

City of Ramsey
Agenda
Regular Planning Commission
Thursday, September 6, 2018
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. **Call to Order**
2. **Citizen Input**
3. **Approve Agenda**
4. **Approve Minutes**
 1. Approve the August 2, 2018 Planning Commission Meeting Minutes
5. **Public Hearing**
 1. PUBLIC HEARING: Consider Request for Zoning Amendment (Text) to the B-1 and B-2 Business Districts and a Conditional Use Permit to Allow a Religious Institution on the Property Located at 6760 Highway 10; Case of CREES Ministries
 2. Consider Resolution #18-185 Approving Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition (Project #18-130); Case of PSD, LLC
6. **Commission Business**
 1. Consider possible lot area variance application for a Minor Subdivision at 7021 158th Ln NW
7. **Comprehensive Plan Update Items**
 1. Receive Progress Report on Comprehensive Plan Update
8. **Commission/Staff Input**
 1. Zoning Bulletins
9. **Adjournment**

Regular Planning Commission

4. 1.

Meeting Date: 09/06/2018

By: JoAnn Shaw, Community Development

Information

Title:

Approve the August 2, 2018 Planning Commission Meeting Minutes

Purpose/Background:

n/a

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

[08 02 18 Planning Commission Minutes](#)

Form Review

Inbox

Tim Gladhill

Form Started By: JoAnn Shaw

Final Approval Date: 08/31/2018

Reviewed By

JoAnn Shaw

Date

08/31/2018 09:35 AM

Started On: 08/28/2018 02:50 PM

**PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Ramsey Planning Commission conducted a regular meeting on Thursday, August 2, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Commissioner Bruce Anderson
 Commissioner Cheri Gengler
 Commissioner Daniel Onyambu
 Commissioner Patrick Surma
 Commissioner Gary VanScoy
 Commissioner Matt Woestehoff

Members Absent: Chairperson Randy Bauer

Also Present: Community Development Director Timothy Gladhill
 City Planner Chris Anderson
 City Planner Chloe McGuire Brigl
 Planning Intern PeggySue Imihy

1. CALL TO ORDER

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

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

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

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

4. APPROVE PLANNING COMMISSION MINUTES

4.01: Approve the Following Planning Commission Minutes:

4.01.1: Planning Commission Meeting Minutes Dated July 12, 2018

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to approve the following minutes as presented: Planning Commission Meeting Minutes dated July 12, 2018.

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

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Consider a Conditional Use Permit for 9411 Alpine Drive NW (project #18-127); Case of Ruan Trucking Corporation

Public Hearing

Vice Chairperson VanScoy 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 Ruan Trucking 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.

Citizen Input

There were no comments from the public.

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

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

Vice Chairperson VanScoy closed the public hearing closed at 7:05 p.m.

Commission Business

Commissioner Anderson asked if the site was currently empty and questioned how trucks would be brought to this property.

Paul Amotto, Ruan Trucking Corporation, stated this was the case. He explained he would be using Highway 101 and Highway 10 to get trucks to the property.

Motion by Commissioner Surma, seconded by Commissioner Onyambu, to recommend that City Council adopt Resolution #18-159 approving a commercial tractor and trailer maintenance and repair facility on the Subject Property.

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

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

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.

5.03: Public Hearing: Consider Variance Request to Build and Attached 2 Stall Garage within the Required Setback from the Shoreline of the Rum River at 15795 Juniper Ridge Drive NW (Project No. 18-123); Case of Rick and Diane Farrell

Public Hearing

Vice Chairperson VanScoy called the public hearing to order at 7:16 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 an attached two (2) stall garage within the required setback from the Rum River on the property located at 15795 Juniper Ridge Drive NW (the "Subject Property"). The Planning Commission met previously and approved a variance for a detached one stall garage, the applicant has revised his proposal. She commented further on how the lot was encumbered by setbacks.

Citizen Input

Vice Chairperson VanScoy discussed the setbacks in place and reported these were put in place after home was built. He commented on the applicant's previous request and stated he supported the request before the Commission.

Rick Farrell, 15795 Juniper Ridge Drive NW, stated he was disappointed by the Commission's action in July. This led Mr. Farrell to reevaluate his plans and he requested the Commission

consider approving his new plan and variance request. He explained he was really happy with the new plan and noted the additional garage would serve him well.

Vice Chairperson VanScoy thanked Mr. Farrell for working with City staff to bring about this plan.

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

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

Vice Chairperson VanScoy closed the public hearing closed at 7:24 p.m.

Commission Business

Vice Chairperson VanScoy noted several grammatical changes to the Resolution. He provided further comment on the request before the Commission and stated he believed the applicant had the right to expand his garage in its current location.

Motion by Commissioner Surma, seconded by Commissioner Woestehoff, to recommend that City Council adopt Resolution #18-157 granting a variance to the Ordinary High Watermark setback to the Rum River to build a two-stall attached garage addition at 15795 Juniper Ridge Drive NW.

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

5.04: Public Hearing: Review Site Plan, Preliminary Plat and Conditional Use Permit for Motor Vehicle Sales and Repair Facility Expansion (Project #18-126); Case of Lazydays RV

Public Hearing

Vice Chairperson VanScoy called the public hearing to order at 7:28 p.m.

Presentation

Planning Intern Imihy presented the staff report stating 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. The site is currently owned by

Shorewood RV. Lazydays RV is in the process of acquiring Shorewood RV and planning an expansion for a new maintenance facility.

Citizen Input

Cirenivas Kuchipuny, from Tampa, Florida, thanked staff for providing a thorough staff report regarding his request.

Vice Chairperson VanScoy asked if the applicant opposed installing a connection to City water and sewer.

Mr. Kuchipuny stated he did not oppose this condition but asked that the City work with him on the timing.

Commissioner Anderson inquired what would happen to the existing site.

Mr. Kuchipuny reported this site would remain as is.

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 7:37 p.m.

Commission Business

Motion by Commissioner Gengler, seconded by Commissioner Surma, to recommend that City Council adopt Resolution #18-162 approving a Conditional Use Permit (CUP), Site Plan, and Preliminary Plat for Lazydays RV, contingent upon revising the utility plans to include a connection to City Sanitary Sewer and Water is made and subject to the final review by the City Engineer.

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

6. COMMISSION BUSINESS

6.01: Review Site Plan for Sterling Trophy at 6710 Highway 10; Project #18-125

Presentation

Community Development Director Gladhill presented the Staff Report stating the purpose of this case is to review the Site Plan application made by Sterling Trophy for a new commercial

building located at 6710 Highway 10. The city-owned property is approximately 1.23 acres and currently vacant. The City is working with the applicant to sell the property. The development would be a 4,048 square foot commercial building to allow for trophy sales, engraving and assembly. Sterling Trophy currently operates in Anoka and is looking to move to the City of Ramsey.

Commission Business

David Sterling, 2902 Eighth Avenue in Anoka, introduced himself to the Commission and stated he was interested in moving his business from Anoka to the City of Ramsey.

Community Development Director Gladhill explained this blighted building was purchased by the City. He stated through this purchase the City hoped to bring building improvements and a new business into the community.

Mr. Sterling requested the City consider reducing the number of trees that were being required on the site from 25 to 18.

City Planner Anderson stated this was not an unreasonable request due to the fact the entire lot was not being improved.

Vice Chairperson VanScoy suggested the landscaping requirements be considered for the perimeter of the improved area as opposed to the entire lot.

Community Development Director Gladhill recommended the landscaping concerns be addressed under a separate motion.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to direct staff to work with the applicant on the landscaping requirements and that the perimeter of the improved area be considered versus the entire lot.

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

Motion by Commissioner Anderson, seconded by Commissioner Gengler, to recommend that City Council adopt Resolution #18-156 approving the Site Plan for Sterling Trophy at 6710 Highway 10 NW, subject to final review by the City Engineer.

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

6.02: 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.

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 Riceler, 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. Riceler 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.

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.

Northfork Development Parcel:

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.

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.

6.03: Consider Response to an Alternative Urban Areawide Review (AUAR) in the City of Dayton

Presentation

City Planner Anderson presented the Staff Report stating the City has received a DRAFT Alternative Urban Areawide Review (AUAR) document for a development project in the city of Dayton. An AUAR is an environmental review process that can be used in lieu of more traditional environmental reviews such as Environmental Assessment Worksheets (EAW) and Environmental Impact Statements (EIS), as long as the geographic area is covered by an acceptable Comprehensive Plan. In this case, the project area includes 560 acres directly south of Ramsey's identified potential Mississippi River bridge crossing.

Commission Business

Vice Chairperson VanScoy stated it was important for the City of Dayton to begin planning for the amount of traffic that could be heading their way. He asked if the City of Dayton was interested in a bridge crossing.

Community Development Director Gladhill commented the City of Dayton was interested, but noted this would depend on funding and timing.

Motion by Commissioner Anderson, seconded by Commissioner Woestehoff, to recommend that City Council direct Staff to formally submit the response to the North Dayton Development AUAR to the City of Dayton.

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

7. COMPREHENSIVE PLAN UPDATE ITEMS

Community Development Director Gladhill stated there was no update at this time.

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 Anderson, seconded by Commissioner Onyambu, to adjourn the meeting.

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

The regular meeting of the Planning Commission adjourned at 9:17 p.m.

Respectfully submitted,

Tim Gladhill
Community Development Director

ATTEST:

JoAnn Shaw
Community Development Assistant

Drafted by Heidi Guenther
TimeSaver Off Site Secretarial, Inc.

Regular Planning Commission

5. 1.

Meeting Date: 09/06/2018

By: Chloe McGuire Brigl, Community
Development

Information

Title:

PUBLIC HEARING: Consider Request for Zoning Amendment (Text) to the B-1 and B-2 Business Districts and a Conditional Use Permit to Allow a Religious Institution on the Property Located at 6760 Highway 10; Case of CREES Ministries

Purpose/Background:

The City has received an application from CREES Ministries (the "Applicant") requesting a Zoning Amendment to the text of the B-2 Business District to identify Religious Institutions as a Conditional Use and a Conditional Use Permit to allow a religious institution on the property located at 6760 Highway 10 (the "Subject Property"). The property is zoned B-2 Business District and is currently a retail operation that is going out of business.

Staff has brought forward zoning text amendments for both the B-1 and B-2 Business Districts to simplify the zoning code and refrain from bringing the same request forward in coming months for the B-1 district.

Notification:

Staff attempted to notify all property owners within 350 feet of the Subject Property of the requested Conditional Use Permit and Zoning Amendment via standard U.S. mail and published the Notice of Public Hearing in the Anoka County UnionHerald.

Observations/Alternatives:

Zoning Districts

- The intent of the B-1 District is to provide a commercial area for goods and services for the surrounding neighborhoods and community on a smaller scale than the B-2 Highway Commercial District.
- The intent of the B-2 District is 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.

Surrounding Communities

- Anoka allows religious institutions as a conditional use in their B-1 Highway Business District (Comparable to our B-2 District) and B-6 Neighborhood Commercial District
- Brooklyn Park permits religious institutions in all of their Business Districts (B-1, B-2, B-3, and B-4)
- Andover allows as CUP in their shopping center and general business districts.
- Champlin allows as CUP in C-1 (commercial-office business district), C-2 (commercial-general business district), and CN (neighborhood commercial district)
- Coon Rapids permits them in their PORT districts
- Maple Grove, Elk River, and Nowthen only allow religious institutions in their residential districts

Subject Property

6760 Highway 10 (the "Subject Property") is zoned B-2 Highway Business District and abuts Highway 10 to the north, properties zoned B-2 to the south and east, Riverdale Park to the southwest, and mixed use properties to the west including Slumberland and townhomes. There are 48 parking spaces onsite, which meets the minimum number of parking stalls based on the proposed number of chairs in the worship space.

Rental Space

The applicant has stated that the southern, 12,000 square foot building will be used as personal storage and rented boat and boat trailer storage. Indoor storage of recreational equipment is only allowed in this district when it is accessory to a sales and service use. Since the primary use is a religious institution, the only storage that may lawfully take place in the southern building is that of personal storage for Crees Ministries.

Alternatives

Alternative #1. Recommend City Council adopt Ordinance 18-15 amending the conditional uses in the B-1 and B-2 Business Districts to include religious institutions and approve Resolution #18-182 granting a Conditional Use Permit for a religious institution on the Subject Property. Amending the B-1 and B-2 Districts will affect all parcels within these zoning districts, not just the Subject Property. The Subject Property is located within the B-2 Business District and this district is intended to accommodate high intensity commercial and service activities characteristically located along major traffic carriers. The proposed use arguably could fit within the intent of the B-2 Highway Business District; however, staff does have some concern about modifying the existing building to provide adequate parking for assembly-type uses. Staff could be supportive of this alternative.

Alternative #2. Recommend City Council adopt Ordinance 18-15 amending the conditional uses in the B-1 and B-2 Business Districts and approve Resolution #18-182 granting a Conditional Use Permit for a religious institution on the Subject Property contingent upon the Applicant providing an updated Site Plan to comply with City Code (namely, meeting the parking requirements for a religious institution) and having the Building Official and Fire Marshall walk through the space to ensure safety of those visiting the space. Amending the B-1 and B-2 Districts will affect all parcels within these zoning districts, not just the Subject Property. If the Planning Commission believes that it may be acceptable as a Conditional Use, a more detailed Site Plan should be required prior to consideration by City Council. Staff supports this alternative.

Alternative #3. Recommend City Council not amend the conditional uses in the B-1 and B-2 Business District and to deny the request for a Conditional Use Permit. Staff is not opposed to the proposed use or the proposed location. The Subject Property abuts Highway 10 (but does not have direct access to Highway 10), and is in proximity to residential districts, where these uses would typically be situated. Staff does not support this alternative.

Staff believes a conditional use is appropriate due to parking, traffic, and building occupancy classification to allow Planning Commission and City Council approval rather than Staff administrative approval. Typically, new buildings would need to go through site plan review anyway, so a conditional use would not add review time.

Funding Source:

The Applicant is responsible for all costs of this request, including the review of the Application.

Recommendation:

Staff Recommends Approval of Ordinance #18-15 Amending Conditional Uses in the B-1 and B-2 Districts to Allow for Religious Institutions.

Staff Recommends Approval of Resolution #18-182 Approving CUP for a Religious Institution at 6760 Highway 10.

Action:

Recommend Approval of Ordinance #18-15 Amending Conditional Uses in the B-1 and B-2 Districts to Allow for Religious Institutions.

Motion to Recommend Approval of Resolution #18-182 Approving CUP for a Religious Institution at 6760 Highway 10.

Application

Applicant's Narrative

Site Plan

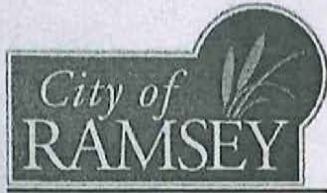
Planning Technical Review

Draft Ordinance 18-15

Draft Resolution 18-182

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	08/21/2018 08:52 AM
Tim Gladhill	Chloe McGuire Brigl	08/24/2018 10:18 AM
Chris Anderson	Chloe McGuire Brigl	08/24/2018 10:22 AM
Chris Anderson	Chris Anderson	08/28/2018 08:45 AM
Tim Gladhill	Tim Gladhill	08/31/2018 07:29 AM
Tim Gladhill	Tim Gladhill	08/31/2018 07:32 AM
Form Started By: Chloe McGuire Brigl		Started On: 08/17/2018 10:45 AM
Final Approval Date: 08/31/2018		



RECEIVED
 AUG 01 2018
 BY: _____

Land Use Application

18-144

<input type="checkbox"/> Plat – Sketch Plan	<input type="checkbox"/> Plat – Preliminary Plat	<input type="checkbox"/> Plat – Final Plat
<input type="checkbox"/> Administrative Plat	<input type="checkbox"/> Site Plan Review	<input type="checkbox"/> Easement/ROW Vacation
<input checked="" type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Interim Use Permit	<input type="checkbox"/> Comprehensive Plan Amendment
<input checked="" type="checkbox"/> Zoning Amendment	<input type="checkbox"/> Home Occupation Permit	<input type="checkbox"/> Variance
<input type="checkbox"/> Dwelling Moving Permit	<input type="checkbox"/> Environmental Permit	<input type="checkbox"/> Registered Land Survey
<input type="checkbox"/> Non-Traditional Animal License	<input type="checkbox"/> Beekeeping License	<input type="checkbox"/> Private Kennel License

Applicant Contact Information

Please note: All official communication will be routed through this contact.

Name:	Oscar O. Olivares - Translator: Karin Limachi		
Street Address:	12955 44th Pl. NE		
City, State, ZIP:	St. Michael, MN, 55376		
Home Phone:	763-742-5520	Work Phone:	763-482-1052
Email:	creesministry@gmail.com	Fax Number:	
Name of Business (if applicable):	Crees Ministry		
Business Address (if applicable)	6901 East Fish Lake Rd. Ste. 150		
Business City, State, ZIP	Maple Grove, MN, 55369		
Business Phone:	763-482-1052	Business Fax:	

Subject Property Information

(Location of Application)

Address	6760 NW Highway 10, Ramsey, MN
PIN	34-32-25-13-0002
Legal Description	LOT 1 BLOCK 1 RIVERSIDE WEST TOWNSHIP PART OF VAO FIELDS PARK STREET NW LYING SLY OF NELY EXTN OF NWLY LINE OF OUTLOT G RIVENWICK & LYING NLY OF NWLY EXTN OF SWLY LINE OF LOT 1
Zoning District	B-2 Business

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

Property Owner Information

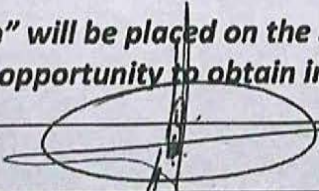
(if different than Applicant)

Name:	Dedicated Property Management LLC		
Street Address:	14000 Unity St. NW		
City, State, ZIP:	Ramsey, MN, 55303		
Home Phone:		Work Phone:	763-233-7200
Email:		Fax Number:	

Please provide a detailed description of your request and attached a copy of a scaled site plan
 C.R.E.E.S. Ministry is requesting an amendment to the zoning district of B-2 Business; allowing for the operation of religious institutions, specifically located at 6760 Highway 10, Ramsey, MN.

C.R.E.E.S. Ministry is a non-profit community outreach founded in 2006, currently located in the City of Maple Grove, MN. Our Mission and Vision are to fulfill the calling of God in our lives, and to restore God's kingdom in each individual and family.

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	Oscar O. Olivares Fierera	Printed Name	
Title	Senior Pastor	Title	
Date	08/01/18	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		Property Owner Signature	
Printed Name		Printed Name	
Title		Title	
Date		Date	

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

C.R.E.E.S. Ministry

The path to the Restoration by the Holy Spirit

6901 East Fish Lake Rd. Suite # 150

Maple Grove, MN 55369

Thursday, July 5, 2018

To the members of the City Council:

C.R.E.E.S. Ministry is writing in regards to request an amendment to the zoning ordinance of the B-2 District to allow religious institutions on 6760 Highway 10, Ramsey, MN.

C.R.E.E.S. Ministry is a Non-profit community outreach founded in 2006, in the city of Maple Grove Minnesota. Our Mission and vision are to fulfill the calling of God in our lives, to restore the kingdom of God in the life of every person, and in the family; By bringing the Glory of God, and restoration into every family, locally and globally with the power and authority of the Holy Spirit.

Our operations:

We support family and individuals from Coral Spring to Minneapolis-St. Paul with spiritual and moral support through various forms of counseling; Including but not limited to the following: addictions and substance abuse, marriage and family conflicts, domestic violence and abuse, and teen crisis outreach.

We offer one on one counseling and specialized classes to help increase their spiritual, emotional, economic, and physical stability and wellbeing. Through this process, we support families in all areas such by providing help with utility bills, providing the family with food baskets (through a growing food shelf), clothing, and family counseling. We also offer services in translation, interpretation, transportation, and notary. Among other functions, we provide home wellness, chaplains and hospital visits. We are committed with the Maple Grove Prison and work closely with local law enforcement.

Also, C.R.E.E.S. Ministry assists in connecting and locating a place for shelter and food for those who may be in immediate danger. Our organization works side by side with CASA ESPERANZA (House of Hope) for this cause.

As a community outreach, C.R.E.E.S. Ministry is committed to upholding and restoring all levels of authorities in the community. Among the opportunities that we have encountered, a group of 50 members of the church completed training with the U.S. Chaplain International Association, known as C.I.A. Chaplains are certified to help the community in many ways that presence.

During the past year, our Chaplain members have been through various training, in preparation of becoming allies with the authorities in the area, as well as, providing resources to the people in need.

The chaplains have completed the Citizens Academy with the Maple Grove Police Department, AED and CPR training with the Maple Grove Rotary Club, and an Anti-violence Men training with Casa Esperanza (House of Hope). This group of Chaplains in conjunction with the rest of the members of the church are involved in different areas within the community.

Hours of operation:

- Tuesday at 6:30 pm worship service, youth group, and kid's ministry
- Thursday at 7:00 pm Bible study
- Friday at 7:00 pm marriage counseling
- Saturday at 6:30 pm worship service and kid's ministry
- Sunday afternoons (every other week) young adults gathering

Additional activities:

- Bibles studies happen throughout the week in individual's homes.
- Counseling sessions by appointment
- Weddings
- Banquets and events

In conclusion, C.R.E.E.S. Ministry is committed to the outreach of the community. We believe that by the power and authority of God, through the knowledge of his word, and guidance of his Holy Spirit, we can bring help, change and restore the lives of anyone that needs it. By using different ways and strategies to help and engage with the community without making exceptions to race, color or background. Our mission is to serve.

6760 NW Highway 10, Ramsey, MN



6760 NW Highway 10, Ramsey, MN



Motor vehicle implement and recreational indoor storage is only allowed as an accessory use in this district when accessory to sales and service. Since the primary use on the property would be religious institution with no sales or service of automobiles or recreational equipment, this use is not allowed.

Waste Storage: There is no waste storage shown onsite nor existing outside the current building. Any enclosure must match the materials of the principal structure.

Fencing: The Applicant is not proposing any fencing onsite. Any fencing would require a Zoning Permit.

Mobility/Parking:

Number of Stalls

City Code Section 117-356 states that churches and theaters require one space for each three seats auditoriums, mortuaries or for each five feet of pew and other places of length assembly. Crees currently has 110 chairs, which would require 37 parking spaces.

