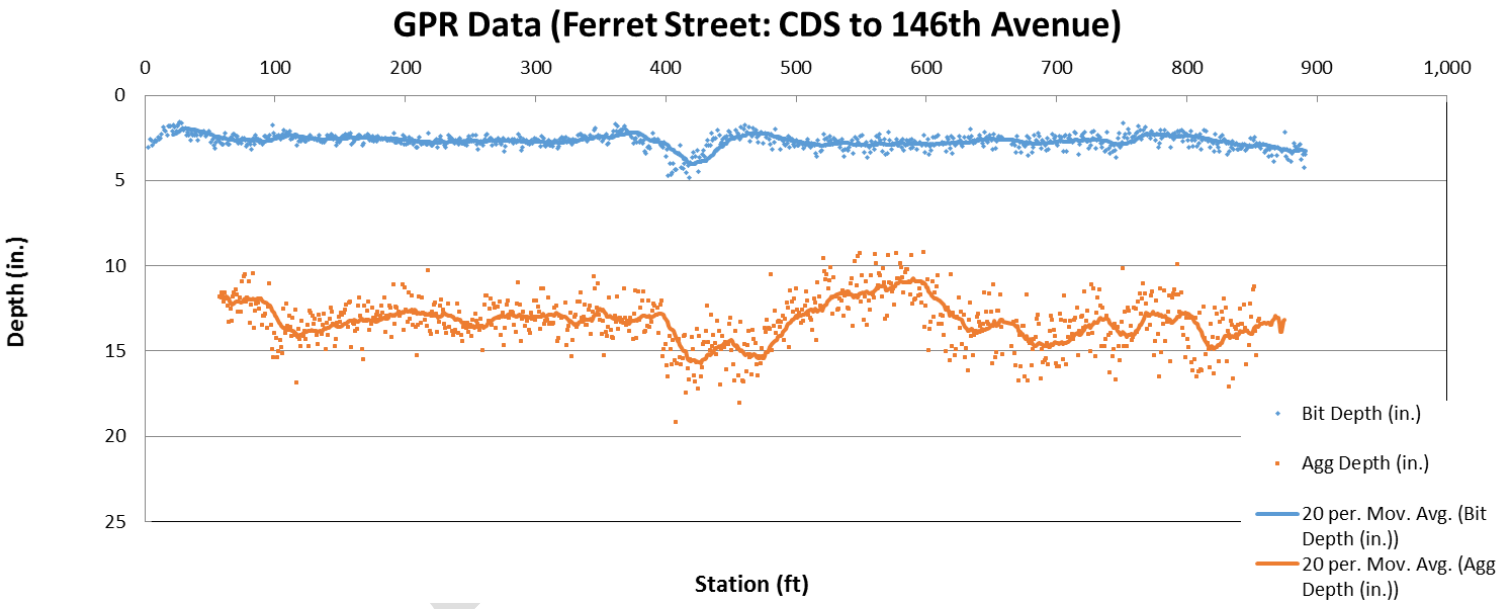
Ground Penetrating Radar (GPR) Results

DRAFT

HY-10 Ramsey GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Min**	**Avg**	**Location**
146th Avenue	Ferret Street / CDS	2.0	6.1	3.4	4.3	10.5	6.8	8.6	10.6	296' east of Ferret Street.
147th Avenue	380' west of Armstrong Blvd. / Ferret Street	1.9	4.5	2.9	5.0	11.9	7.6	7.5	10.5	160' east of Ferret Street.
Ferret Street	CDS / 146th Avenue	1.6	4.9	2.7	6.6	15.5	10.6	9.3	13.3	250' north of 146th Avenue
Project Summary		*1.6*	*6.1*	*2.9*	*4.3*	*15.5*	*9.7*	*7.5*	*12.6*	*147th Avenue 160' east of Ferret Street.*




GPR Data (147th Avenue: 380' W. of Armstrong Blvd to Ferret Street)
0
50
100
150
200
250
0
2
4
6
8
10
12
14
16
18
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)
20 per. Mov. Avg. (Bit Depth (in.))
20 per. Mov. Avg. (Agg Depth (in.))


GPR Data (Ferret Street: CDS to 146th Avenue)
0
100
200
300
400
500
600
700
800
900
1,000
0
5
10
15
20
25
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)
20 per. Mov. Avg. (Bit Depth (in.))
20 per. Mov. Avg. (Agg Depth (in.))

Project #	15-STR-006
Project Name	Reconstruction of Streets-Ford Brook Estates/Hy 10

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	60 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $1,740,400

Description

Reconstruction of streets in Ford Brook Estates. & Hy 10 Ramsey, West of Highway 47/St. Francis Blvd.

Total Project Cost = $1,740,400
Street Improvements: $1,566,360
Storm Water Improvements: $174,040

20 lots for possible assessment

Justification

These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied. This project will install concrete curb and gutter and storm sewer.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		1,740,400									1,740,400
Total		1,740,400									1,740,400

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		391,590									391,590
Storm Water Utility Fund		174,040									174,040
GO Bonding (Road Funding)		1,174,770									1,174,770
Total		1,740,400									1,740,400

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 8.**

Meeting Date: 08/28/2018

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #18-175 Ordering Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider ordering a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Background:

Figure 1 (attached) shows the general location of the Ford Brook Estates development in the northeast corner of the City.