The existing site has 48 exterior parking stalls. CREES Ministries expects 150 people between two services – Saturday and Tuesday. Approximately 45 families attend.

The number of parking stalls meets the minimum requirements. However, Staff believes that the existing parking would be sufficient for typical Saturday or Tuesday services, but it would not be sufficient for holidays and other large gatherings. Staff has not received the number of pews or chairs proposed in the worship space, so cannot do the calculation based on code requirements.

Dimensions

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.

Of the 48 existing parking stalls, 41 parking stalls are 90 degree parking stalls, and 7 are angled parking spaces that could potentially fit two vehicles, but are currently striped for one. Stalls are approximately 9 feet wide and 16.5 feet deep. The drive aisles are approximately 19, 27, and 33 feet wide. The only driving aisle that does not meet current requirements is the southwestern most drive aisle. The parking stalls in the northeastern corner of the site appear to meet the requirements. The other stalls do not.

Any repaving or restriping of the parking lot will require a zoning permit and conformity to existing code requirements at the time.

Signage: The applicant has not proposed any signage onsite. All signage must receive a sign permit.

ORDINANCE #18-15

**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 117-114 (B-1 GENERAL BUSINESS DISTRICT) AND SECTION 117-115 (B-2 HIGHWAY BUSINESS DISTRICT) 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 117-114. – B-1 General Business District, subdivision (c) is amended to include the follow language:

- (13) Religious institutions

Section 117-115. – B-2 Highway Business District, subdivision (c) is amended to include the follow language:

- (8) Religious institutions

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.

Mayor

ATTEST:

City Administrator

Introduction date:

Posting dates:

Adoption date:

Publication date:

Effective date:

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

RESOLUTION #18-182

A RESOLUTION APPROVING A REQUEST FROM SUNFISH PROPERTIES LLC FOR A CONDITIONAL USE PERMIT TO ALLOW A RELIGIOUS INSTITUTION IN THE B-2 BUSINESS DISTRICT AT THE PROPERTY LOCATED AT 6760 HIGHWAY 10 NW IN RAMSEY, MINNESOTA.

RECITALS

1. CREES Ministries, hereinafter referred to as the “Permittee”, has properly applied for a Zoning Text Amendment and Conditional Use Permit to allow a religious institution in the B-2 Highway Business District on the property generally known as 6760 Highway 10 NW and legally described as follows:

Lot 1, Block 1, Riverside West; subject to easement of record, Anoka County, Minnesota

(“Subject Property”)

2. The City of Ramsey received an application for a Zoning (Text) Amendment and a Conditional Use Permit from the Permittee on August 13, 2018.
3. That the Permittee appeared before the Planning Commission for a public hearing pursuant to Section 117-51 (Conditional Use Permits) of the Ramsey City Code on September 6, 2018, and that said public hearing was properly advertised and that the minutes of said public hearing are hereby incorporated by reference.
4. That the Subject Property is approximately 1.9 acres in size and is located within the B-2 Highway Business District.
5. That the subject property abuts Highway 10 to the north, properties zoned B-2 to the south and east, Riverdale Park to the southwest, and mixed use properties to the west including a commercial business and townhomes.
6. That religious institutions are not currently identified as a permitted or conditional use in the B-2 Highway Business District.
7. That the Permittee has applied for a Zoning Amendment to add religious institutions as a conditional use in the B-2 Highway Business District.
8. That the stated intent of the B-2 Highway Business District is 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.

9. That the Permittee **has not** submitted a floor plan for the modifications to be made to the existing two buildings.
10. That the Permittee will submit information to City Staff prior to execution of the Conditional Use Permit regarding the number of chairs or pews in the worship space so City Staff can determine if parking is adequate onsite.
11. That the Permittee has submitted a site plan that shows no changes to the exterior of the building, which currently includes 48 parking spaces.
12. That the Subject Property is served by a private well and septic system and that documentation must be submitted to the City demonstrating that there is sufficient capacity to accommodate the proposed building improvements. If there is not sufficient capacity, the property must be connected to City Sewer and Water.
13. That the Permittee has stated that additional paving would be installed between the two existing buildings to provide additional parking if needed.
14. That any grading and/or paving shall require plans prepared by the Permittee and submitted to the City for review and approval.

FINDINGS OF FACT

1. That a religious institution **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 a religious institution **will/will not** substantially adversely impair the use, enjoyment or market value of any of the surrounding properties.
3. That a religious institution **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 change the essential character of the area.
4. That a religious institution **will/will not** be hazardous to existing or future neighboring uses.
5. That a religious institution **will/will not** impact essential public facilities and services, such as highways, streets, police and fire protection.
6. That a religious institution **will/will not** create excessive additional requirements at public cost for public facilities and services and will be detrimental to the economic welfare of the community.
7. That a religious institution **will/will not** involve uses, activities and equipment that **will/will not** 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:

1. That the Permittee shall complete an inspection and walkthrough with both the Building Official and Fire Marshall to ensure safety and correct measures are taken for the gathering space.
2. That the Permittee shall apply and receive a new Certificate of Occupancy for the change in use from commercial space to a gathering space, religious institution, child care space, and office spaces.
3. That the Permit specifically prohibits the use of outdoor speaker devices.
4. That the Permittee shall apply separately for any outdoor events, celebrations, block parties, or similar events with the City of Ramsey in order to ensure safety near Highway 10.
5. That the Permittee shall provide a detailed site plan outlining the individual spaces within the two buildings, and the Permittee shall be responsible for obtaining any applicable permits from the **City** to complete these building modifications.
6. That the Permittee shall provide grading and drainage plans to the City for review and approval prior to any surface parking expansion and/or sidewalk installation.
7. That any restriping or repaving of the parking lot will meet City requirements at the time of updating.
8. That this Permit shall be perpetual in duration as long as the terms are herein complied with.
9. That the Permittee shall comply with all state, local, and federal regulations.

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 _____.

Acting Mayor

ATTEST:

City Clerk

Regular Planning Commission

5. 2.

Meeting Date: 09/06/2018

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider Resolution #18-185 Approving Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition (Project #18-130); Case of PSD, LLC

Purpose/Background:

The purpose of this case is to review the proposed site plan for Bunker Lake Industrial Park Second Addition. While the resolution includes final plat approval, final plat is reviewed only by the City Council. The proposed project is located in the City's new business park located generally south of Bunker Lake Blvd and west of Armstrong Blvd. The proposed building is 60,800 sq ft and would be the third building in the City's new industrial park.

Notification:

City Staff attempted to notify all property owners within 700 feet of the Subject Property of the request via U.S. mail.

Observations/Alternatives:

The lot and proposed structure as proposed meet all dimensional standards of the E-3 Employment district.

Proposed Building: Lot 1 is proposed to be occupied by a 60,800 square foot and 31 foot 6 inch tall building that appears to be designed for light industrial or warehouse uses. Potential occupancy classifications listed on the plan set include B-Office, F-1, F-2 Manufacturing, M-Showroom, and S-1, S-2 Storage. The building has eight (8) loading dock doors measuring 9 feet wide by 10 feet tall, eight (8) roll-up doors measuring 14 feet tall and 12 feet wide, and eight (8) pedestrian doors facing south. These doors are spread out in eight groupings with one type of each door indicating that building could have up to eight different businesses within the single building. Each of the eight tenant spaces would be 7,600 square feet. The north side (facing Bunker Lake Blvd) of the building would indicate a design for five tenants within the single building based on the number of front entrance doors. The east and west elevation each have one (1) pedestrian door in the center of the building.

Parking: Per the city code, one parking stall is required for every 300 square feet of office space or one parking stall per 1,000 square feet of industrial space. The site plan shows a 60,800 square foot building with 125 parking stalls, six (6) of which are shown as handicapped stalls. 100% industrial uses would require a total of 60 spaces whereas 100% office use would require a total of 203 parking spaces. The 125 proposed spaces is more than is required for industrial but less than for office. Staff anticipates a mixture of office/warehouse space and as such it is Staff's opinion that the proposed number of parking spaces is sufficient.

Alternatives

Alternative 1. Recommend approval of Resolution #18-185 approving site plan of Bunker Lake Industrial Park Second Addition. The proposed site plan is largely consistent with the City's zoning ordinance with minor revisions as noted in the staff review memo. The proposed industrial space will be a benefit to the business community and city as a whole. Staff is supportive of Alternative 1.

Alternative 2. Recommend denial of Resolution #18-185 approving site plan of Bunker Lake Industrial Park Second

Addition. The Planning Commission should provide clear findings of fact for denial if it elects alternative 2. Staff does not support this alternative.

Funding Source:

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

Recommendation:

Staff recommends approval of Resolution #18-185 Approving the requested Site Plan of Bunker Lake Industrial Park Second Addition, contingent upon compliance with the Staff Review, City Engineer approval, and that the developer enter into a development agreement with the City.

Action:

Motion to recommend approval of Resolution #18-185 approving the Site Plan of Bunker Lake Industrial Park Second Addition contingent upon compliance with the Staff Review, City Engineer approval, and that the developer enter into a development agreement with the City.

Attachments

Site Location Map

Complete Plan Set

Tech Reports

Resolution #18-185 Approving Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition

Final Plat

Form Review

Inbox

Tim Gladhill

Form Started By: Eric Maass

Final Approval Date: 08/31/2018

Reviewed By

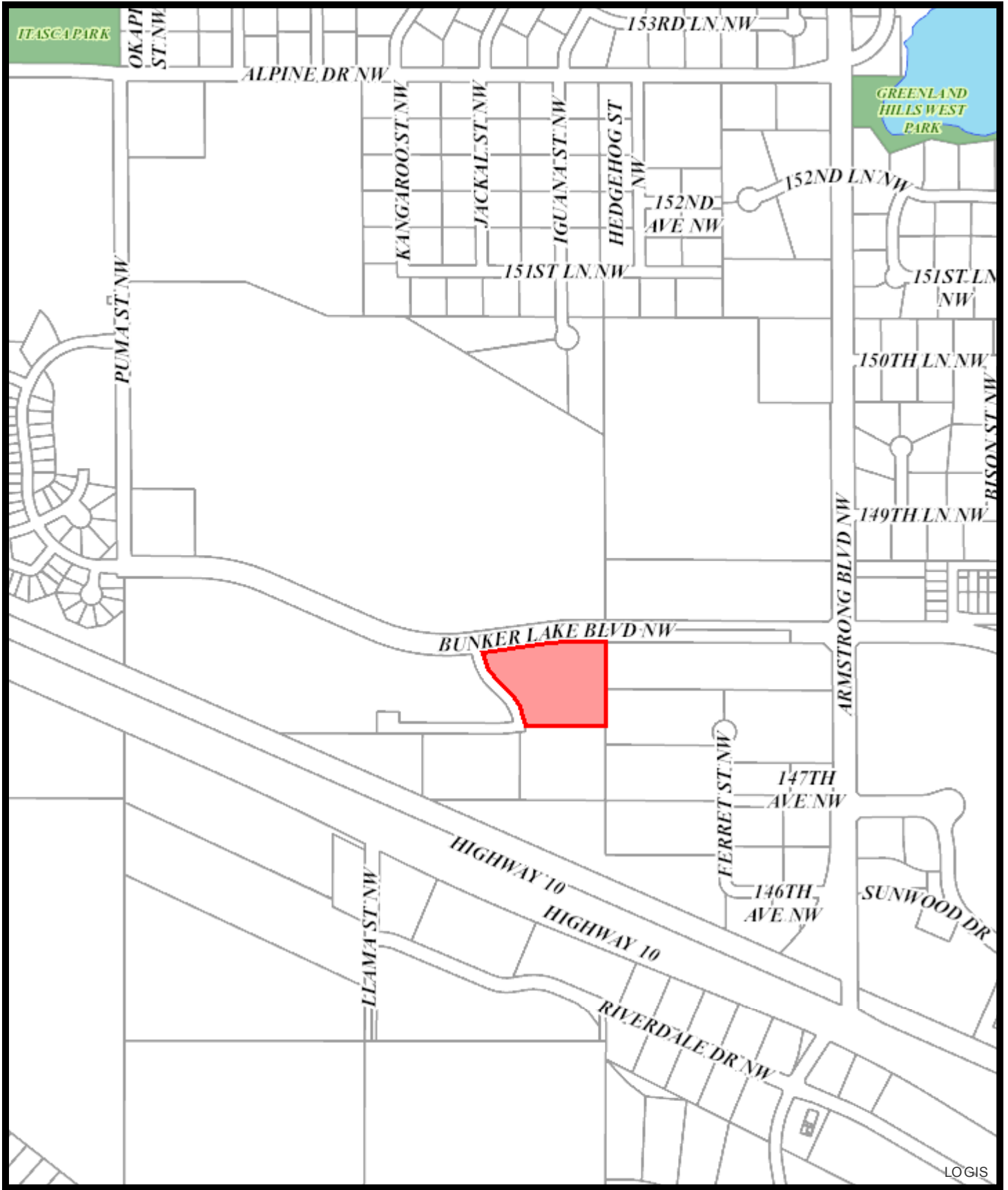
JoAnn Shaw

Date

08/31/2018 09:33 AM

Started On: 08/31/2018 09:19 AM

Site Location Map



0 180360 Feet 720 1,080 1,440

BUNKER LAKE INDUSTRIAL PARK - LOT 3 SITE IMPROVEMENTS

CIVIL SITE CONSTRUCTION PLANS

RAMSEY, MINNESOTA

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" 2013 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS SHALL APPLY.

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

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

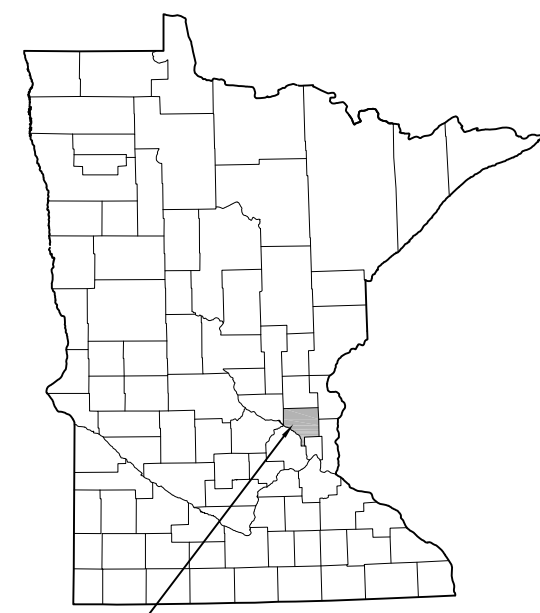
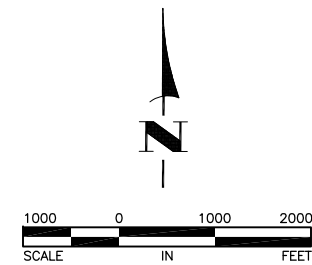
ALL REQUIREMENTS OF THE PROJECT MANUAL.

SHEET INDEX

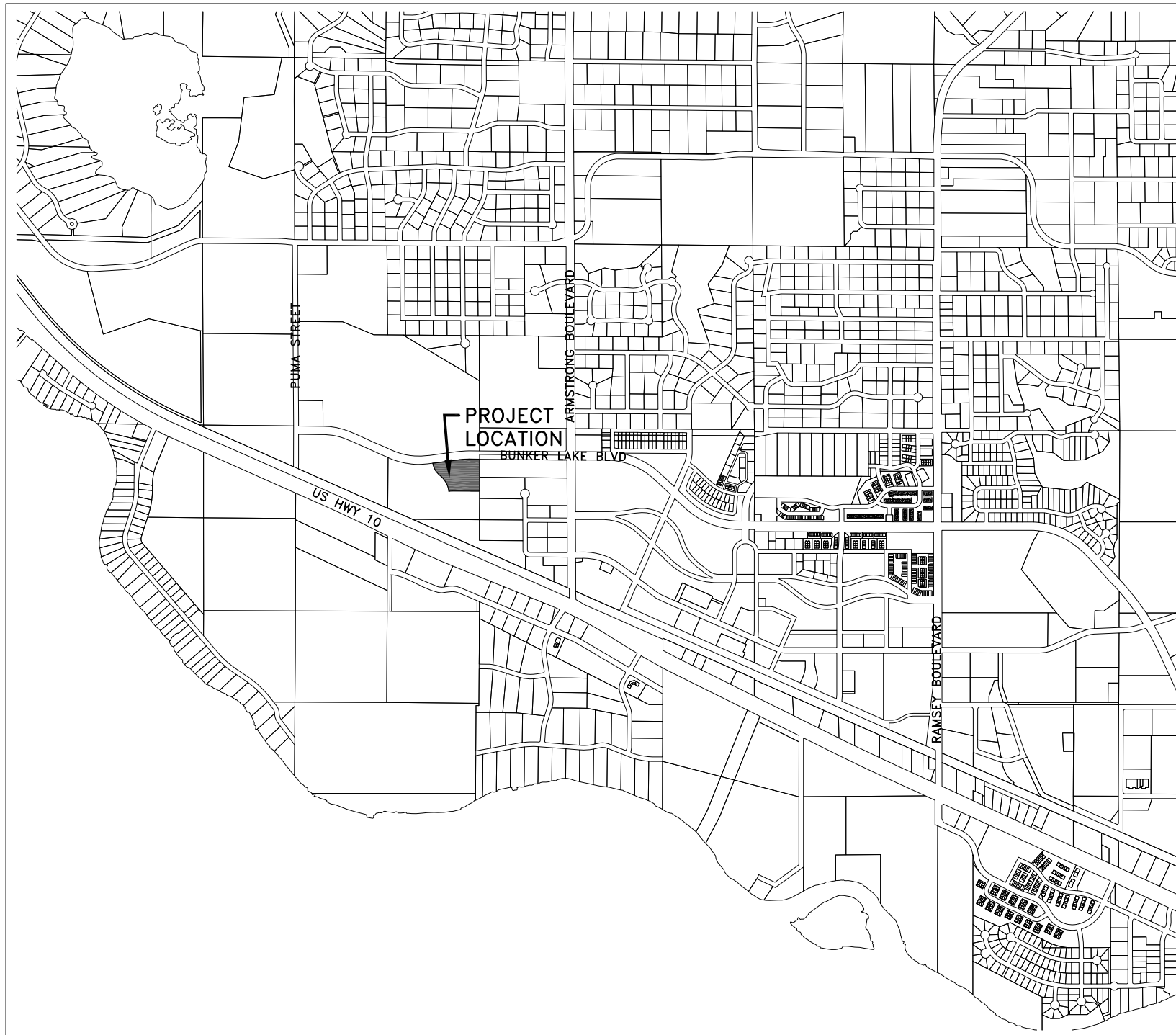
THIS PLAN CONTAINS 8 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	DETAILS
4	SITE PLAN
5	GRADING, DRAINAGE AND EROSION CONTROL PLAN
6	UTILITY PLAN
7	LANDSCAPE PLAN
8	LANDSCAPE SCHEDULE & DETAILS

OWNER
 PSD, LLC
 CONTACT: MATT KUKER
 7533 SUNWOOD DRIVE, SUITE 315
 RAMSEY, MN 55303



CITY OF RAMSEY,
 ANOKA COUNTY,
 MINNESOTA



THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

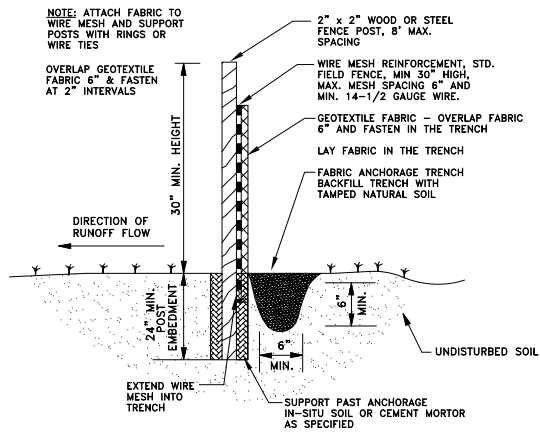
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Shane Nelson 43381 DATE 7/18/18
 SHANE M. NELSON, P.E. LIC. NO.
 HAKANSON ANDERSON
 DESIGN ENGINEER

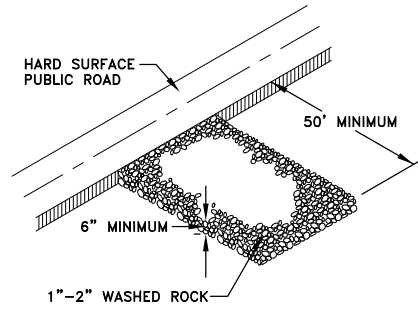
DATE	REVISION

Jul 18, 2018 - 11:02am
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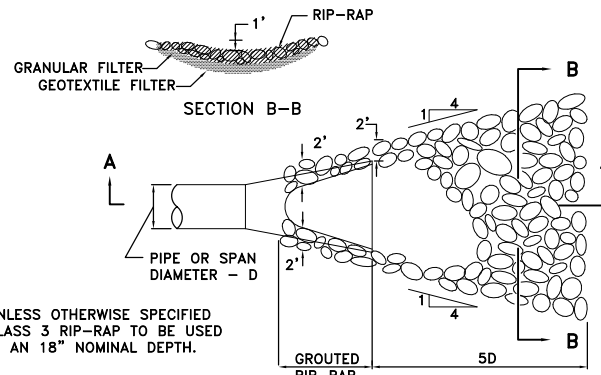
Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520



1
2 **SILT FENCE DETAIL**
NO SCALE

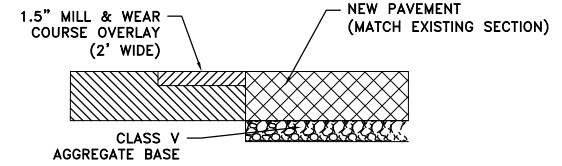


2
2 **ROCK CONSTRUCTION ENTRANCE**
NO SCALE

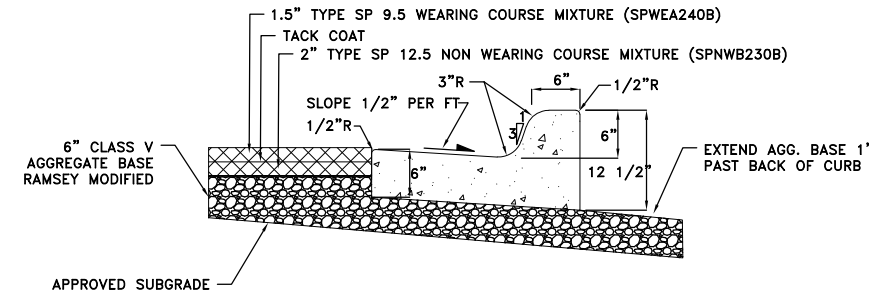


UNLESS OTHERWISE SPECIFIED
CLASS 3 RIP-RAP TO BE USED
IN AN 18\"/>

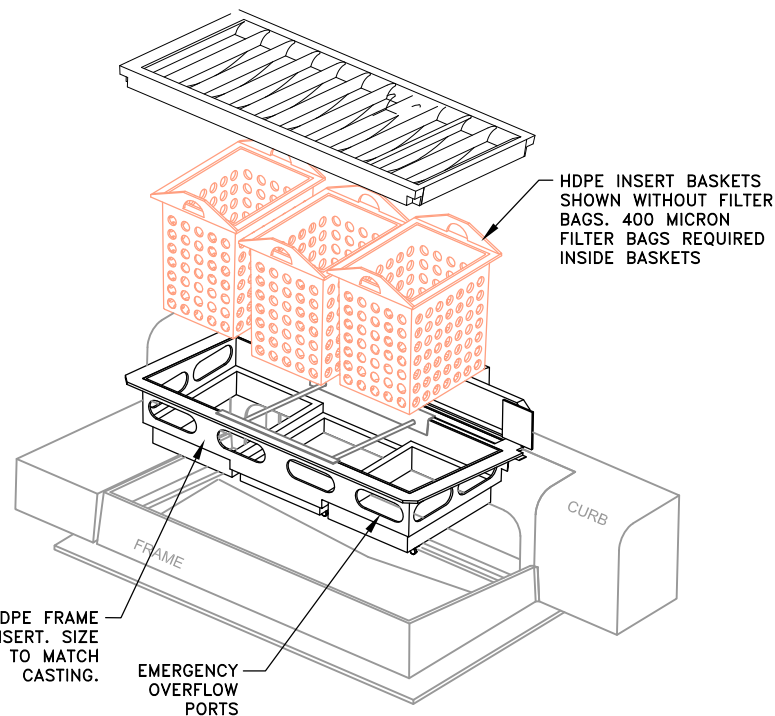
4
2 **RIP-RAP AT FES OUTLET**
NO SCALE



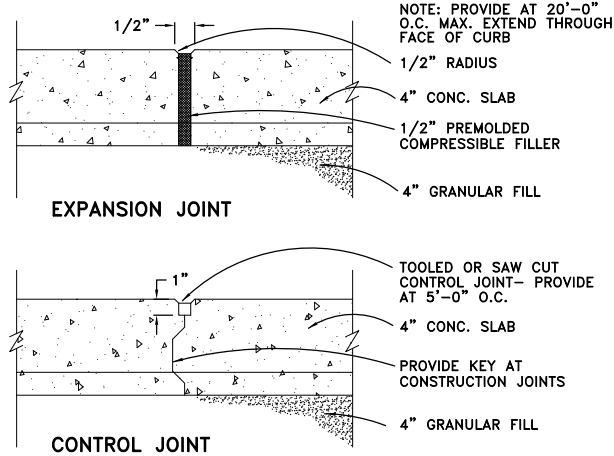
5
2 **BITUMINOUS PATCH REPAIR SECTION**
NO SCALE



6
2 **TYPICAL PAVEMENT/CURB SECTION**
NO SCALE

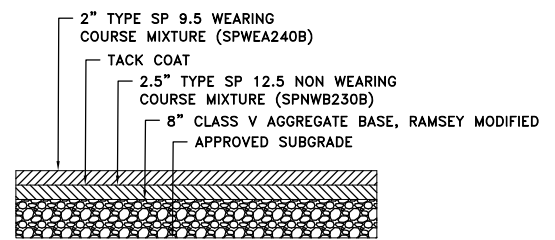


3
2 **INLET PROTECTION**
NO SCALE

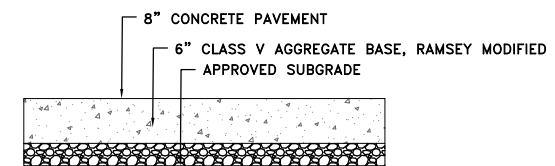


NOTE: PROVIDE AT 20'-0"
O.C. MAX. EXTEND THROUGH
FACE OF CURB

9
2 **SIDEWALK DETAILS**
NO SCALE



7
2 **HEAVY-DUTY PAVEMENT SECTION**
NO SCALE



8
2 **CONCRETE TRAILER SUPPORT PAD**
NO SCALE

Jul 18, 2018, 11:02am
K:\PRIVATE\2325.06\ENGINEERING\2325.06_DETAIL.dwg

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY: AMT
DRAWN BY: AMT
CHECKED BY: SMN

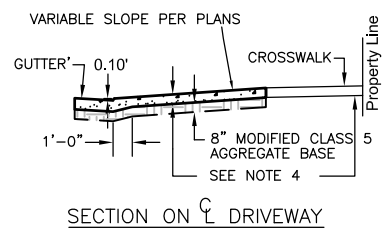
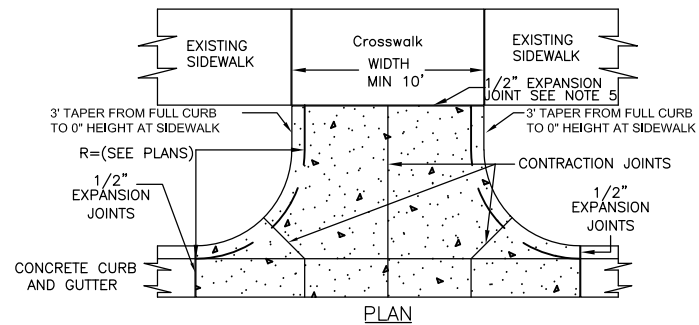


Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

**BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS**

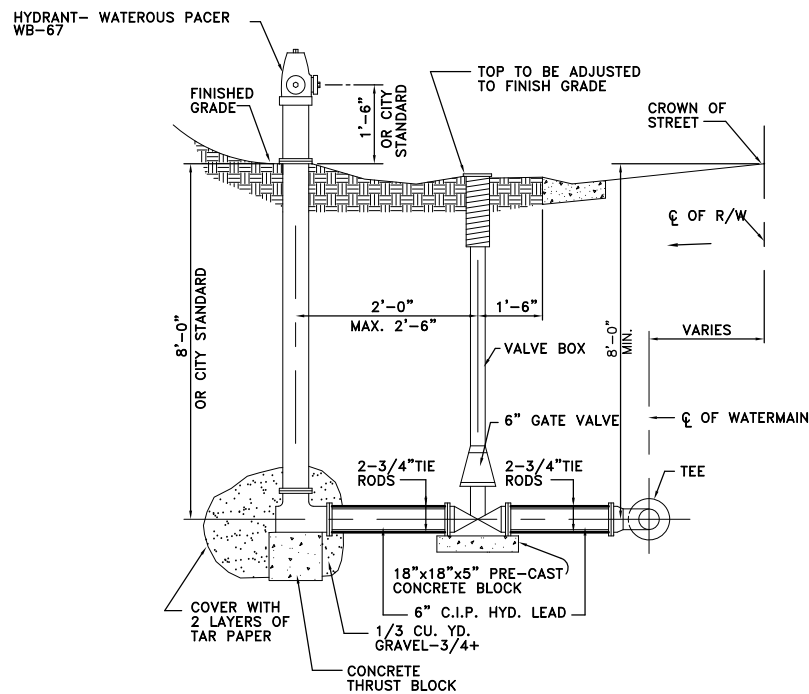
DETAILS
RAMSEY, MINNESOTA

SHEET 2
OF 8
SHEETS



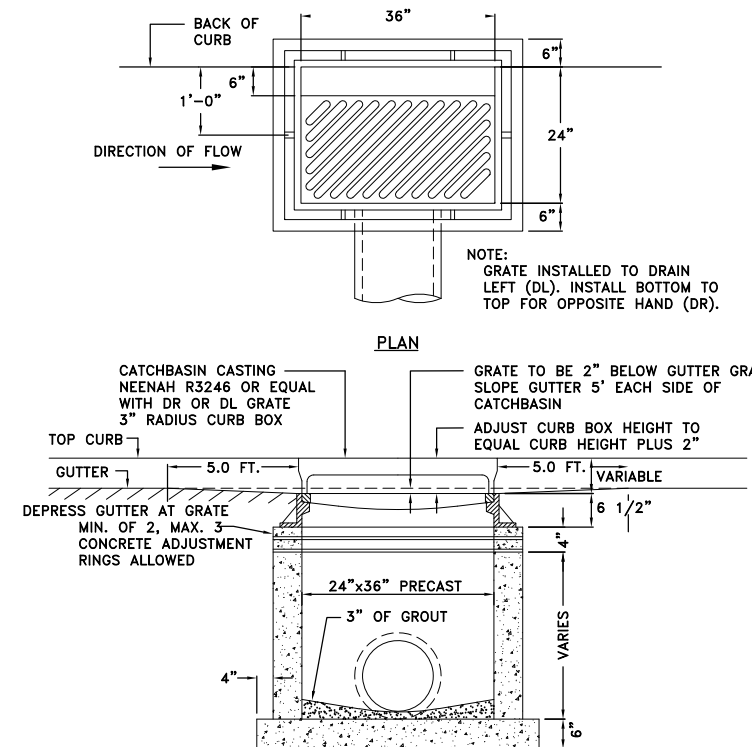
- NOTES:
- PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
 - DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
 - GUTTER TO BE PAVED INTEGRAL WITH DRIVEWAY.
 - 8" THICK FOR COMMERCIAL DRIVEWAYS.
 - 1/2" EXPANSION JOINT, 1/2" PREFORMED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

1
3 COMMERCIAL DRIVEWAY
NO SCALE

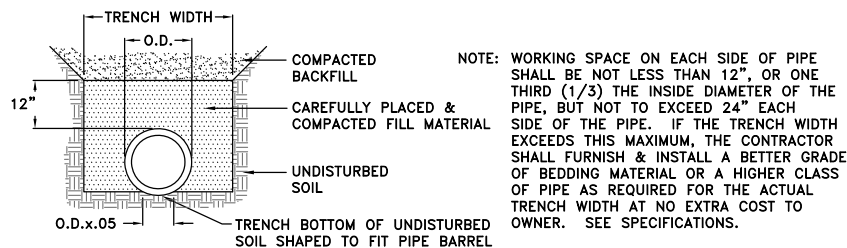


- NOTE:
- RETAINER GLANDS MAY BE USED IN LIEU OF TIE RODS.
 - HYDRANTS SET IN AREAS WHERE GROUND WATER LEVELS ARE WITHIN 2' OF THE BOTTOM OF THE HYDRANT OR LESS, MAY REQUIRE PLUGGED DRAIN HOLES PER SPECIFICATIONS OR CITY STANDARDS.

2
3 HYDRANT DETAIL
NO SCALE

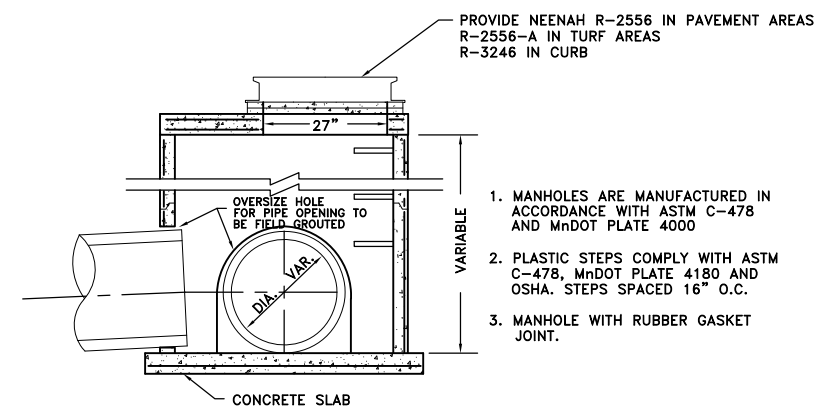


3
3 STANDARD CURB INLET
NO SCALE



NOTE: WORKING SPACE ON EACH SIDE OF PIPE SHALL BE NOT LESS THAN 12", OR ONE THIRD (1/3) THE INSIDE DIAMETER OF THE PIPE, BUT NOT TO EXCEED 24" EACH SIDE OF THE PIPE. IF THE TRENCH WIDTH EXCEEDS THIS MAXIMUM, THE CONTRACTOR SHALL FURNISH & INSTALL A BETTER GRADE OF BEDDING MATERIAL OR A HIGHER CLASS OF PIPE AS REQUIRED FOR THE ACTUAL TRENCH WIDTH AT NO EXTRA COST TO OWNER. SEE SPECIFICATIONS.

4
3 PIPE BEDDING
NO SCALE



- MANHOLES ARE MANUFACTURED IN ACCORDANCE WITH ASTM C-478 AND MnDOT PLATE 4000
- PLASTIC STEPS COMPLY WITH ASTM C-478, MnDOT PLATE 4180 AND OSHA. STEPS SPACED 16" O.C.
- MANHOLE WITH RUBBER GASKET JOINT.

STANDARD STORM MANHOLE
48" THRU 72" DIAMETER

5
3 STANDARD CATCH BASIN MANHOLE
NO SCALE

Jul 18, 2018, 11:02am
K:\PRIVATE\2325.06\ENGINEERING\2325.06_DETAIL.dwg

DATE	REVISION

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SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY:
AMT
DRAWN BY:
AMT
CHECKED BY:
SMN



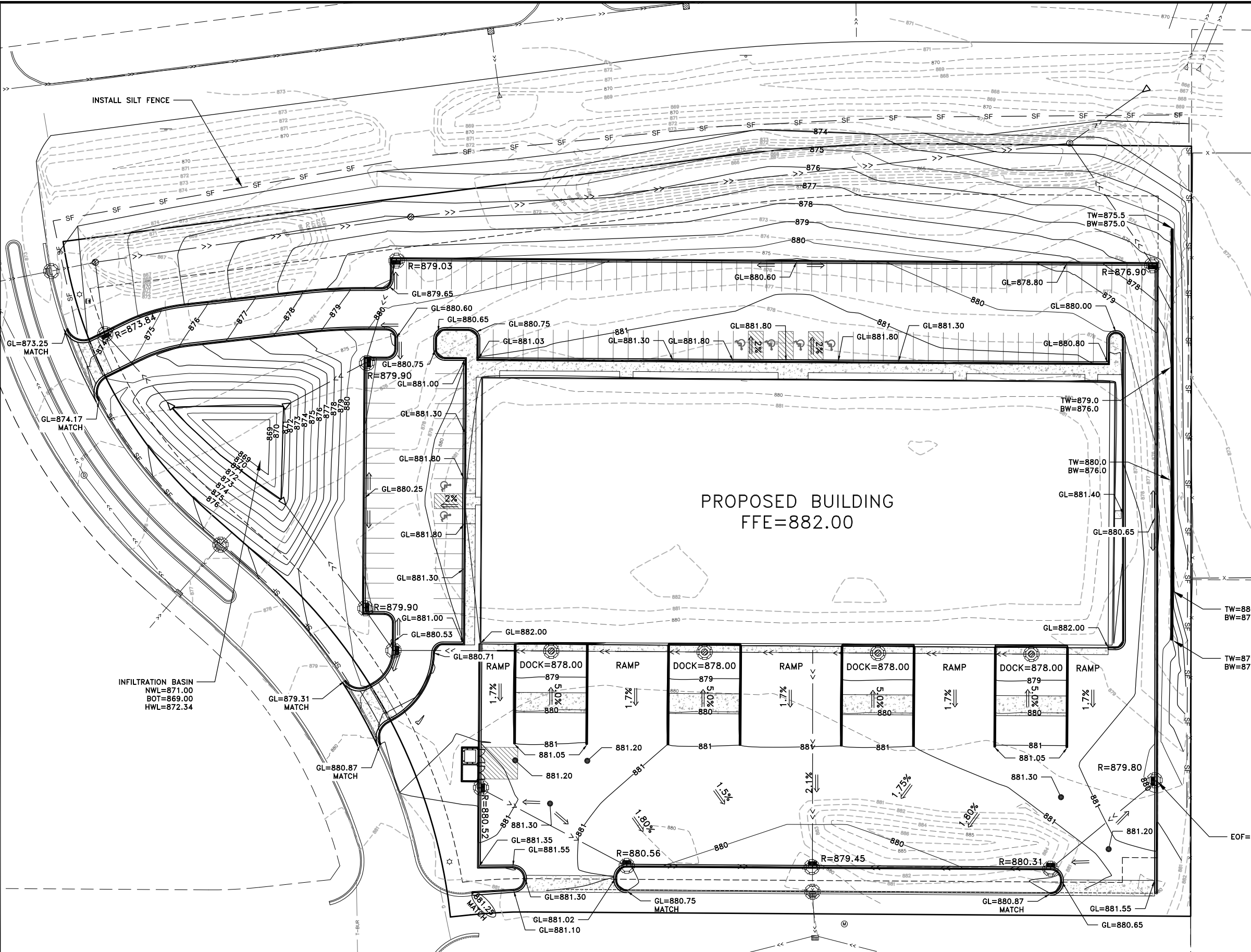
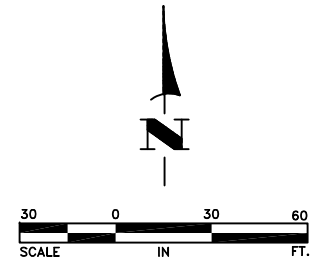
Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS

DETAILS
RAMSEY, MINNESOTA

SHEET 3 OF 8 SHEETS

2325.06



LEGEND

	856	EXISTING CONTOUR
	856	PROPOSED CONTOUR
		EXISTING SANITARY SEWER
		EXISTING WATERMAIN
		EXISTING STORM SEWER
		EXISTING GAS
		EXISTING TELEPHONE
		EXISTING OVERHEAD UTILITY
		EXISTING UNDERGROUND ELECTRIC
		PROPOSED STORM SEWER
		PROPOSED STORM SEWER STRUCTURES
		PROPOSED SPOT ELEVATION
		DRAINAGE ARROW
		MODULAR BLOCK RETAINING WALL
		SILT FENCE, PER (1/2)
		INLET PROTECTION, PER (3/2) OR EQUAL

- GENERAL NOTES:**
1. INSTALL SILT FENCE AND INLET PROTECTION AS SHOWN AND PER DETAILS ON SHEET 2 PRIOR TO GRADING OR EARTH DISTURBANCE. CONSTRUCT STABILIZED CONSTRUCTION EXIT PER DETAIL 2 SHEET 2 WHERE MAIN SITE ACCESS IS LOCATED.
 2. ALL SPOT ELEVATIONS REPRESENT FINISHED GRADE OF PAVEMENT OR GUTTER LINE, UNLESS OTHERWISE NOTED.
 3. REVEGETATION AND STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF ROUGH GRADING.
 4. MAXIMUM PAVED SLOPES SHALL NOT EXCEED 12:1
 5. STREETS AND PROPERTY ADJACENT TO THE CONSTRUCTION SHALL BE KEPT FREE FROM SEDIMENT CAUSED BY CONSTRUCTION TRAFFIC, SITE RUNOFF AND BLOWING DUST. HAND BROOM OR PICKUP SWEEPER SHALL BE EMPLOYED AS NEEDED OR AT THE REQUEST OF THE CITY OF COON RAPIDS. KICK BROOM STYLE SWEEPER NOT ALLOWED.
 6. ALL DISTURBED AREAS SHALL RECEIVE 4" TOPSOIL AND BE SEEDED WITH Mn/DOT SEED MIX 25-131 OR APPROVED EQUAL. APPLY FERTILIZER AND MULCH PER THE RECOMMENDATIONS OF THE MNDOT SEEDING MANUAL.
 7. SEE GEOTECHNICAL REPORT PREPARED BY XXXX. DATED X/XX/XXXX FOR ADDITIONAL INFORMATION AND RECOMMENDATIONS FOR SOIL CONDITIONS AND PREPARATION.
 8. RETAINING WALLS TO BE DESIGNED BY OTHERS.