Figure 2 (attached) shows the overall scope of the project.

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 220 from the CIP is attached which shows the streets in Ford Brook Estates are proposed to be reconstructed in 2019.

The streets proposed for reconstruction in 2019 within the Ford Brook Estates residential development include about 864 linear feet (0.16 miles) of streets including:

- 180th Lane – Krypton Street to Saint Francis Boulevard/TH 47
- Krypton Street – South of 180th Lane

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In generaL these streets are 37 years old and have reached the end of their useful life requiring complete reconstruction. Staff will discuss the existing pavement condition in greater detail during the Council meeting.

It should be noted that the subgrade soils in this area of the City are known to include pockets of clay, which may require subgrade corrections. Staff therefore plans to order soil borings while completing the Feasibility Report at an estimated cost of $3,500 or less.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:
Preparing a Feasibility Report for the proposed improvements will allow staff to refine estimated project costs and develop a proposed funding program, and allows for the use of special assessments against benefiting properties as a partial funding source.

The Feasibility Report will explore numerous aspects of the proposed improvements including whether they are feasible and necessary, whether they are cost-effective, and whether they should be completed alone or in conjunction with other improvements. Estimated costs will be explored in greater detail than was used to estimate costs for the CIP. A more detailed project funding program will also be explored, including a description of the methodology used to calculate individual special assessments for benefiting parcels. A preliminary project schedule will also be developed.

While preparing the Feasibility Report, Staff will conduct a public input meeting with the residents of Ford Brook Estates to explain the need for the proposed improvements, the scope of the improvements, estimated costs, proposed funding program, and proposed schedule.

Staff anticipates requesting Council acceptance of the Feasibility Report later this fall to allow the project to proceed in a timely manner with construction beginning in the spring of 2019. This will also provide for compliance with all applicable provisions of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429.

If these streets are not reconstructed in 2019, they would need to be added to the next 5-year SROP to allow reconstruction between 2020 and 2024 instead. However, this would reduce the amount of pavement maintenance work that can be completed in 2019 since no new streets can be added to the current 5-year SROP, which is attached for reference.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-175 ordering a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:
Upon Council authorization, the Feasibility Report will be completed in-house as part of Staff's normal duties. While preparing the report, Staff will explore available options for minimizing project costs, such as by using a full-depth reclamation process instead of removing and replacing the existing pavement. Staff will also utilize data gathered using Ground Penetrating Radar and soil borings per previous Council approvals.

Preliminary project costs are currently estimated to be $240,000. Staff proposes to fund the proposed improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds, as needed.

Based on 2013 cost estimates, the City must fund approximately $11,000,000 for Street Maintenance Program costs over the 5-year period from 2015 to 2019 to maintain an acceptable level of service. This equates to an average annual expenditure of $2,200,000 to fund all sealcoat, overlay, and street reconstruction projects. The City currently budgets $500,000 annually for sealcoat projects, leaving $1,700,000 to fund all overlay and street reconstruction projects in a given year. Per the adopted Special Assessments Policy, special assessments may fund up to 25% of overlay and street reconstruction projects. Staff proposes to use street reconstruction and overlay bonds to pay for project costs initially, with up to 25% of the bonds being paid back over time with special assessment proceeds.

Recommendation:

Staff recommends Alternative #1 allowing bonds to be used to pay for the proposed improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP).

Action:

Motion to adopt Resolution #18-175 ordering a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Attachments

Resolution 18-175
Figure 1 Project Location
Figure 2 Project Scope
CIP Pg 220
Street Summary
2015-19 SROP

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 01:58 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:13 AM
Final Approval Date: 08/23/2018		

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

RESOLUTION #18-175

RESOLUTION ORDERING FEASIBILITY REPORT FOR IMPROVEMENT PROJECT #19-01 FORD BROOK ESTATES STREET RECONSTRUCTIONS

WHEREAS, the City of Ramsey proposes to reconstruct approximately 0.16 miles of streets within the Ford Brook Estates development, and to assess benefitted properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

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

That the proposed improvements, designated as Improvement Project No. 19-01, be referred to the City Engineer for study, and that the City Engineer is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are necessary, cost-effective, and feasible; whether they should best be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

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:

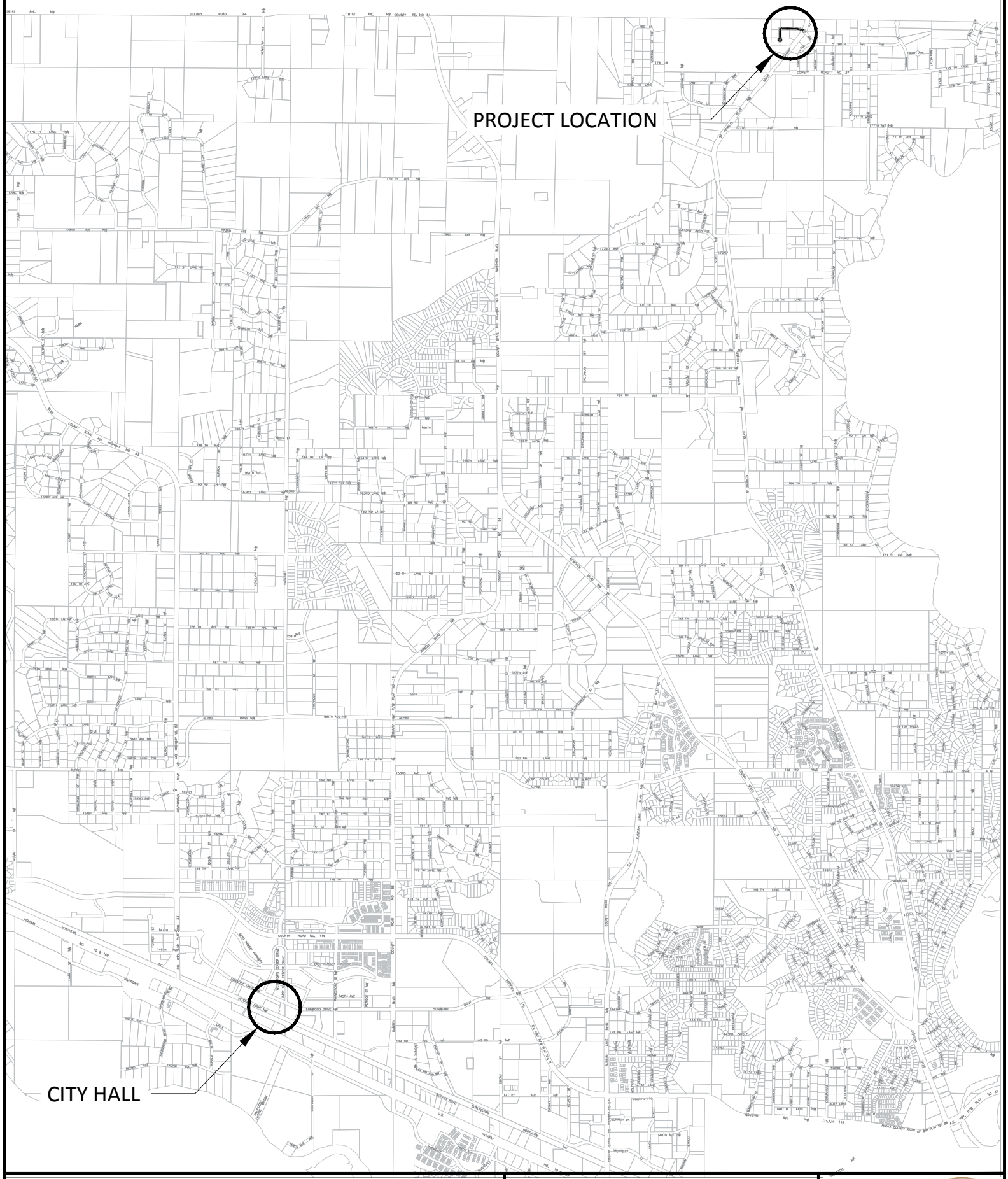
and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 28th day of August, 2018.

_____
Mayor

ATTEST:

_____
City Clerk



FORD BROOK ESTATES
PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY

FORD BROOK ESTATES PROJECT SCOPE

0 150 300 450

SCALE (FEET)

N

City of RAMSEY

Project #	15-STR-006
Project Name	Reconstruction of Streets-Ford Brook Estates/Hy 10

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	60 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $1,740,400

Description

Reconstruction of streets in Ford Brook Estates. & Hy 10 Ramsey, West of Highway 47/St. Francis Blvd.

Total Project Cost = $1,740,400
Street Improvements: $1,566,360
Storm Water Improvements: $174,040

20 lots for possible assessment

Justification

These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied. This project will install concrete curb and gutter and storm sewer.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		1,740,400									1,740,400
Total		1,740,400									1,740,400

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		391,590									391,590
Storm Water Utility Fund		174,040									174,040
GO Bonding (Road Funding)		1,174,770									1,174,770
Total		1,740,400									1,740,400

19-01 FORD BROOK ESTATES

STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

STREET SEGMENT SUMMARY											GPR Results							
											Pavement			Aggregate			Section	
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Min	Max	Average	Min	Max	Average	Min	Location
180th Lane	TH 47 / Krypton St	556	24	n/a	4	1981	SC 1 - 1987	OL - 1997	SC 2 - 2002	SC 3 - 2012	2.7	6.4	4.2	2.4	6.8	4.1	6.1	111 feet west of TH 47.
Krypton Street	180th Ln / CDS	308	24	n/a	4	1981	SC 1 - 1987	OL - 1997	SC 2 - 2002	SC 3 - 2012	1.2	8.0*	4.9*	*	*	*	1.2*	197 feet south of 180th Lane.
* GPR was unable to determine between the aggregate base and subbase material for this section of road.																		
										Project Summary	*1.2*	*6.4*	*4.2*	*2.4*	*6.8*	*4.1*	*6.1*	*111 feet west of TH 47.*

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

Table of Contents

I. INTRODUCTION 1

II. PURPOSE 1

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS 2

IV. PROJECT SUMMARY 3

V. FINANCING THE STREET RECONSTRUCTION PLAN 4

APPENDIX A - PROJECT COSTS 5

APPENDIX B - PROPOSED SROP BOND ISSUES 10

APPENDIX C - PRE-SALE SCHEDULE 15

City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	**-**	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 9.**

Meeting Date: 08/28/2018

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #18-176 Ordering Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider ordering a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Background:

Figure 1 (attached) shows the general location of the Brookview Estates development in the northeast corner of the City.