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SHANE M. NELSON, P.E.
Lic. No. 43381

Date 7/18/18

DESIGNED BY:
AMT

DRAWN BY:
AMT

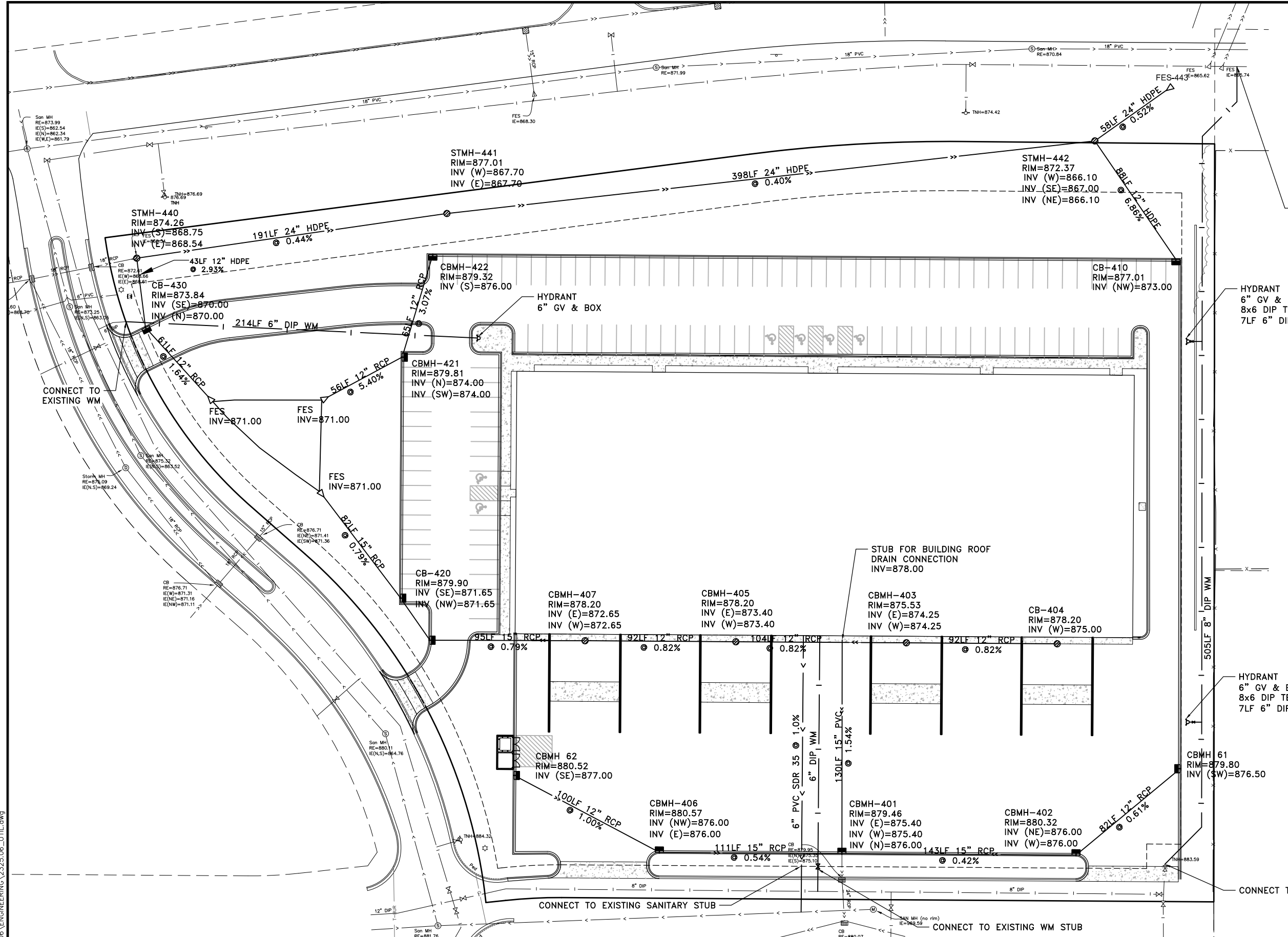
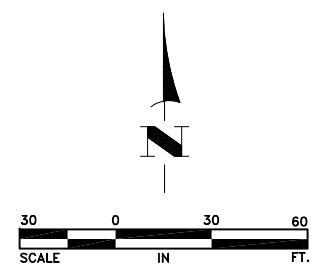
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**BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS**

**GRADING, DRAINAGE, &
EROSION CONTROL
RAMSEY, MINNESOTA**

SHEET 5 OF 8 SHEETS



CONNECT TO EXISTING WM

HYDRANT
6" GV & BOX
8x6 DIP TEE
7LF 6" DIP WM

- GENERAL UTILITY NOTES:
1. ALL RCP STORM SEWER TO BE CLASS III.
 2. ALL HDPE STORM SEWER TO BE DUAL WALL GASKETED HDPE
 3. 8" DIP WM SHALL BE CLASS 52. 6" DIP WM SHALL BE CLASS 53.

STUB FOR BUILDING ROOF
DRAIN CONNECTION
INV=878.00

HYDRANT
6" GV & BOX
8x6 DIP TEE
7LF 6" DIP WM

CBMH 61
RIM=879.80
INV (SW)=876.50

CONNECT TO EXISTING WM

CONNECT TO EXISTING SANITARY STUB

CONNECT TO EXISTING WM STUB

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Shane M. Nelson
SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY: AMT
DRAWN BY: AMT
CHECKED BY: SMN

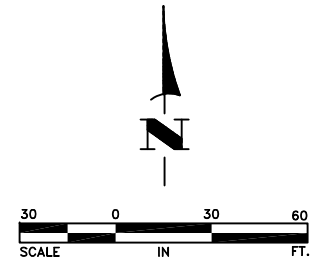


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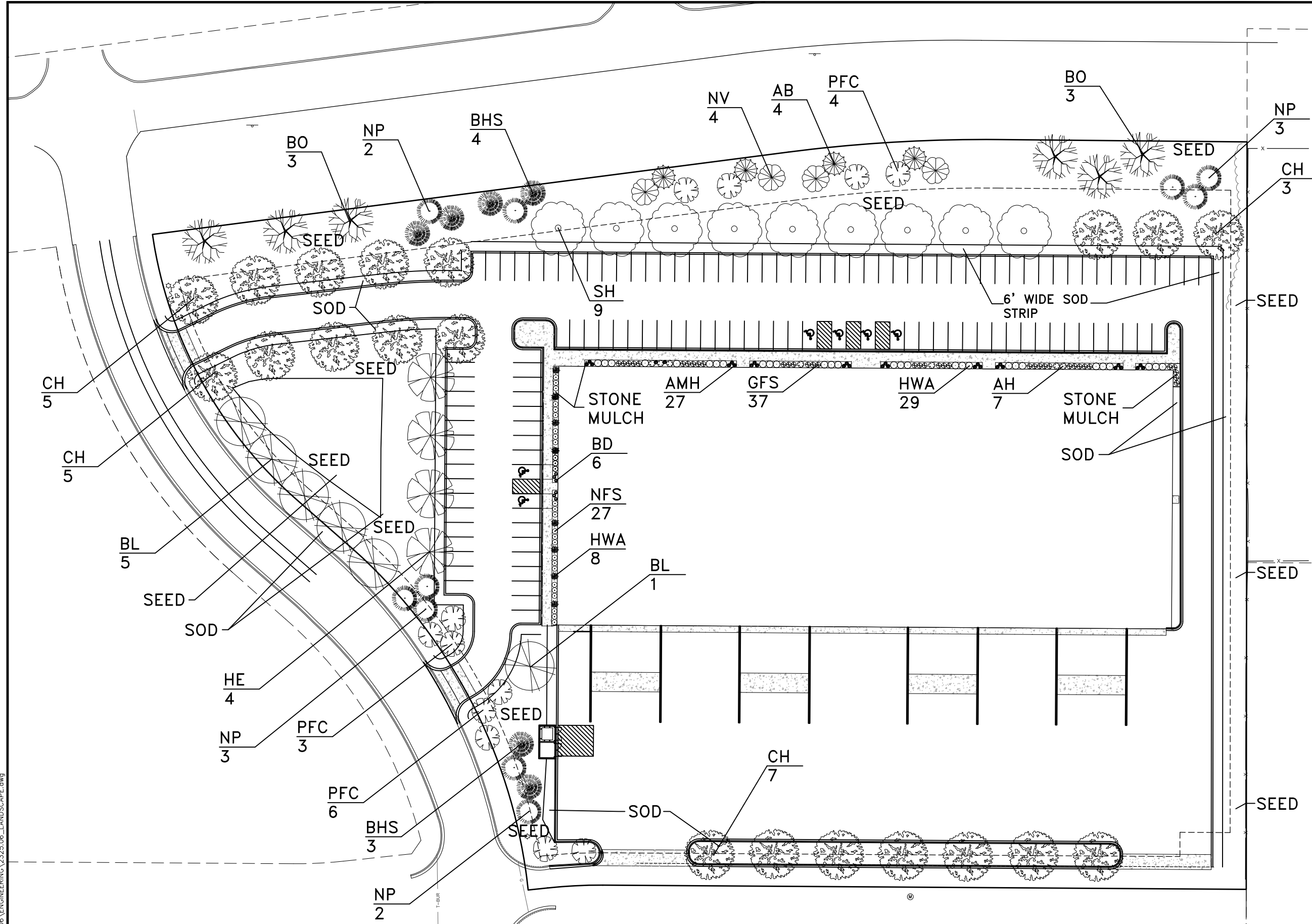
**BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS**

UTILITY PLAN
RAMSEY, MINNESOTA

SHEET 6 OF 8 SHEETS



SEE SHEET 8 FOR PLANTING SCHEDULE AND DETAILS



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DATE	REVISION

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Debra Bralich

REG. NO. 23849 DATE 07-16-18

BRODSHO CONSULTING
Landscape Architecture Site Planning

698 NORTHBRIDGE COURT
EAGAN, MN 55123
PHONE: 651-688-8023
FAX: 651-456-5748

**BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS**

LANDSCAPE PLAN
RAMSEY, MINNESOTA

SHEET 7 OF 8 SHEETS

PLANT LIST: Site Plantings

QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE/ROOT
TREES				
20	CH	Celtis occidentalis	Common Hackberry	2-1/2" B&B
9	SH	Gleditsia triacanthos inermis 'Skycole'	Skyline Honeylocust	2-1/2" B&B
6	BL	Tilia americana 'Boulevard'	Boulevard Linden	2-1/2" B&B
6	BO	Quercus macrocarpa	Bur Oak	2-1/2" B&B
4	HE	Ulmus 'Homestead'	Homestead Elm	2-1/2" B&B
7	BHS	Picea glauca densata	Black Hills Spruce	6'-0" B&B
10	NP	Pinus resinosa	Norway Pine	6'-0" B&B
4	AB	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	7' Clump, Pot
13	PFC	Malus 'Prairie Fire'	Prairie Fire Crabapple	1-1/2" B&B
4	NV	Viburnum lentago 'Nannyberry'	Nannyberry Viburnum, tree form	1-1/2" B&B
SHRUBS				
7	AH	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	5 Gal. Pot
27	NFS	Spiraea japonica 'Neon Flash'	Neon Flash Spirea	2 Gal. Pot
37	GFS	Spiraea x bumalda 'Gold Flame'	Gold Flame Spirea	5 Gal. Pot
37	HWA	Thuja occidentalis 'Hetz Wintergreen'	Hetz Wintergreen Arborvitae	5 Gal. Pot
PERENNIALS & GRASSES				
6	BD	Hemerocallis 'Baja'	Baja Daylily	1 Gal. Pot
27	AMH	Hota fortunei 'Albomarginata'	Albomarginata Hosta	1 Gal. Pot

SOD & SEED

Sod, placed 6" behind all curbed areas.
Sod shall be seed grown and drought tolerant. Prior to installation, the Contractor shall supply a sample of the sod for approval by the Owner and the City. Check with the following vendors for availability.

- Specialty Turf and Ag
- Anoka Turf Farm
- A & L Sod
- Central Turf Farm

Seed Mixture: To be approved by Owner and City. Suggested mixture as follows or equivalent.
54% Little bluestem, 35% Side oats grama, 10% Blue grama, .5% Sand dropseed, .5% Prairie dropseed.

PLANTING NOTES:

Contractor shall call and verify locations with all utilities prior to any digging or installation of plants.

Contractor shall provide a two year guarantee of all plant materials. The guarantee begins on the date of the Owner's written acceptance of the initial planting. Replacement plant materials shall have a one year guarantee commencing upon planting. Owner is responsible for maintenance after all is accepted by the Owner.

All plants to be northern-grown and hardy.

Plants to be installed as per standard AAN planting practices.

Use minimum 12" loam planting soil on trees and 6" on shrubs.

All landscaping and sod areas shall be irrigated with an in ground system.

Staking of trees optional; reposition if not plumb after one year.

Wrap all smooth-barked trees—fasten top and bottom. Remove by April 1.

Remove burlap, twine, rope, and wire from top of BB materials; remove pot on potted plants; split and break apart peat pots.

Prune only dead and damages branches on plants as necessary. All pruning shall be made just outside of branch collar area.

Plants shall be immediately planted upon arrival at site. Properly heel-in materials if necessary.

All disturbed areas to be sodded unless otherwise noted. Sod shall be drought tolerant.

Planting beds for shrubs shall have (4 oz. min.) weed barrier fabric, 4" - 5" of washed River Rock mulch and 4" vertical (commercial grade) black poly edging (where mulch is not contained by the building and sidewalk or curb. It is to be placed and staked in straight lines as shown on the plan.

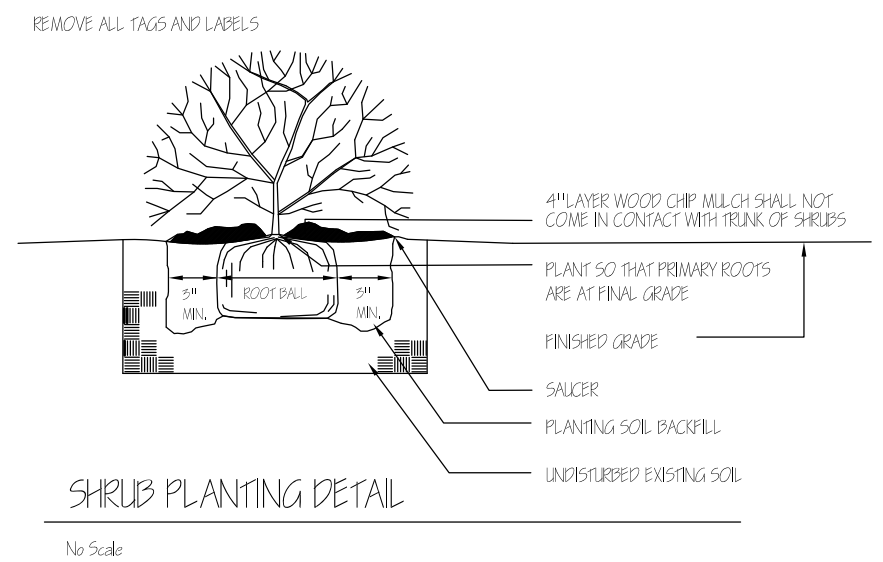
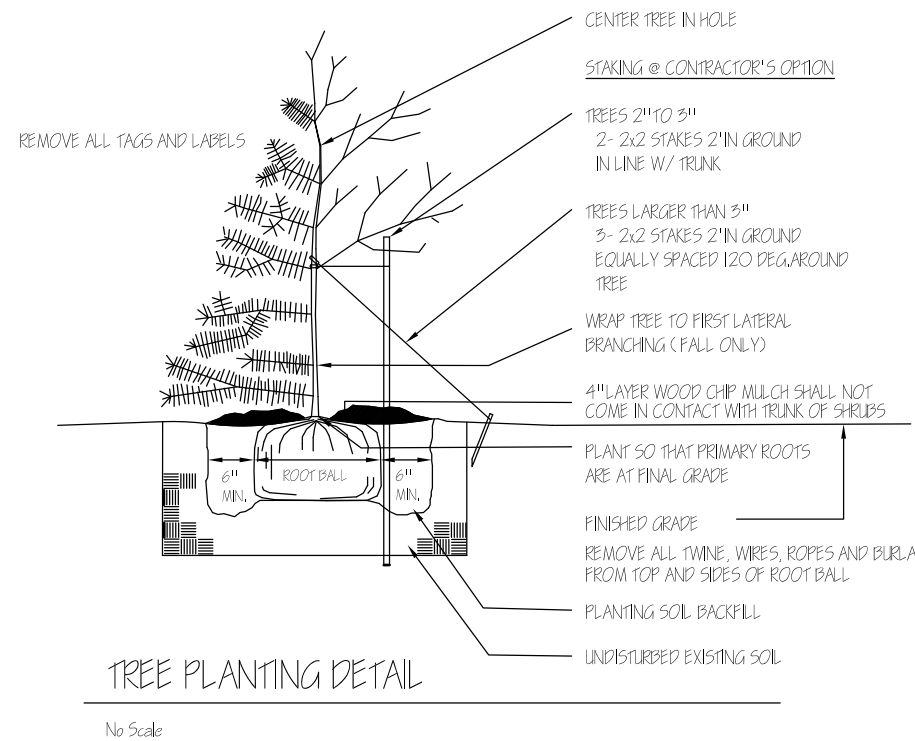
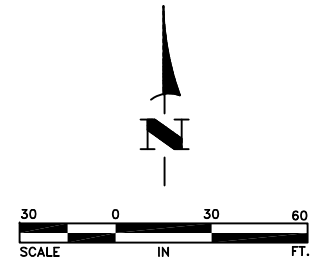
Topsoil shall be a minimum of 6 inches deep. Existing soils may be used if amended to meet City requirements of 6 inch deep MNDOT premium topsoil or better.

Double shredded dark brown hardwood mulch 4" deep shall be provided around all installed trees.

Retaining walls are not the responsibility of the Landscape Architect. Contact the Project Engineer for details, locations, materials, and specifications for all retaining walls.

Shrub sizes shall be a minimum of 24 inches in height or width at time of planting.

THE PLANTING BED ADJACENT TO THE BUILDING SHALL BE ADJUSTED IF NECESSARY TO FIT WITH THE BUILDING'S ARCHITECTURE SUCH AS WINDOW PATTERNS AND EXTERIOR WALL MATERIALS. IF THERE ARE ANY QUESTIONS OR CONCERNS, CONTACT THE OWNER PRIOR TO ANY PLANT INSTALLATION.



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Debra Pralle

REG. NO. 23849 DATE 07-16-18

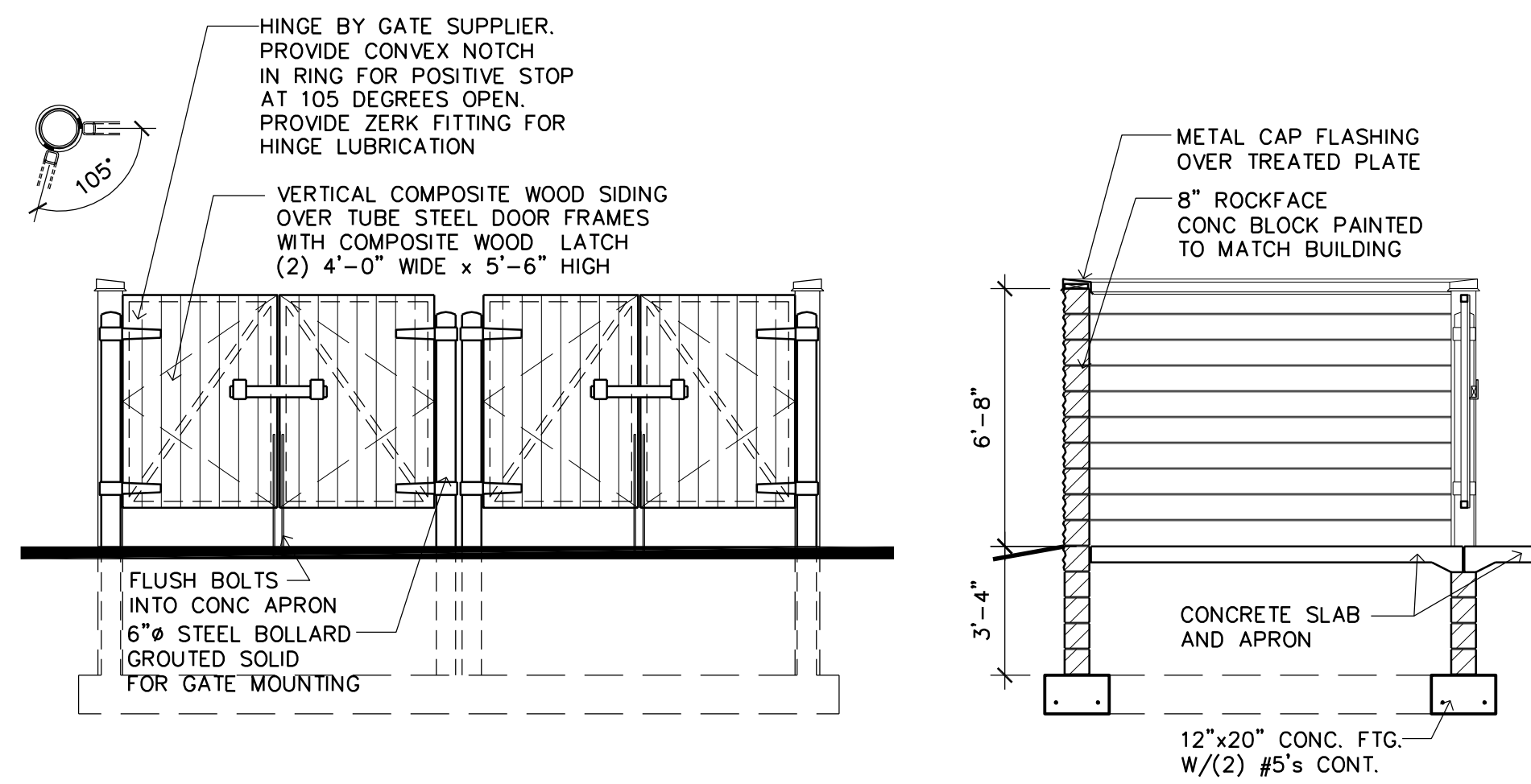
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**BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS**

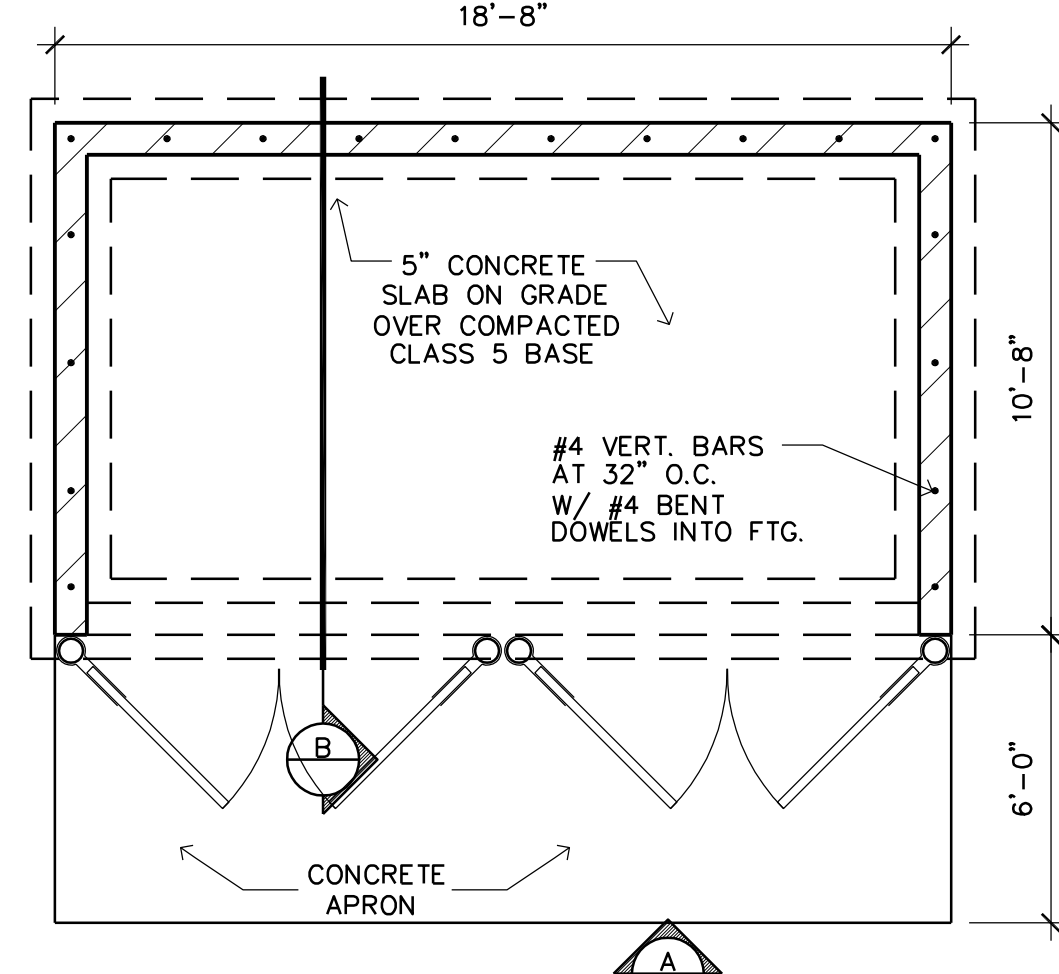
**LANDSCAPE SCHEDULE &
DETAILS
RAMSEY, MINNESOTA**

SHEET 8 OF 8 SHEETS

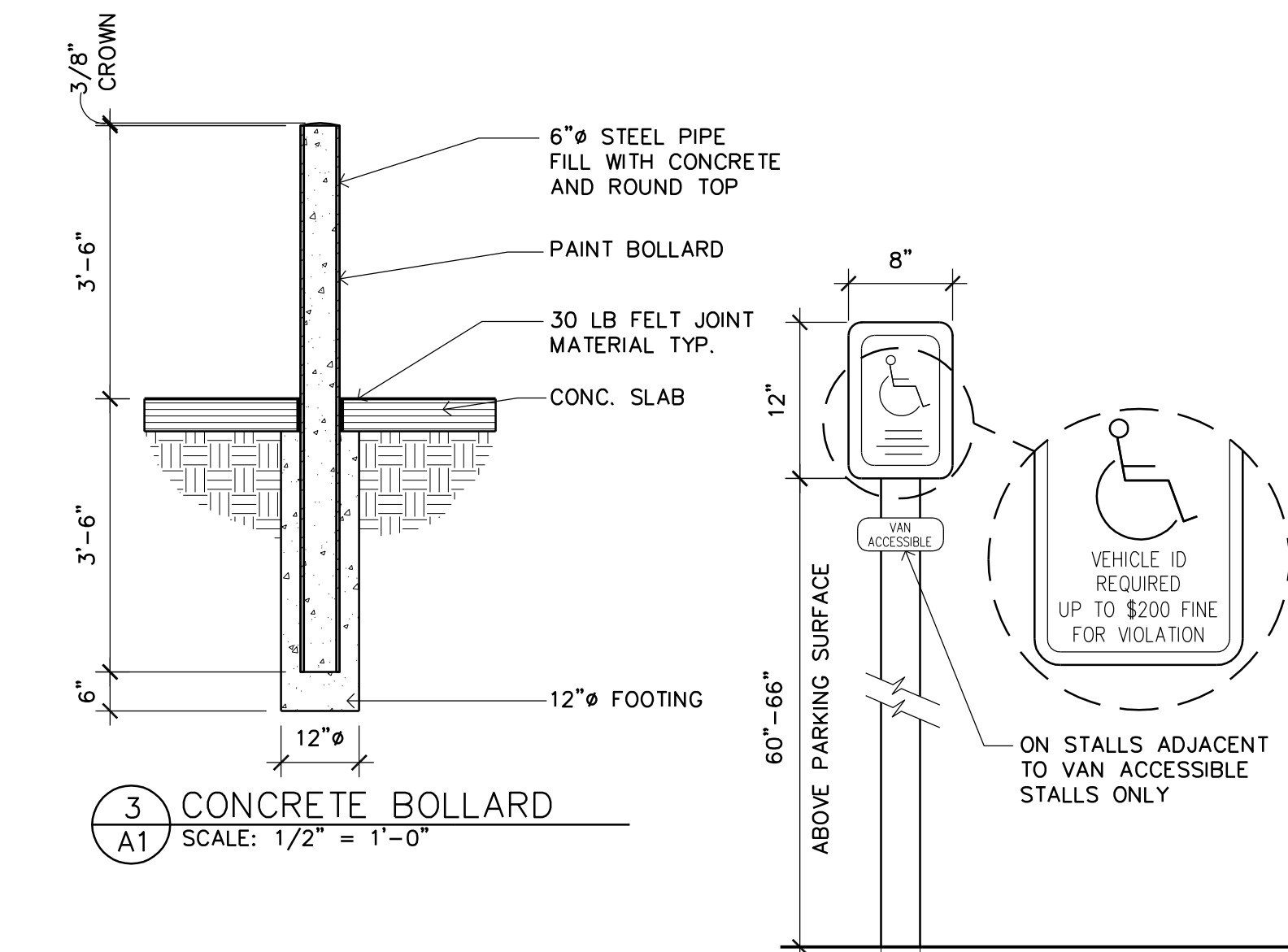


ELEVATION 'A'

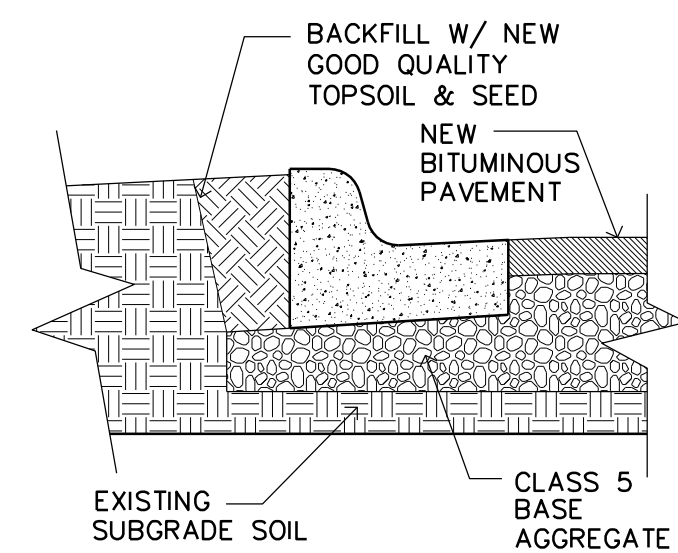
SECTION 'B'



5 TRASH ENCLOSURE
A1 SCALE: 1/4" = 1'-0"



3 CONCRETE BOLLARD
A1 SCALE: 1/2" = 1'-0"



2 B6-12 CONCRETE CURB
A1 SCALE: 1/2" = 1'-0"

4 ACCESSIBLE PARKING SIGN
A1 1" = 1'-0"

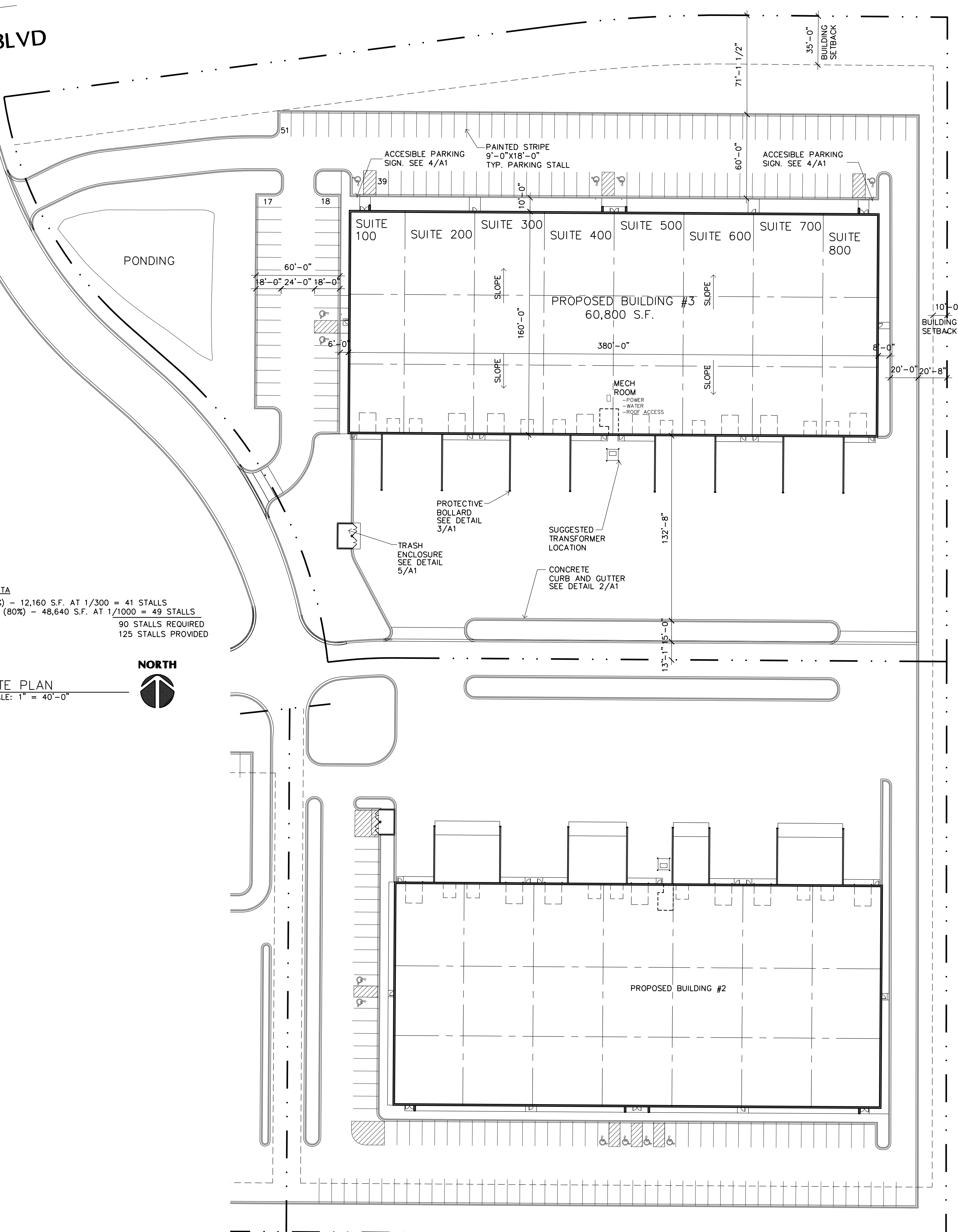
PARKING DATA
OFFICE (20%) - 12,160 S.F. AT 1/300 = 41 STALLS
WAREHOUSE (80%) - 48,640 S.F. AT 1/1000 = 49 STALLS
90 STALLS REQUIRED
125 STALLS PROVIDED

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

NORTH



BUNKER LAKE BLVD



ARCHITECT CERTIFICATION:
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Leonard Lampert
SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
7/27/18
DATE

**BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota**

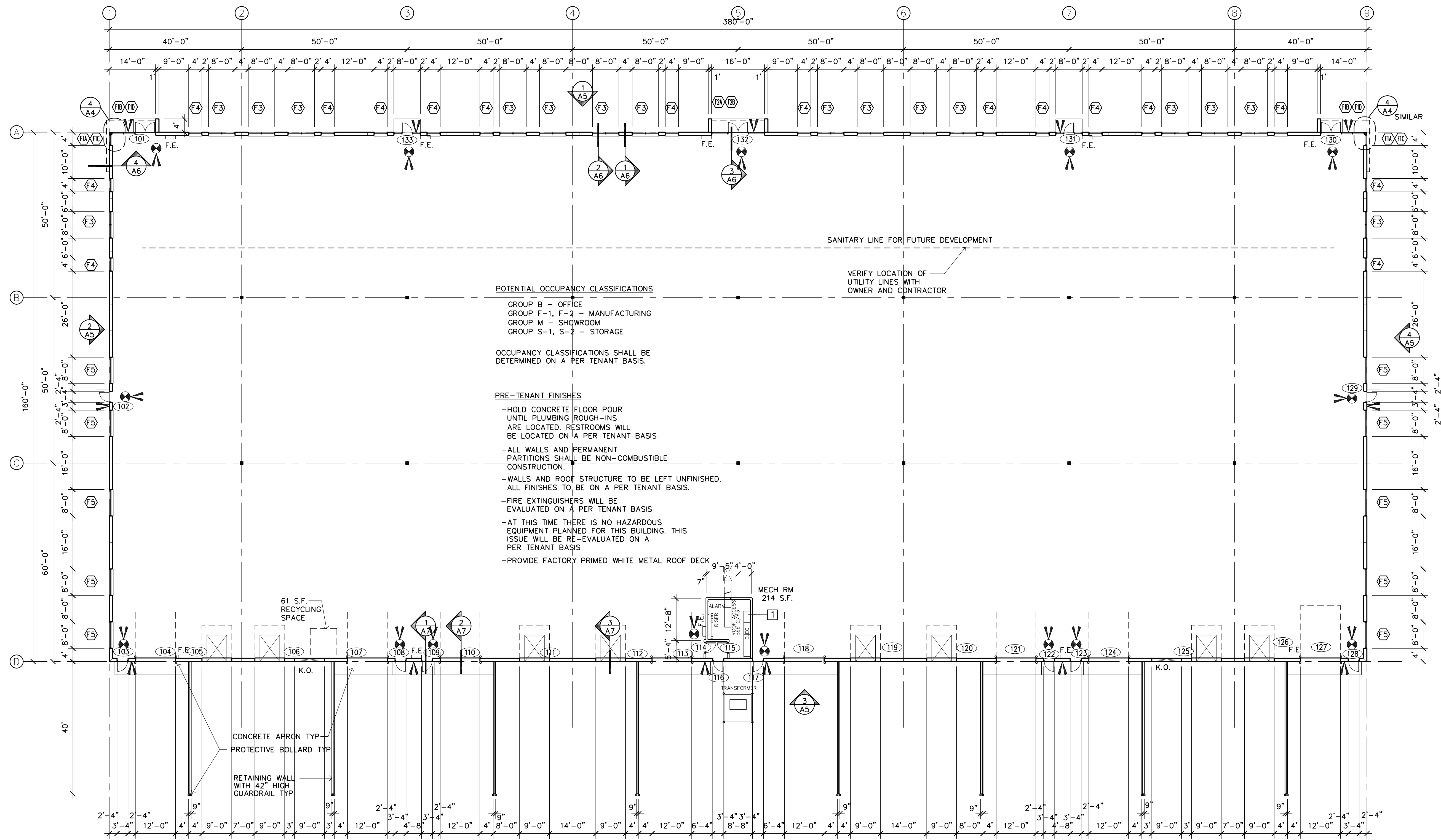
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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions
7/13/18 PRELIMINARY
7/27/18 ISSUE FOR PERMIT

SITE PLAN

Sheet Number

A1

Project No. 180510-1



POTENTIAL OCCUPANCY CLASSIFICATIONS
 GROUP B - OFFICE
 GROUP F-1, F-2 - MANUFACTURING
 GROUP M - SHOWROOM
 GROUP S-1, S-2 - STORAGE

OCCUPANCY CLASSIFICATIONS SHALL BE DETERMINED ON A PER TENANT BASIS.

PRE-TENANT FINISHES

- HOLD CONCRETE FLOOR POUR UNTIL PLUMBING ROUGH-INS ARE LOCATED. RESTROOMS WILL BE LOCATED ON A PER TENANT BASIS
- ALL WALLS AND PERMANENT PARTITIONS SHALL BE NON-COMBUSTIBLE CONSTRUCTION.
- WALLS AND ROOF STRUCTURE TO BE LEFT UNFINISHED. ALL FINISHES TO BE ON A PER TENANT BASIS.
- FIRE EXTINGUISHERS WILL BE EVALUATED ON A PER TENANT BASIS
- AT THIS TIME THERE IS NO HAZARDOUS EQUIPMENT PLANNED FOR THIS BUILDING. THIS ISSUE WILL BE RE-EVALUATED ON A PER TENANT BASIS
- PROVIDE FACTORY PRIMED WHITE METAL ROOF DECK

SANITARY LINE FOR FUTURE DEVELOPMENT

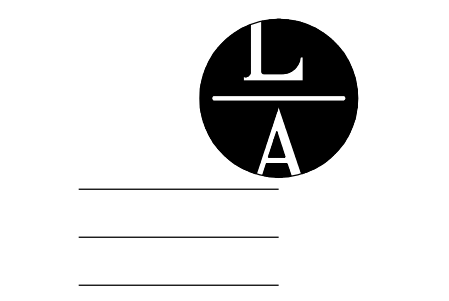
VERIFY LOCATION OF UTILITY LINES WITH OWNER AND CONTRACTOR

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



PLAN NOTES

1. ⬇ = EXIT SIGNAGE. PROVIDE EMERGENCY BACK-UP POWER
2. ⬇ = EMERGENCY LIGHTING. PROVIDE EMERGENCY BACK-UP POWER
3. F.E. = FIRE EXTINGUISHER. VERIFY SIZE AND SPACING WITH BUILDING OFFICIAL.



LAMPERT ARCHITECTS

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

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LEONARD LAMPERT
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 13669
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**BUNKER LAKE INDUSTRIAL PARK
 BUILDING #3
 Ramsey, Minnesota**

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 Leonard Lampert Architects, P.A.

Project Designer: JAMES B

Drawn By: JRB

Checked By: LL

Revisions

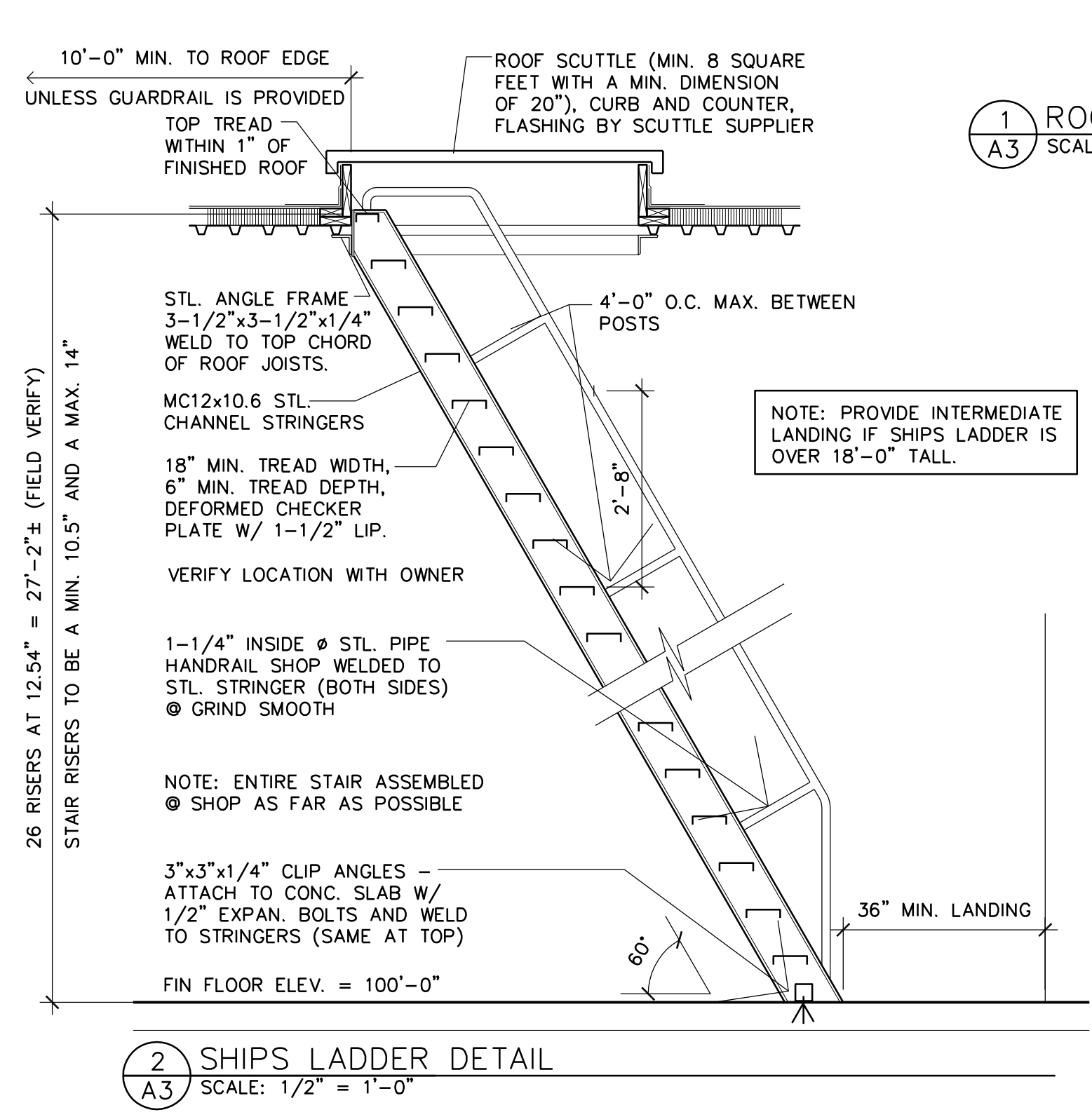
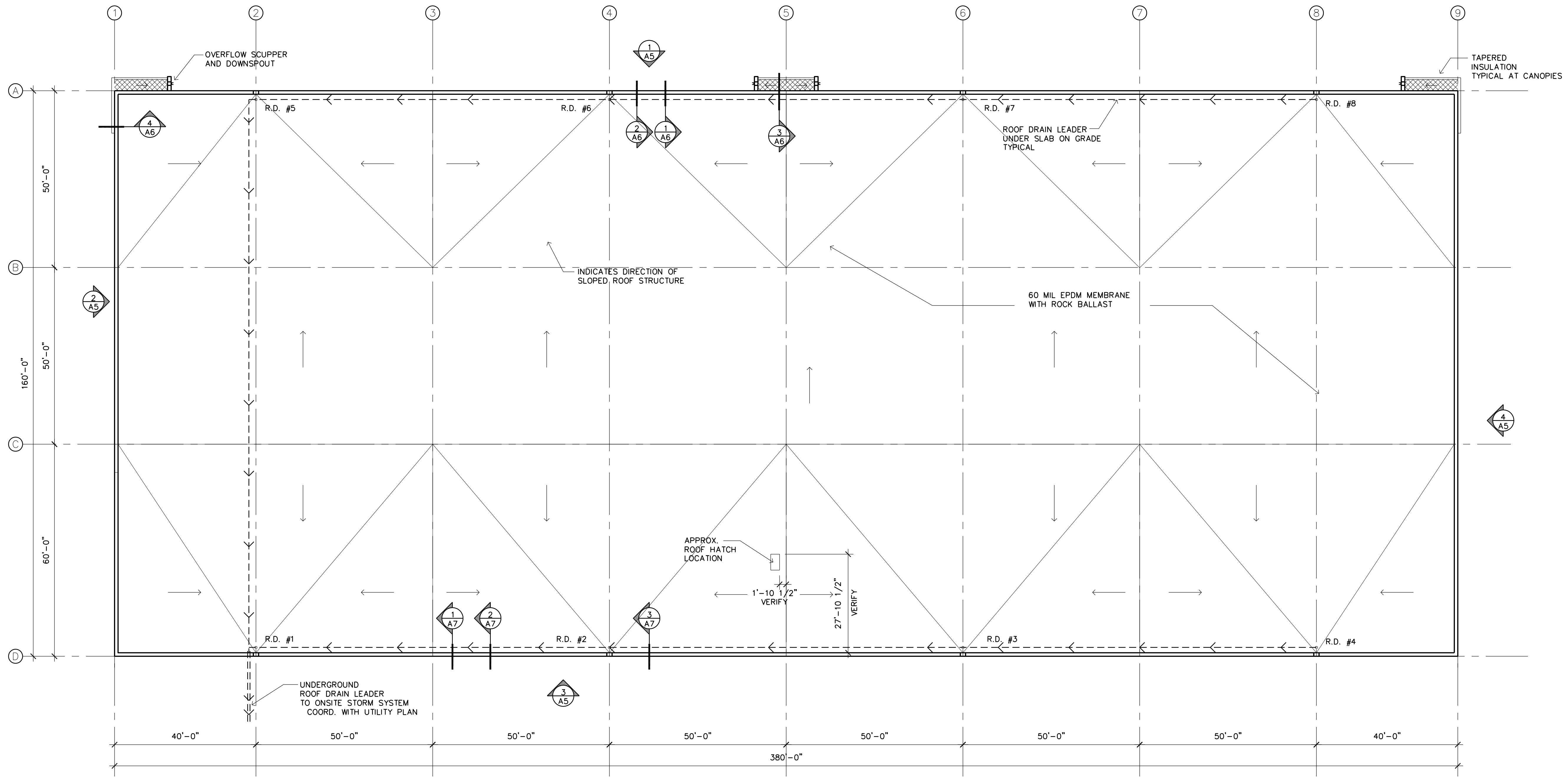
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FLOOR PLAN