Figure 2 (attached) shows the overall scope of the project.

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 223 from the CIP is attached which shows the streets in Brookview Estates were proposed to receive overlays in 2019.

In the spring of 2018 Staff re-evaluated the pavement condition of these streets and found the pavement has degraded past the point where an overlay should be applied, and that a total reconstruct is now required. Staff therefore recommends that these streets be reconstructed in 2019 to allow bonds to be used to pay for the improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP).

The streets proposed for reconstruction in 2019 within the Brookview Estates residential development include about 2662 linear feet (0.50 miles) of streets including:

- 173rd Avenue – Germanium Street to east CDS
- Germanium Street – 170th Lane to north CDS

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In general, these streets are 39 years old and have reached the end of their useful life requiring complete reconstruction. Staff will discuss the existing pavement condition in greater detail during the Council meeting.

It should be noted that the subgrade soils in this area of the City are known to include pockets of clay, which may

require subgrade corrections. Staff therefore plans to order soil borings while completing the Feasibility Report at an estimated cost of $3,500 or less.

Notification:
No notifications are required for this case.

Observations/Alternatives:

Observations:
Preparing a Feasibility Report for the proposed improvements will allow staff to refine estimated project costs and develop a proposed funding program, and allows for the use of special assessments against benefiting properties as a partial funding source.

The Feasibility Report will explore numerous aspects of the proposed improvements including whether they are feasible and necessary, whether they are cost-effective, and whether they should be completed alone or in conjunction with other improvements. Estimated costs will be explored in greater detail than was used to estimate costs for the CIP. A more detailed project funding program will also be explored, including a description of the methodology used to calculate individual special assessments for benefiting parcels. A preliminary project schedule will also be developed.

While preparing the Feasibility Report, Staff will conduct a public input meeting with the residents of Brookview Estates to explain the need for the proposed improvements, the scope of the improvements, estimated costs, proposed funding program, and proposed schedule.

Staff anticipates requesting Council acceptance of the Feasibility Report later this fall to allow the project to proceed in a timely manner with construction beginning in the spring of 2019. This will also provide for compliance with all applicable provisions of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429.

If these streets are not reconstructed in 2019, they could instead be added to the next 5-year SROP to allow reconstruction between 2020 and 2024. However, this would reduce the amount of pavement maintenance work that can be completed in 2019 since no new streets can be added to the current 5-year SROP, which is attached for reference.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-176 ordering a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:
Upon Council authorization, the Feasibility Report will be completed in-house as part of Staff's normal duties. While preparing the report, Staff will explore available options for minimizing project costs, such as by using a full-depth reclamation process instead of removing and replacing the existing pavement. Staff will also utilize data gathered using Ground Penetrating Radar and soil borings per previous Council approvals.

Preliminary project costs are currently estimated to be $407,000. Staff proposes to fund the proposed improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds, as needed.

Based on 2013 cost estimates, the City must fund approximately $11,000,000 for Street Maintenance Program costs over the 5-year period from 2015 to 2019 to maintain an acceptable level of service. This equates to an average annual expenditure of $2,200,000 to fund all sealcoat, overlay, and street reconstruction projects. The City currently budgets $500,000 annually for sealcoat projects, leaving $1,700,000 to fund all overlay and street reconstruction projects in a given year. Per the adopted Special Assessments Policy, special assessments may fund up to 25% of

overlay and street reconstruction projects. Staff proposes to use street reconstruction and overlay bonds to pay for project costs initially, with up to 25% of the bonds being paid back over time with special assessment proceeds.

Recommendation:

Staff recommends Alternative #1 allowing bonds to be used to pay for the proposed improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP).

Action:

Motion to adopt Resolution #18-176 ordering a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Attachments

Resolution 18-176
Figure 1 Project Location
Figure 2 Project Scope
Street Summary Sheet
CIP Pg 223
2015-19 SROP

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 03:50 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:14 AM
Final Approval Date: 08/23/2018		

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

RESOLUTION #18-176

RESOLUTION ORDERING FEASIBILITY REPORT FOR IMPROVEMENT PROJECT #19-02 BROOKVIEW ESTATES STREET RECONSTRUCTIONS

WHEREAS, the City of Ramsey proposes to reconstruct approximately 0.50 miles of streets within the Brookview Estates development, and to assess benefitted properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

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

That the proposed improvements, designated as Improvement Project No. 19-02, be referred to the City Engineer for study, and that the City Engineer is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are necessary, cost-effective, and feasible; whether they should best be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

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:

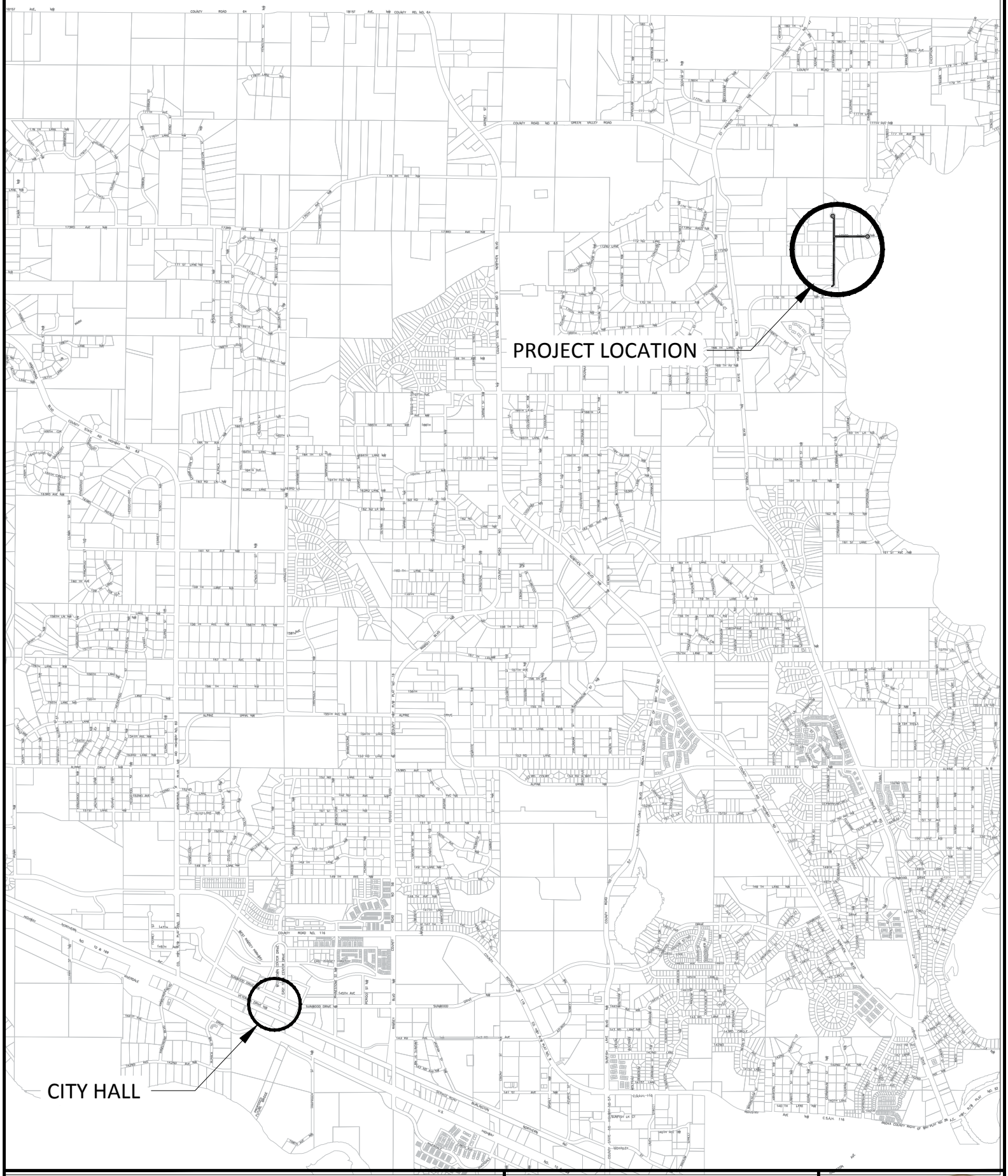
and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 28th day of August, 2018.

_____
Mayor

ATTEST:

_____
City Clerk



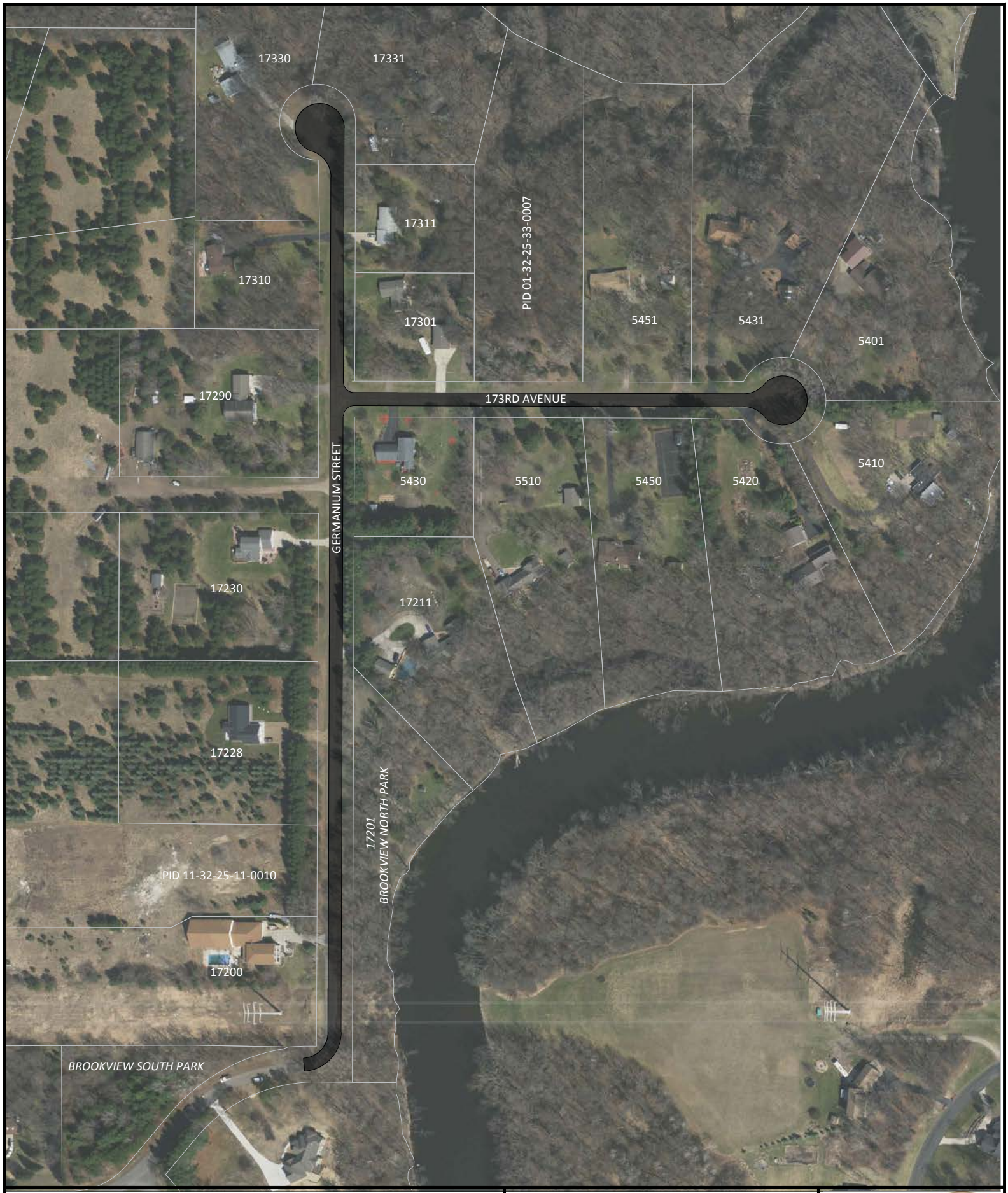
BROOKVIEW ESTATES
PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY



BROOKVIEW ESTATES PROJECT SCOPE

0 225 450 675

SCALE (FEET)

N

City of RAMSEY

19-02 BROOKVIEW ESTATES

STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

STREET SEGMENT SUMMARY											GPR Results							
											Pavement			Aggregate			Section	
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Min	Max	Average	Min	Max	Average	Min	Location
173rd Avenue	Germanium St / CDS	853	24	n/a	4	1979	OL - 1993	SC 1 - 2001			*							
Germanium Street	170th Ln / CDS	1809	24	n/a	4	1979	OL - 1993	SC 1 - 2001			2.0	6.0	3.6	0.8	5.0	2.7	3.7	310 feet north of 173rd Avenue.
* GPR data was not obtained for this street section.																		
										Project Summary	*2.0*	*6.0*	*3.6*	*0.8*	*5.0*	*2.7*	*3.7*	*310 feet north of 173rd Avenue.*

Project #	15-STR-012
Project Name	2019 Overlay Projects

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $612,200

Description

Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life.

2019 Projects: Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills, Chestnut Ridge

There is a total of $2.2M designated to maintain streets annually.

Overlays will be assessed at 25% of cost

Justification

Regular scheduled maintenance safeguards the considerable investment the City has in its pavements by cost effectively maximizing pavement life and minimizing emergency repairs.

Overlaying streets provides additional pavement life. These streets were selected based on Paser rating and time since last pavement maintenance treatment.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding.

Revisit Program for 2020-2025

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		612,200									612,200
Total		612,200									612,200

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		153,050									153,050
GO Bonding (Road Funding)		459,150									459,150
Total		612,200									612,200

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

Table of Contents

I. INTRODUCTION 1

II. PURPOSE 1

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS 2

IV. PROJECT SUMMARY 3

V. FINANCING THE STREET RECONSTRUCTION PLAN 4

APPENDIX A - PROJECT COSTS 5

APPENDIX B - PROPOSED SROP BOND ISSUES 10

APPENDIX C - PRE-SALE SCHEDULE 15

City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	**-**	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 10.**

Meeting Date: 08/28/2018

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #18-177 Ordering Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider ordering a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Background:

Figure 1 (attached) shows the general location of the Wood Pond Hills & Chestnut Ridge development in the southeast corner of the City.

Figure 2 (attached) shows the overall scope of the project.

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 223 from the CIP is attached which shows the streets in Wood Pond Hills & Chestnut Ridge were proposed to receive overlays in 2019.

In the spring of 2018 Staff re-evaluated the pavement condition of these streets and found the pavement has degraded past the point where an overlay should be applied, and that a total reconstruct is now required. Staff therefore recommends that these streets be reconstructed in 2019 to allow bonds to be used to pay for the improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP).

The streets proposed for reconstruction in 2019 within the Wood Pond Hills & Chestnut Ridge residential development include about 3,310 linear feet (0.63 miles) of streets including:

- Krypton Street – Sunwood Drive to West plat line
- Krypton Street – East plat line to West CDS
- 146th Avenue – Nowthen Blvd/CSAH 5 to West plat line
- 146th Avenue – East plat line to Junkite Street
- Helium Street – Sunwood Drive to 146th Avenue

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In general, these streets are 24 - 26 years old and have reached the end of their useful life requiring complete reconstruction. Staff will discuss the existing pavement condition in greater detail during the

Council meeting.