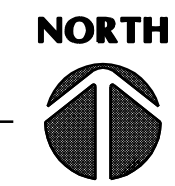
Sheet Number

A2

Project No. 180510-1



1 ROOF PLAN
A3 SCALE: 1/16" = 1'-0"



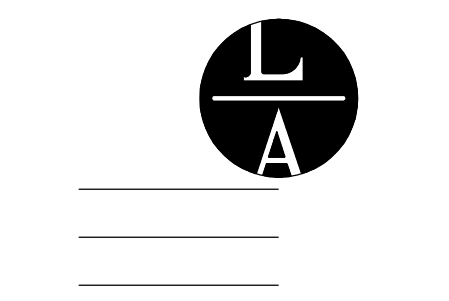
PLAN NOTES:

1. ROOF SLOPES 12" OVER 99'-0" (1.0%)
2. ROOF TOP UNIT LOCATIONS MUST BE CONFIRMED WITH MECHANICAL DRAWINGS (DESIGN BUILD) ROOF TOP UNITS TO BE LOCATED AWAY FROM THE PARAPET EDGE SO FAR AS POSSIBLE TO MINIMIZE THEIR APPEARANCE FROM THE GROUND.
3. ROOF DRAIN AND DRAIN LEADER DESIGN IS BY PLUMBING CONTRACTOR LEADERS TO BE TIED INTO ONSITE STORM DRAIN - SEE CIVIL PLAN FOR STUB LOCATION

AREA SERVED BY ROOF DRAIN

ROOF DRAIN #1 ± 5,251 S.F.	ROOF DRAIN #5 ± 8,811 S.F.
ROOF DRAIN #2 ± 5,900 S.F.	ROOF DRAIN #6 ± 9,900 S.F.
ROOF DRAIN #3 ± 5,900 S.F.	ROOF DRAIN #7 ± 9,900 S.F.
ROOF DRAIN #4 ± 5,251 S.F.	ROOF DRAIN #8 ± 8,811 S.F.

2 SHIPS LADDER DETAIL
A3 SCALE: 1/2" = 1'-0"



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SIGNATURE
PRINT NAME
13669
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7/27/18
DATE

BUNKER LAKE INDUSTRIAL PARK BUILDING #3
Ramsey, Minnesota

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Project Designer: JAMES B

Drawn By: JRB

Checked By: LL

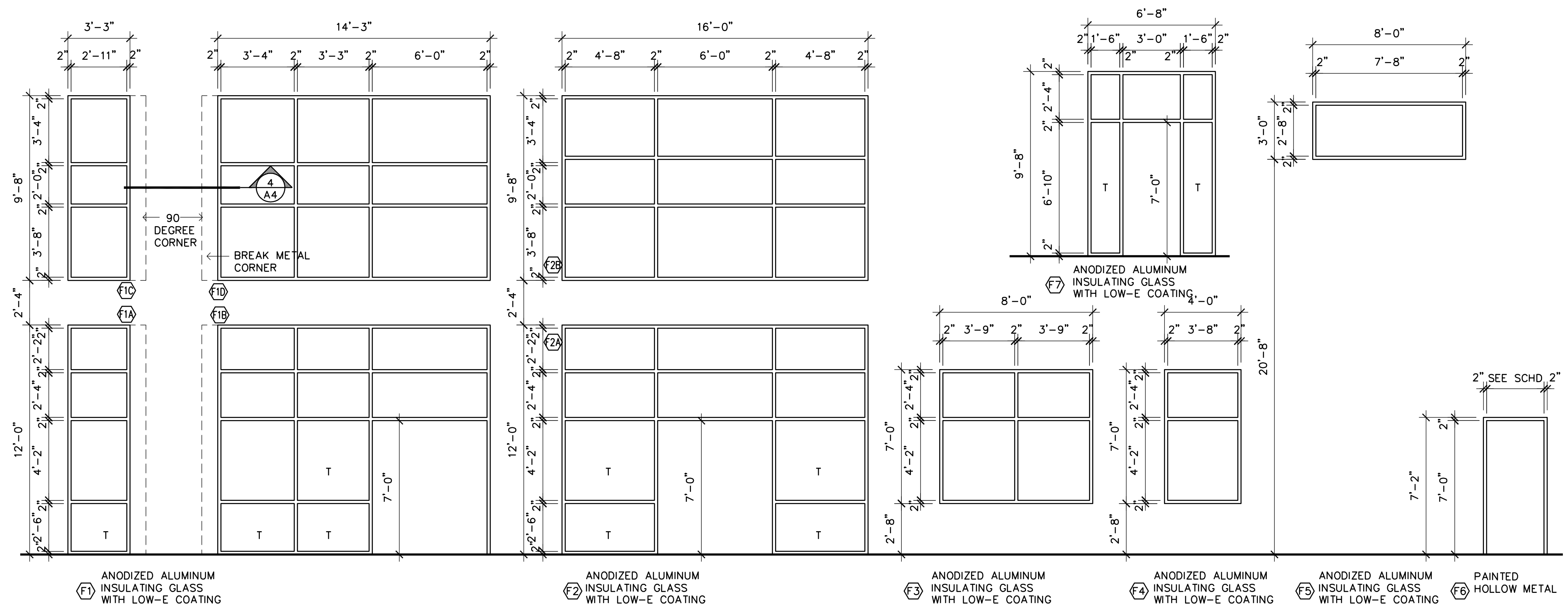
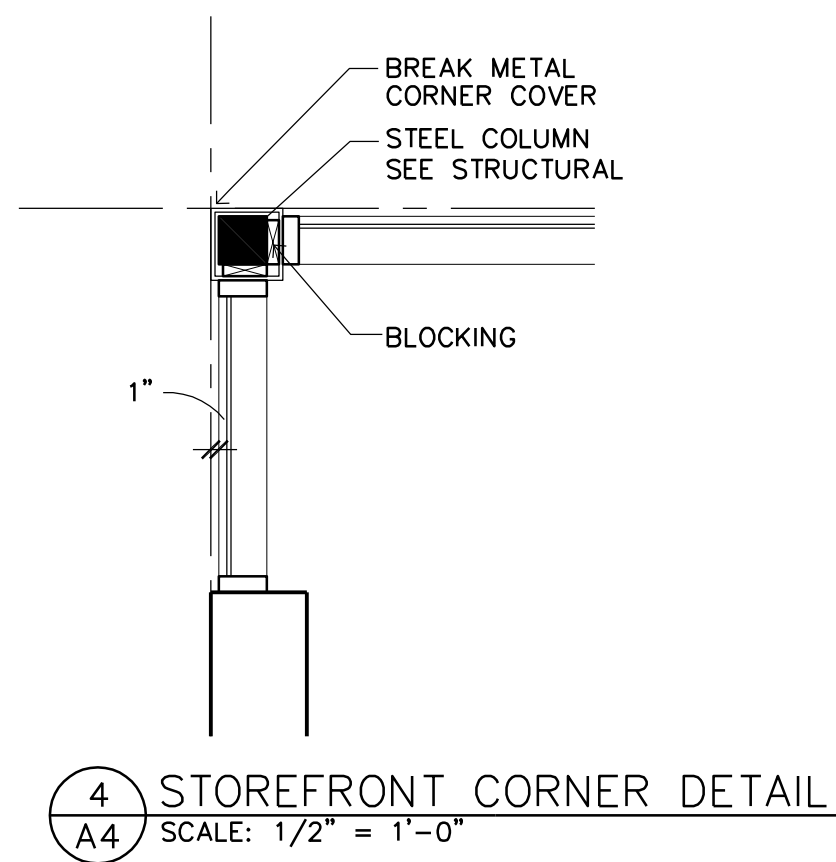
Revisions

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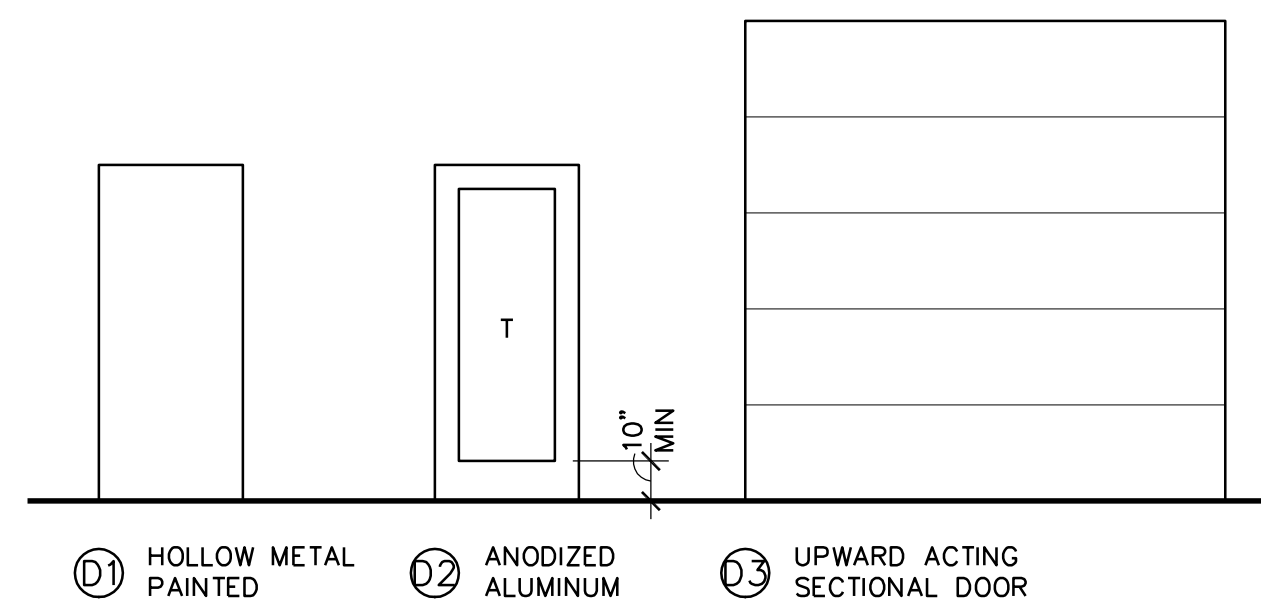
ROOF PLAN

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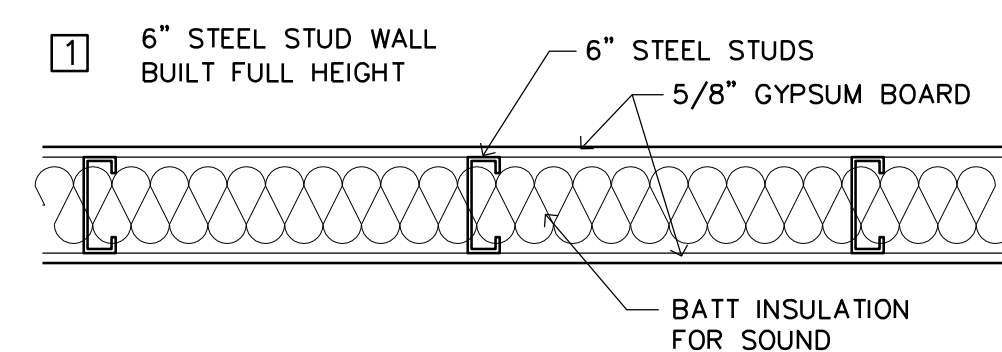
A3



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



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



3 WALL TYPES
SCALE: 1" = 1'-0"

DR #	DOOR SIZE	THICK	DOOR	FRAME	REMARKS
101	(2) 3'-0"x7'-0"	1 3/4"	D2	F1B	INSULATING GLASS
102	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
103	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
104	12'-0"x14'-0"	2"	D3	---	INSULATED
105	9'-0"x10'-0"	2"	D3	---	INSULATED
106	9'-0"x10'-0"	2"	D3	---	INSULATED
107	12'-0"x14'-0"	2"	D3	---	INSULATED
108	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
109	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
110	12'-0"x14'-0"	2"	D3	---	INSULATED
111	9'-0"x10'-0"	2"	D3	---	INSULATED
112	9'-0"x10'-0"	2"	D3	---	INSULATED
113	12'-0"x14'-0"	2"	D3	---	INSULATED
114	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
115	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
116	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
117	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
118	12'-0"x14'-0"	2"	D3	---	INSULATED
119	9'-0"x10'-0"	2"	D3	---	INSULATED
120	9'-0"x10'-0"	2"	D3	---	INSULATED
121	12'-0"x14'-0"	2"	D3	---	INSULATED
122	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
123	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
124	12'-0"x14'-0"	2"	D3	---	INSULATED
125	9'-0"x10'-0"	2"	D3	---	INSULATED
126	9'-0"x10'-0"	2"	D3	---	INSULATED
127	12'-0"x16'-0"	2"	D3	---	INSULATED
128	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
129	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
130	(2) 3'-0"x7'-0"	1 3/4"	D2	F1B	INSULATING GLASS
131	3'-0"x7'-0"	1 3/4"	D2	F7	INSULATING GLASS
132	(2) 3'-0"x7'-0"	1 3/4"	D2	F2A	INSULATING GLASS
133	3'-0"x7'-0"	1 3/4"	D2	F7	INSULATING GLASS

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

LAMPERT ARCHITECTS
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lampert@lampert-arch.com

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LEONARD LAMPERT
13669
7/27/18

**BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota**

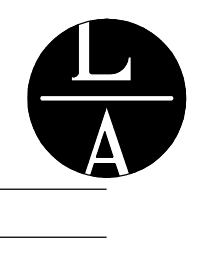
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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL

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**DOOR TYPES
WINDOW TYPES
WALL TYPES**
Sheet Number

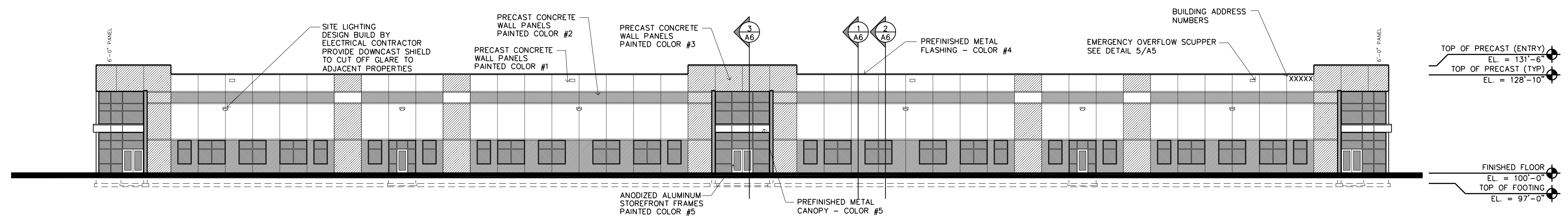


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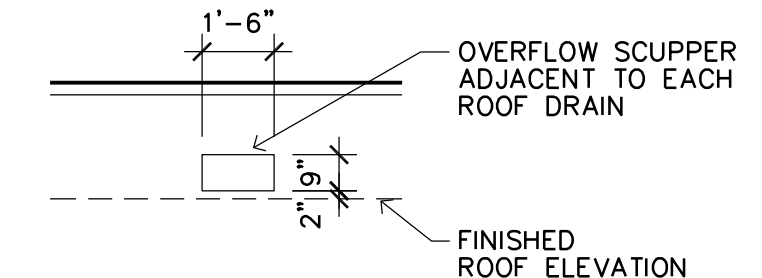
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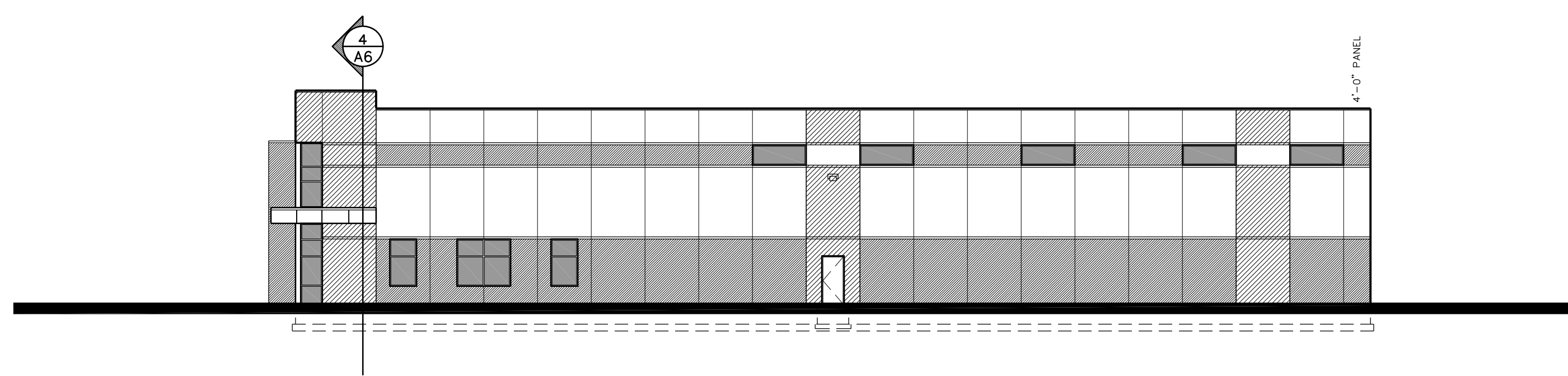


1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

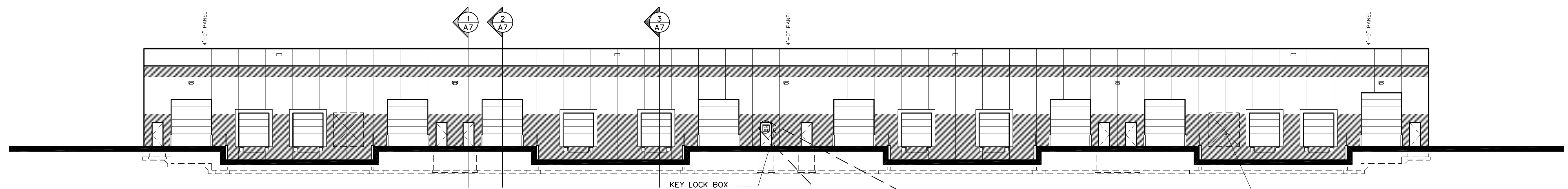


NOTE: OVERFLOW SCUPPER IS SIZED TO BE 3X THE AREA OF THE MAXIMUM VERTICAL LEADER SIZE ASSUMED TO BE 8" DIAMETER. VERIFY WITH THE PLUMBING DESIGNER AND INT'L PLUMBING CODE

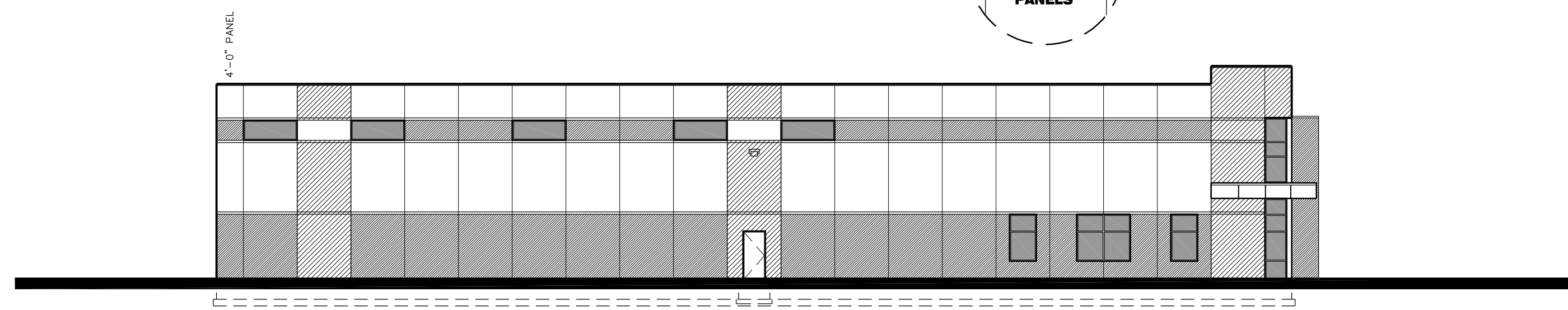
5 OVERFLOW SCUPPER DETAIL
SCALE: 1/4" = 1'-0"



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



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



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

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BUILDING #3
Ramsey, Minnesota

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Checked By: LL

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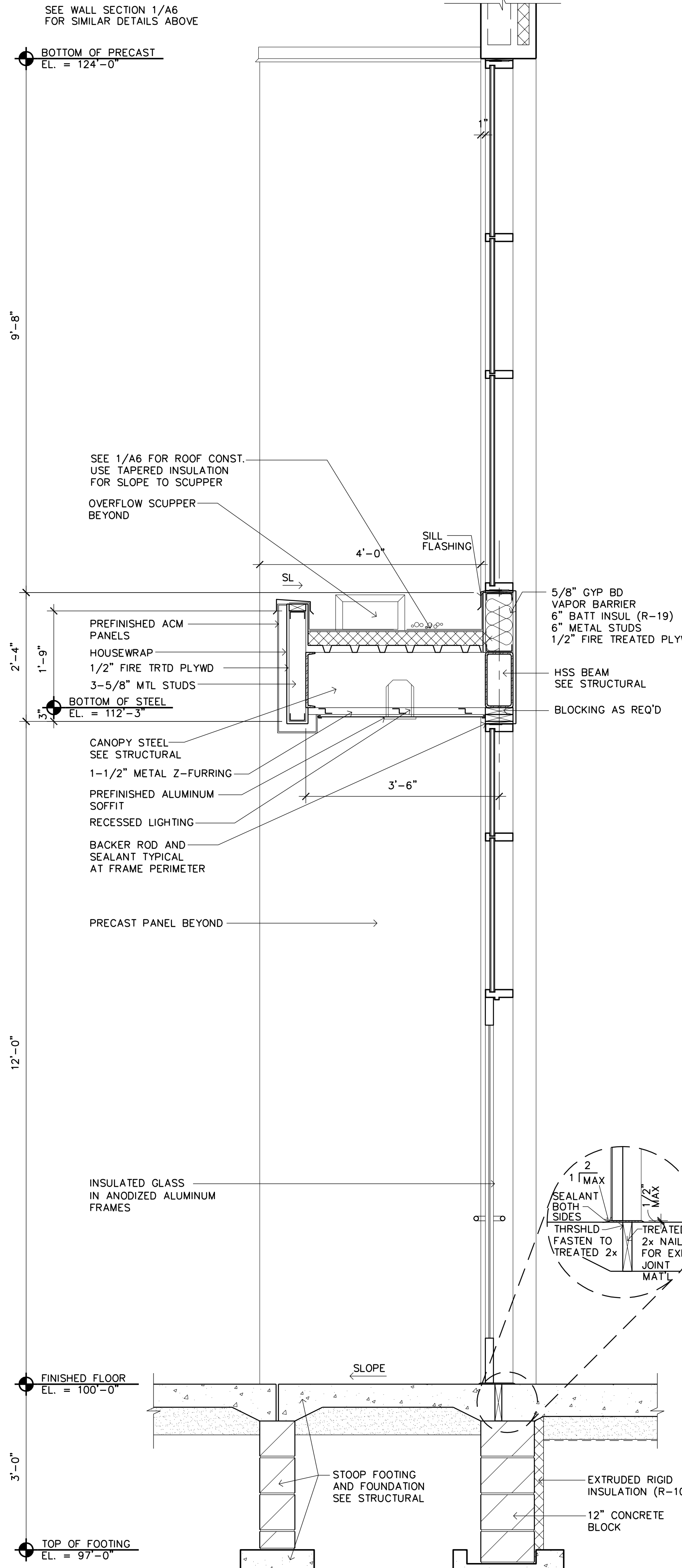
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BUILDING ELEVATIONS

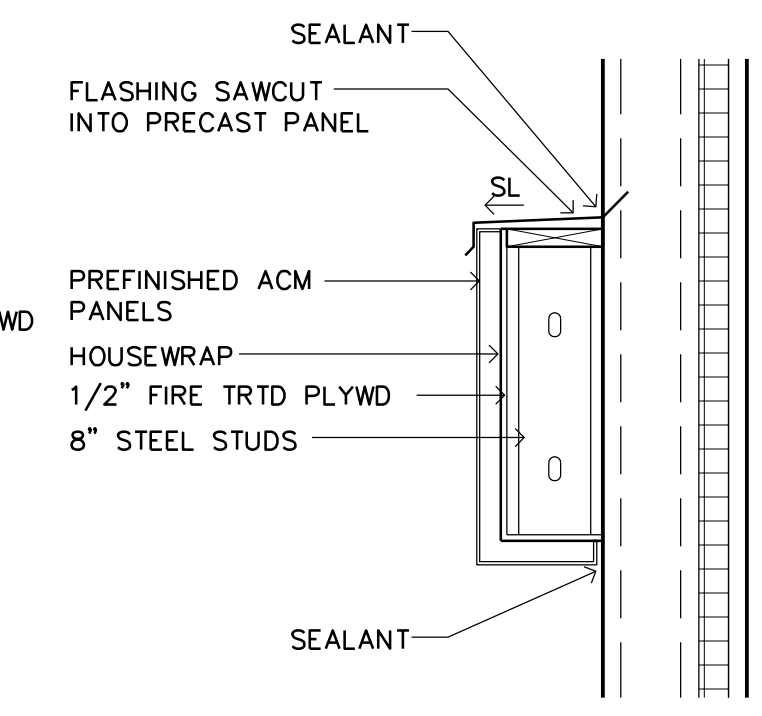
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A5

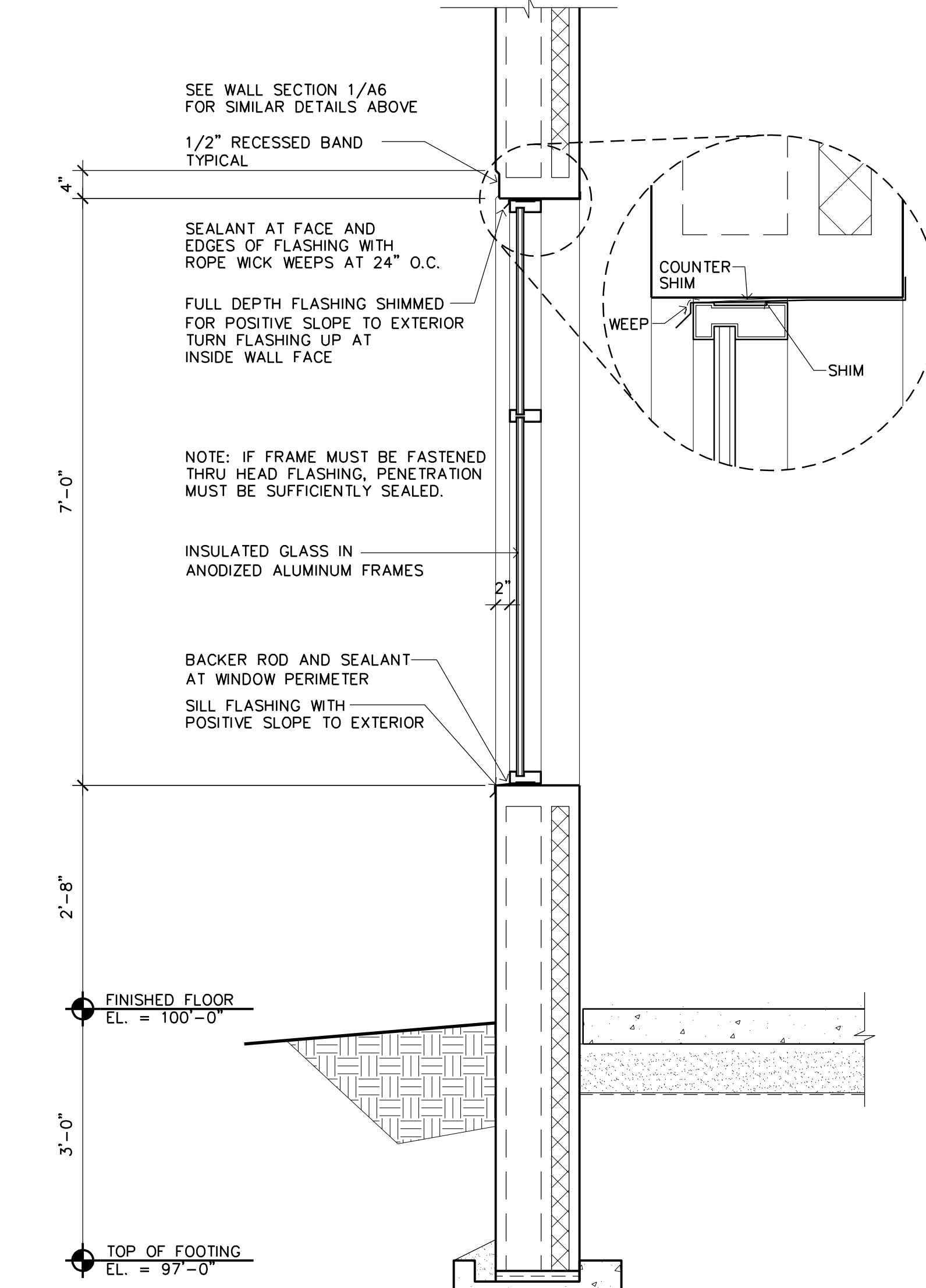
Project No. 180510-1



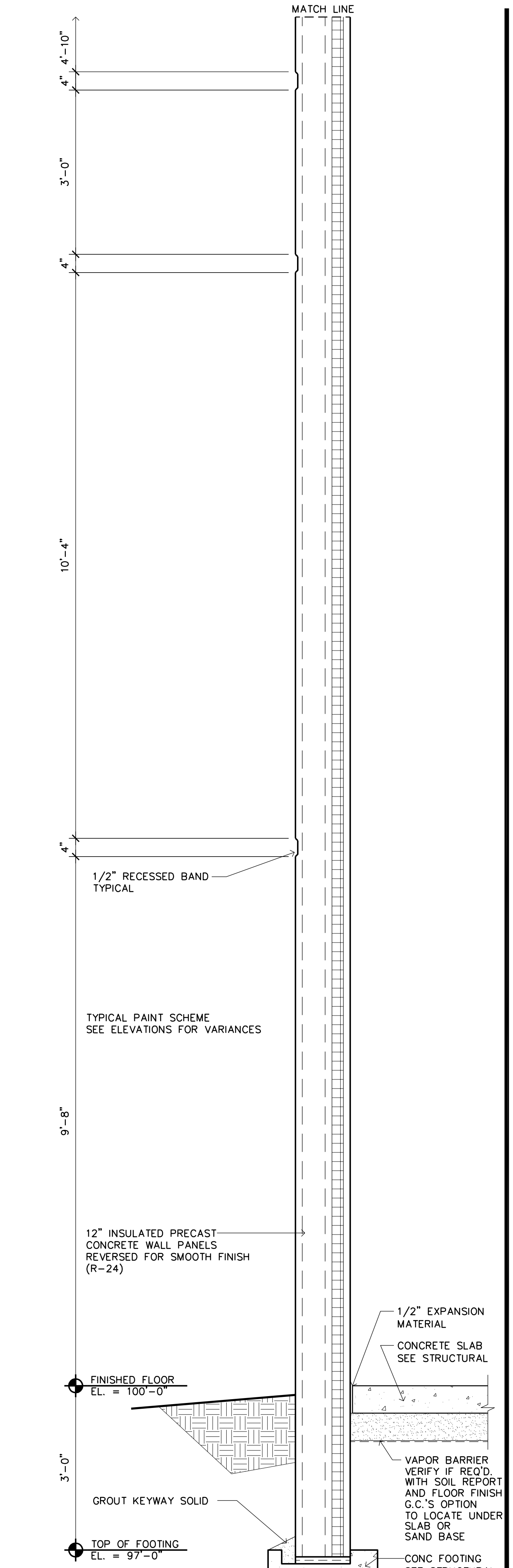
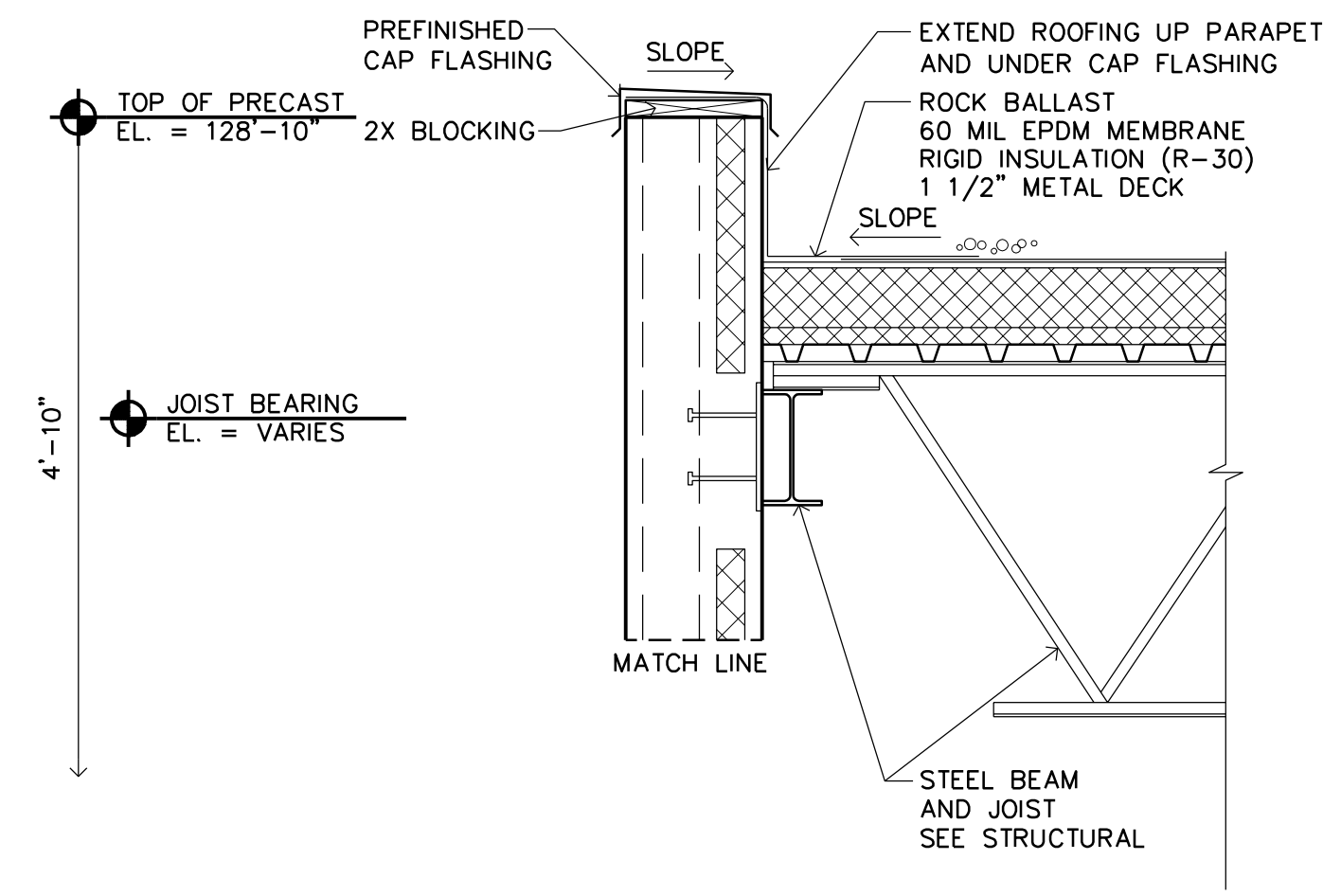
3 WALL SECTION AT ENTRY
SCALE: 3/4" = 1'-0"



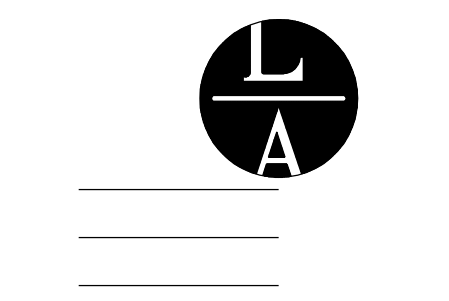
4 WALL SECTION AT CANOPY
SCALE: 3/4" = 1'-0"



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



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



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Leonard Lampert
SIGNATURE
LEONARD LAMPERT
PRINT NAME
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LICENSE NO.
7/27/18
DATE

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Ramsey, Minnesota

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Project Designer: JAMES B
Drawn By: JRB
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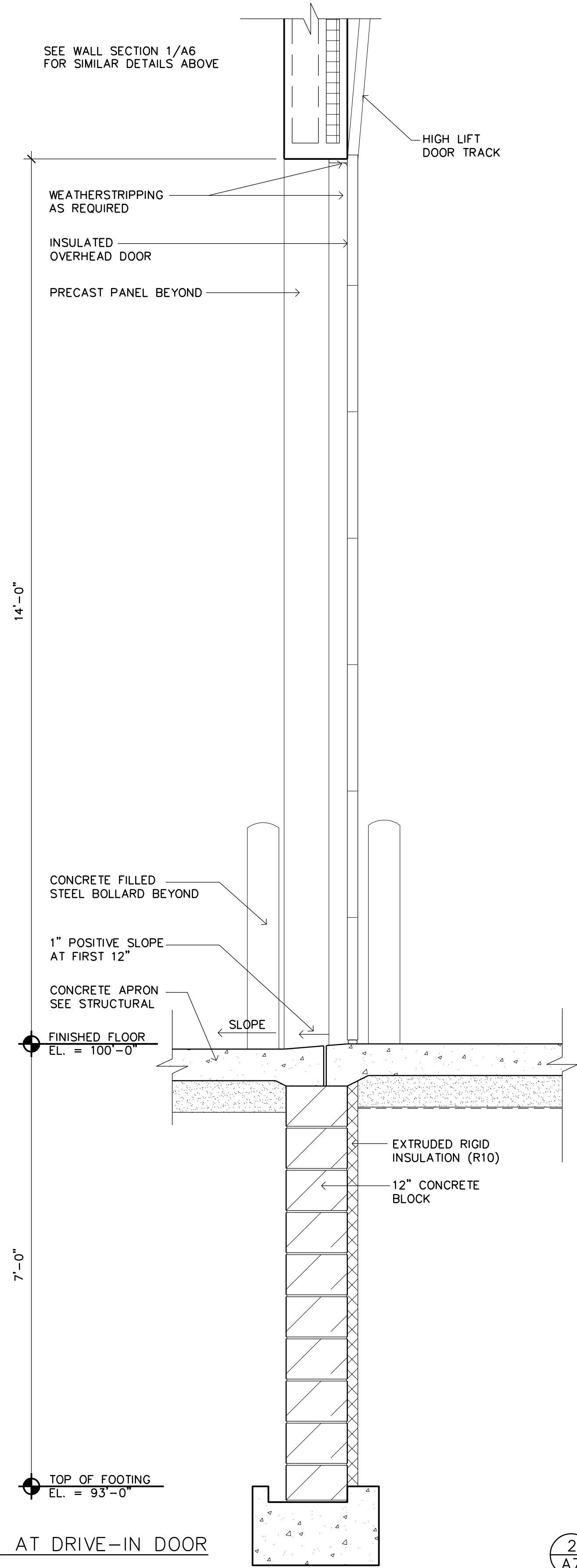
WALL SECTIONS

Sheet Number

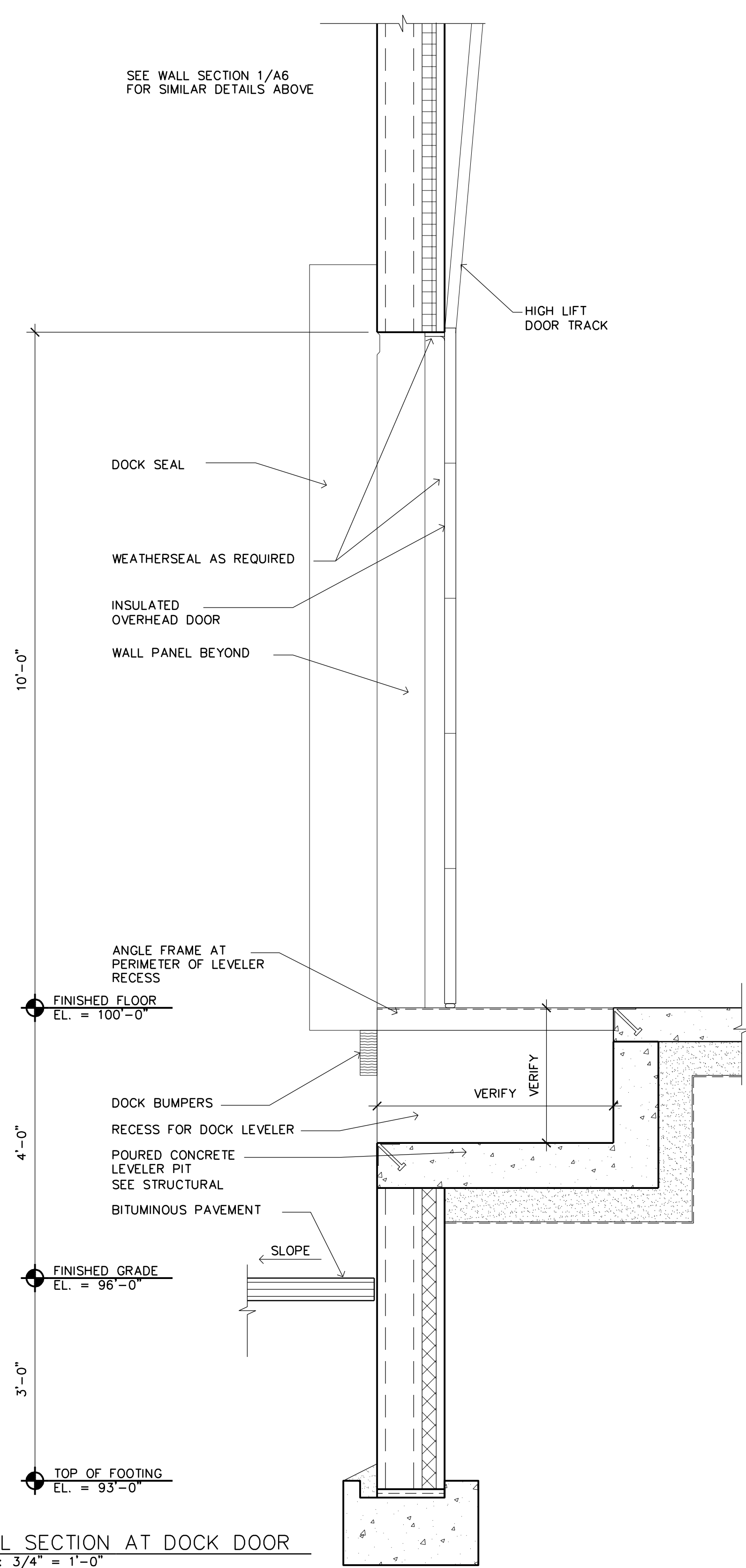
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Project No. 180510-1