Staff plans to order soil borings while completing the Feasibility Report at an estimated cost of $4,000 or less.

Notification:
Notifications are not required for this case.

Observations/Alternatives:

Observations:
Preparing a Feasibility Report for the proposed improvements will allow staff to refine estimated project costs and develop a proposed funding program, and allows for the use of special assessments against benefiting properties as a partial funding source.

The Feasibility Report will explore numerous aspects of the proposed improvements including whether they are feasible and necessary, whether they are cost-effective, and whether they should be completed alone or in conjunction with other improvements. Estimated costs will be explored in greater detail than was used to estimate costs for the CIP. A more detailed project funding program will also be explored, including a description of the methodology used to calculate individual special assessments for benefiting parcels. A preliminary project schedule will also be developed.

While preparing the Feasibility Report, Staff will conduct a public input meeting with the residents of Wood Pond Hills & Chestnut Ridge to explain the need for the proposed improvements, the scope of the improvements, estimated costs, proposed funding program, and proposed schedule.

Staff anticipates requesting Council acceptance of the Feasibility Report later this fall to allow the project to proceed in a timely manner with construction beginning in the spring of 2019. This will also provide for compliance with all applicable provisions of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429.

If these streets are not reconstructed in 2019, they could instead be added to the next 5-year SROP to allow reconstruction between 2020 and 2024. However, this would reduce the amount of pavement maintenance work that can be completed in 2019 since no new streets can be added to the current 5-year SROP, which is attached for reference.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-177 ordering a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:
Upon Council authorization, the Feasibility Report will be completed in-house as part of Staff's normal duties. While preparing the report, Staff will explore available options for minimizing project costs, such as by using a full-depth reclamation process instead of removing and replacing the existing pavement. Staff will also utilize data gathered using Ground Penetrating Radar and soil borings per previous Council approvals.

Preliminary project costs are currently estimated to be $315,000. Staff proposes to fund the proposed improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds, as needed.

Based on 2013 cost estimates, the City must fund approximately $11,000,000 for Street Maintenance Program costs over the 5-year period from 2015 to 2019 to maintain an acceptable level of service. This equates to an average annual expenditure of $2,200,000 to fund all sealcoat, overlay, and street reconstruction projects. The City currently budgets $500,000 annually for sealcoat projects, leaving $1,700,000 to fund all overlay and street reconstruction

projects in a given year. Per the adopted Special Assessments Policy, special assessments may fund up to 25% of overlay and street reconstruction projects. Staff proposes to use street reconstruction and overlay bonds to pay for project costs initially, with up to 25% of the bonds being paid back over time with special assessment proceeds.

Recommendation:

Staff recommends Alternative #1 allowing bonds to be used to pay for the proposed improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP).

Action:

Motion to adopt Resolution #18-177 ordering a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Attachments

Resolution 18-177
Figure 1 Project Location
Figure 2 Project Scope
Street Summary Sheet
CIP Pg 223
2015-19 SROP

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	08/23/2018 03:51 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:14 AM
Final Approval Date: 08/23/2018		

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

RESOLUTION #18-177

RESOLUTION ORDERING FEASIBILITY REPORT FOR IMPROVEMENT PROJECT #19-03 WOOD POND HILLS AND CHESTNUT RIDGE STREET RECONSTRUCTIONS

WHEREAS, the City of Ramsey proposes to reconstruct approximately 0.63 miles of streets within the Wood Pond Hills and Chestnut Ridge developments, and to assess benefitted properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

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

That the proposed improvements, designated as Improvement Project No. 19-03, be referred to the City Engineer for study, and that the City Engineer is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are necessary, cost-effective, and feasible; whether they should best be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

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:

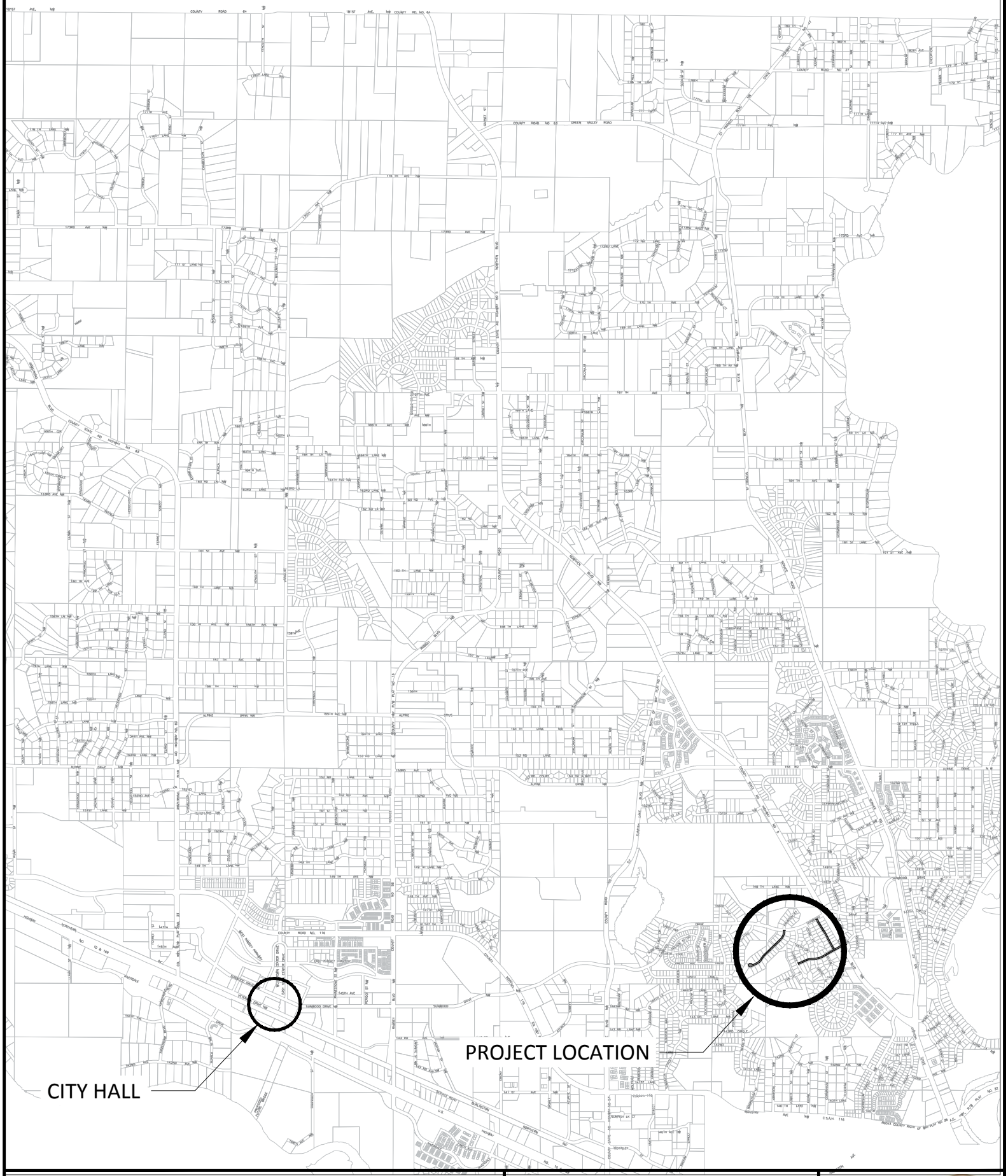
and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 28th day of August, 2018.

_____
Mayor

ATTEST:

_____
City Clerk



WOOD POND HILLS & CHESTNUT RIDGE PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY

WOOD POND HILLS & CHESTNUT RIDGE PROJECT SCOPE

0 300 600 900

SCALE (FEET)

N

City of RAMSEY

19-03 WOOD POND HILLS & CHESTNUT RIDGE

STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

STREET SEGMENT SUMMARY											GPR Results							
											Pavement			Aggregate			Section	
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Min	Max	Average	Min	Max	Average	Min	Location
Krypton Street	Sunwood Dr / W EOP	705	31	conc.	3	1992	SC 1 - 1998	SC 2 - 2005			1.6	5.0	2.5	3.8	8.4	5.6	6.03	1121 feet south of Sunwood Drive.
Krypton Street	E EOP / CDS	592	31	conc.	5	1994	SC 1 - 1998	SC 2 - 2005										
146th Avenue	CR 5 / W EOP	355	31	conc.	4	1992	SC 1 - 1998	SC 2 - 2005			*							
146th Avenue	E EOP / Junkite Street	803	31	conc.	4	1993	SC 1 - 1998	SC 2 - 2005										
Helium Street	Sunwood Dr / 146th Ave	855	31	conc.	4	1992	SC 1 - 1998	SC 2 - 2005			1.7	4.2	2.5	1.3	4.4	2.6	3.63	403 feet south of
* GPR Data not available																		
										Project Summary	*1.6*	*5.0*	*2.5*	*1.3*	*8.4*	*4.1*	*3.63*	*403 feet south of Sunwood Drive.*

Project #	15-STR-012
Project Name	2019 Overlay Projects

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $612,200

Description

Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life.

2019 Projects: Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills, Chestnut Ridge

There is a total of $2.2M designated to maintain streets annually.

Overlays will be assessed at 25% of cost

Justification

Regular scheduled maintenance safeguards the considerable investment the City has in its pavements by cost effectively maximizing pavement life and minimizing emergency repairs.

Overlaying streets provides additional pavement life. These streets were selected based on Paser rating and time since last pavement maintenance treatment.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding.

Revisit Program for 2020-2025

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		612,200									612,200
Total		612,200									612,200

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		153,050									153,050
GO Bonding (Road Funding)		459,150									459,150
Total		612,200									612,200

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

Table of Contents

I. INTRODUCTION 1

II. PURPOSE 1

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS 2

IV. PROJECT SUMMARY 3

V. FINANCING THE STREET RECONSTRUCTION PLAN 4

APPENDIX A - PROJECT COSTS 5

APPENDIX B - PROPOSED SROP BOND ISSUES 10

APPENDIX C - PRE-SALE SCHEDULE 15

City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	**-**	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262