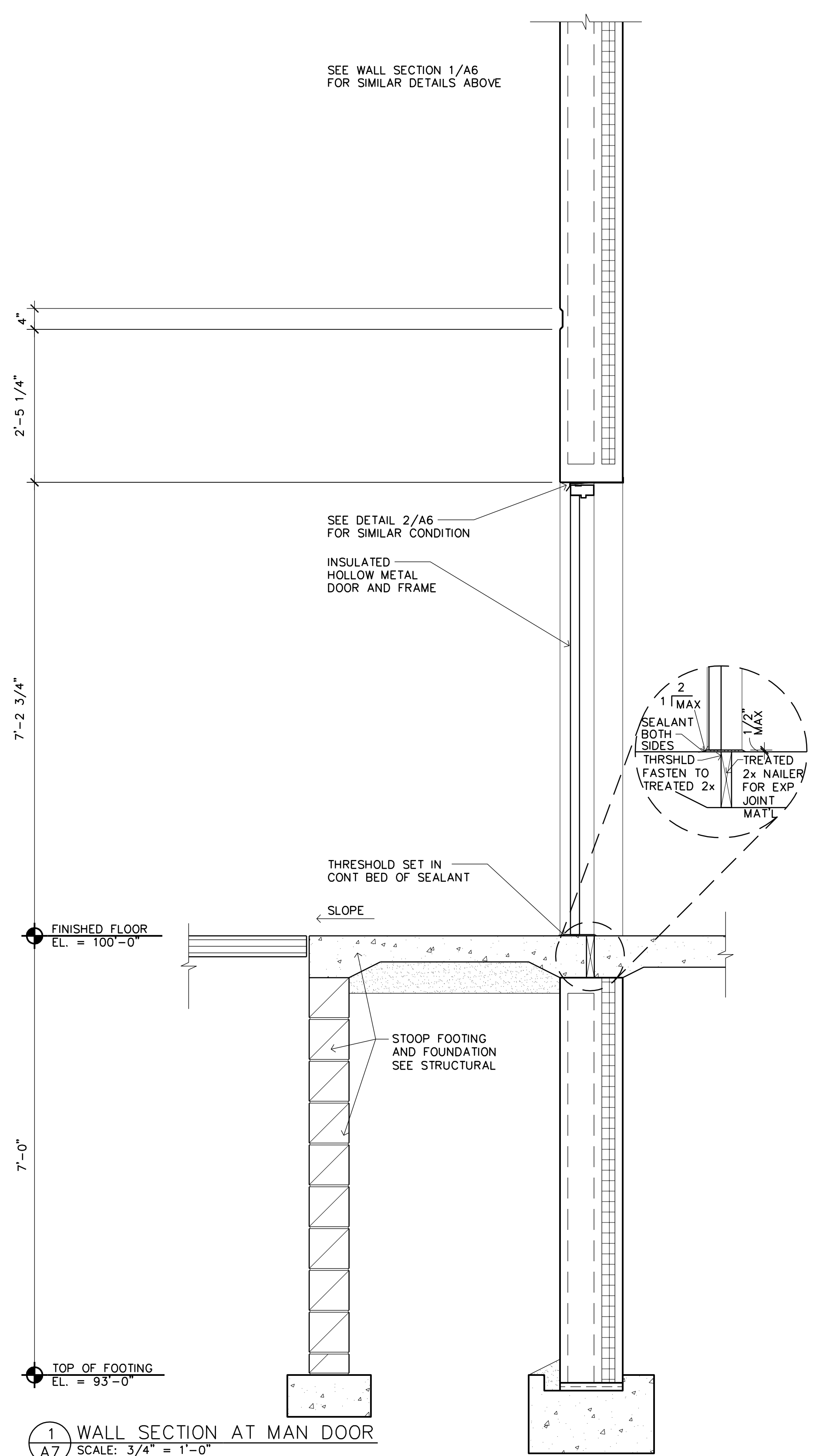
Filename: BUNKER LAKE INDUSTRIAL PARK BUILDING #3\BUNKER LAKE #3-A7



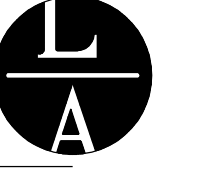
3 WALL SECTION AT DRIVE-IN DOOR
A7 SCALE: 3/4" = 1'-0"



2 WALL SECTION AT DOCK DOOR
A7 SCALE: 3/4" = 1'-0"



1 WALL SECTION AT MAN DOOR
A7 SCALE: 3/4" = 1'-0"



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Drawn By: JRB
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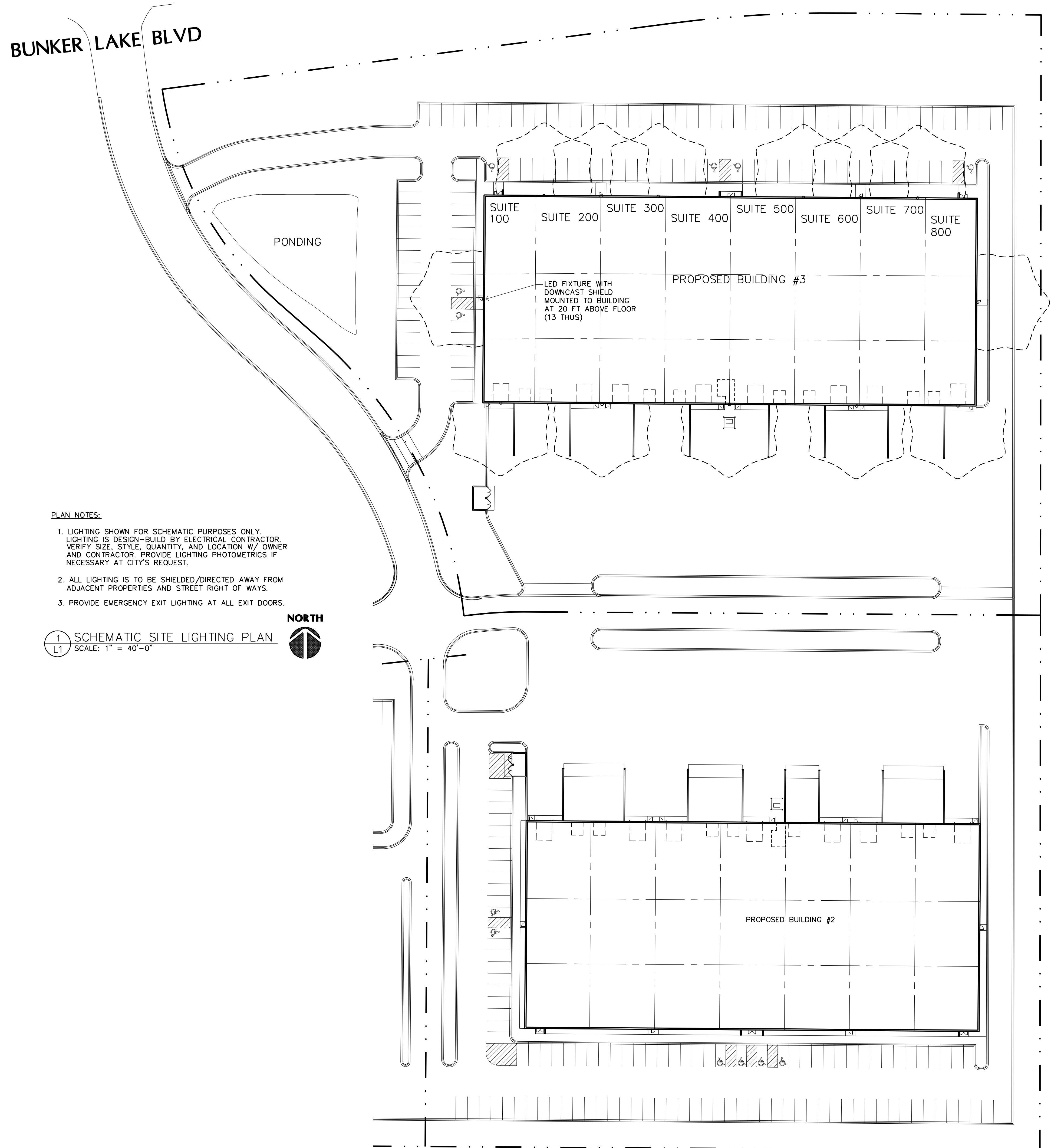
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WALL SECTIONS

Sheet Number

A7

Project No. 180510-1



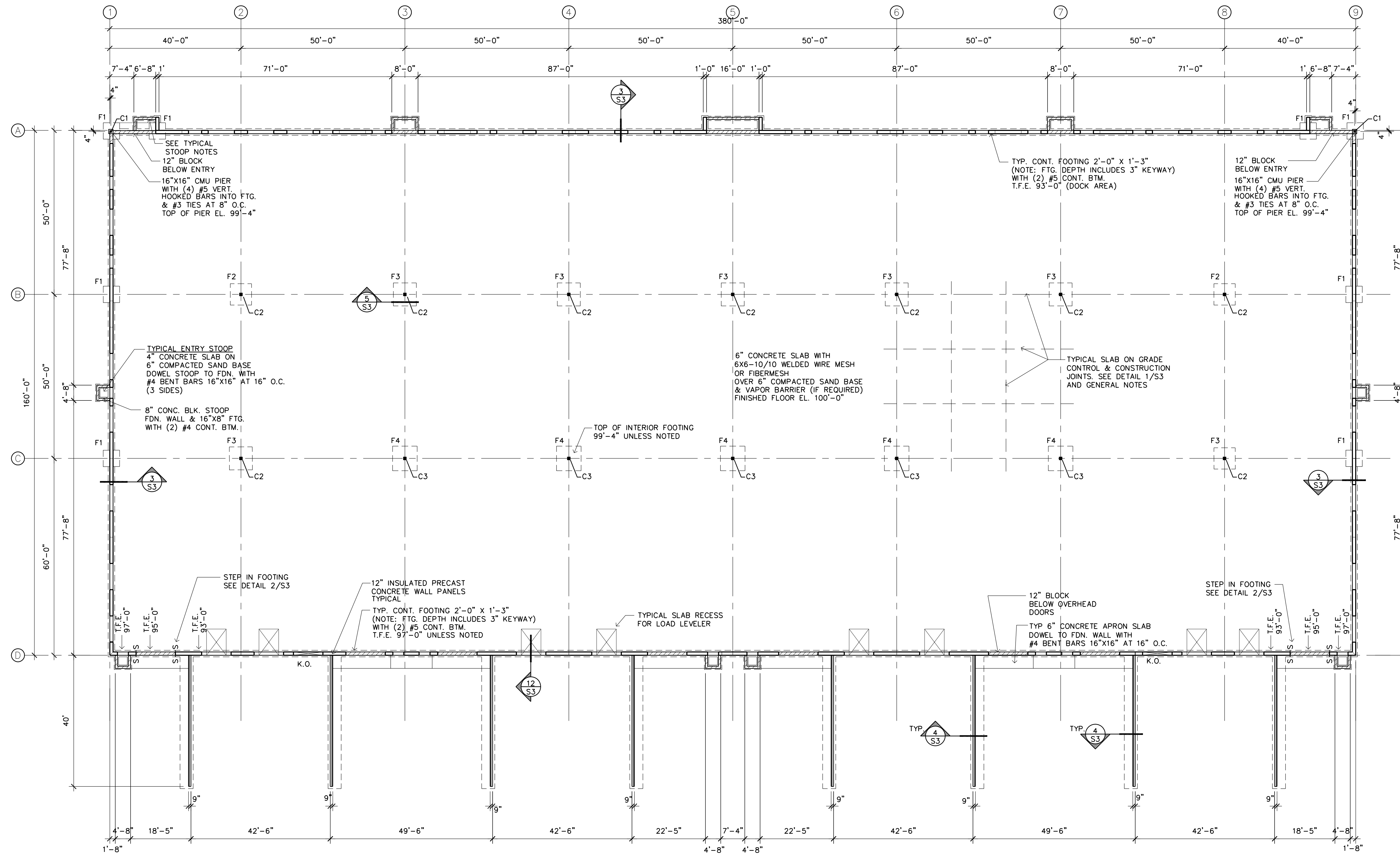
**BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota**

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**SCHEMATIC
SITE LIGHTING
PLAN**

Sheet Number

L1



1 FOOTING AND FOUNDATION PLAN
SCALE: 1/16" = 1'-0"



SPREAD FOOTING SCHEDULE		
MARK	SIZE	REINFORCING EACH WAY
F1	5'-0"x5'-0"x12"	(6) #5 EACH WAY BOTTOM
F2	6'-6"x6'-6"x17"	(6) #6 EACH WAY BOTTOM
F3	7'-0"x7'-0"x18"	(7) #6 EACH WAY BOTTOM
F4	7'-6"x7'-6"x19"	(8) #6 EACH WAY BOTTOM

FOOTINGS DESIGNED FOR SOIL BEARING PRESSURE OF 3500 PSF PER GEOTECHNICAL REPORT RECOMMENDATION

STEEL COLUMN SCHEDULE			
MARK	SIZE	BASE PLATE	ANCHOR BOLT
C1	HSS 6X6X1/4	3/4"x14"x1'-2"	(4) 3/4" DIA BENT ANCHOR BOLTS
C2	HSS 10X10X1/4	1"x18"x1'-6"	(4) 3/4" DIA BENT ANCHOR BOLTS
C3	HSS 10X10X5/16	1"x18"x1'-6"	(4) 3/4" DIA BENT ANCHOR BOLTS



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BERNIE STROH
PRINT NAME
LICENSE NO. 7/27/18
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**BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota**

Structural Engineer: B. STROH
Drawn By: JRB
Checked By: BS

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FOOTING AND FOUNDATION PLAN

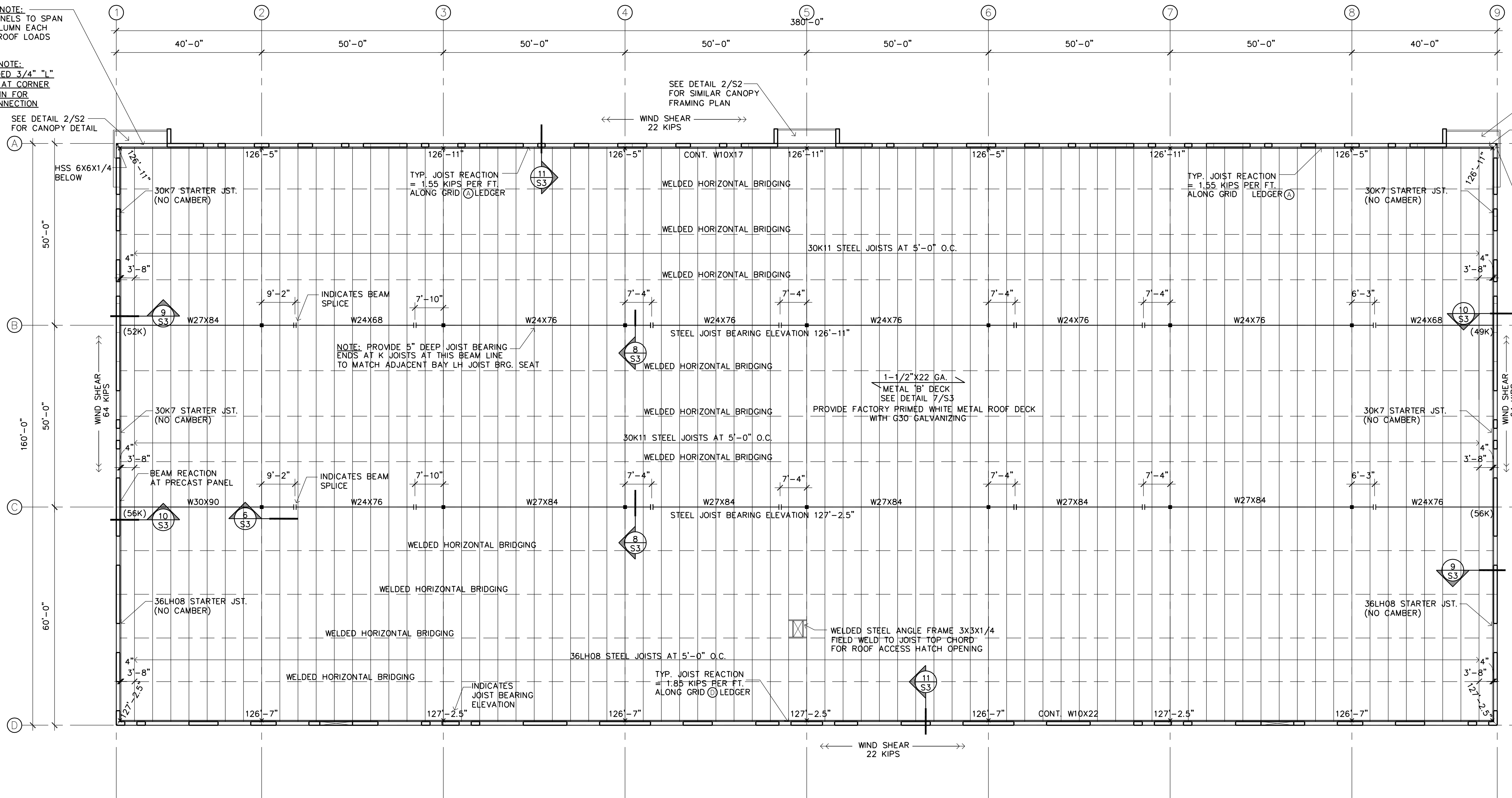
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S1

Filename: BUNKER LAKE INDUSTRIAL PARK BUILDING #3\BUNKER LAKE #3-S2

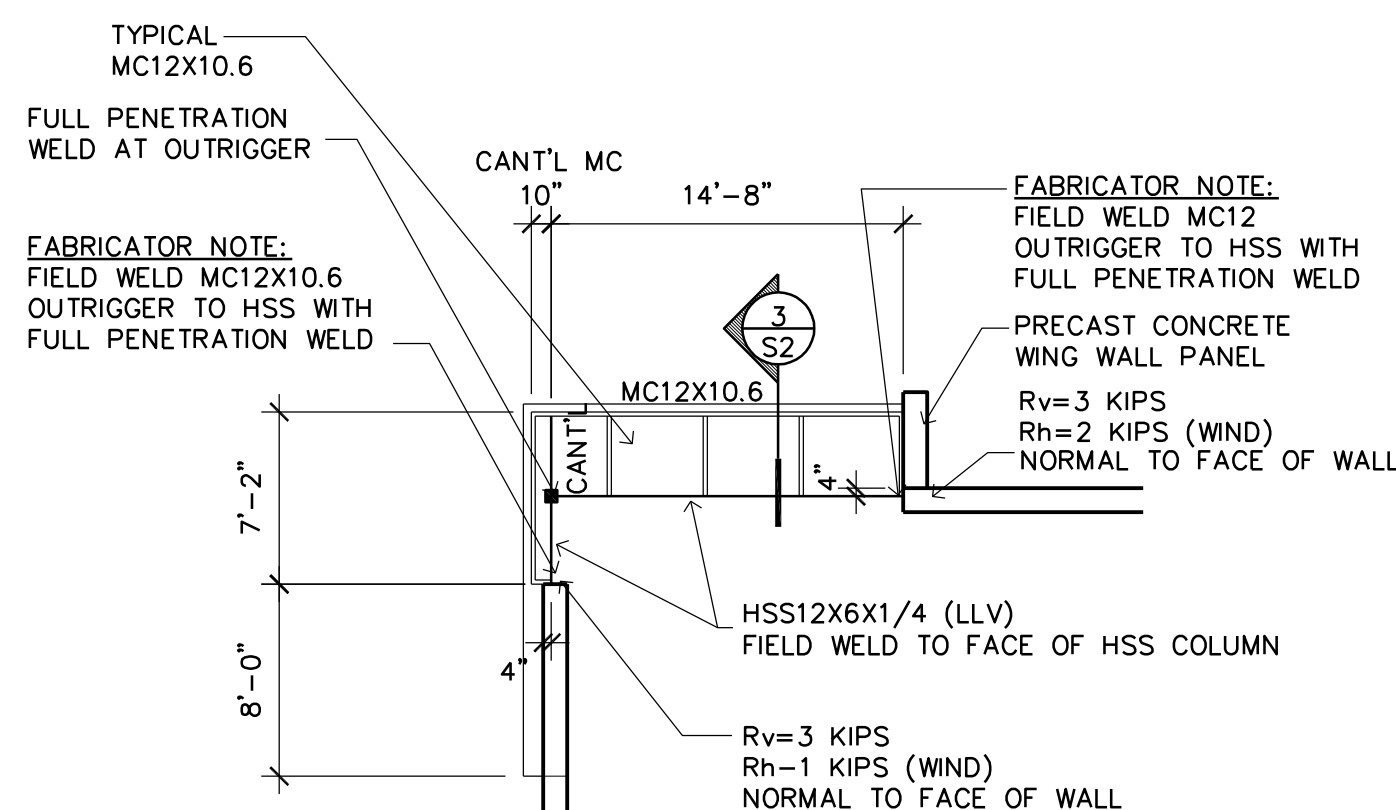
PRECAST DESIGNER NOTE:
DESIGN PRECAST PANELS TO SPAN TO CORNER HSS COLUMN EACH WAY WITH TYPICAL ROOF LOADS AS INDICATED.

STEEL FABRICATOR NOTE:
PROVIDE SHOP WELDED 3/4" "L" CAP PLATE 16"x16" AT CORNER HSS 6x6x1/4 COLUMN FOR PRECAST PANEL CONNECTION.

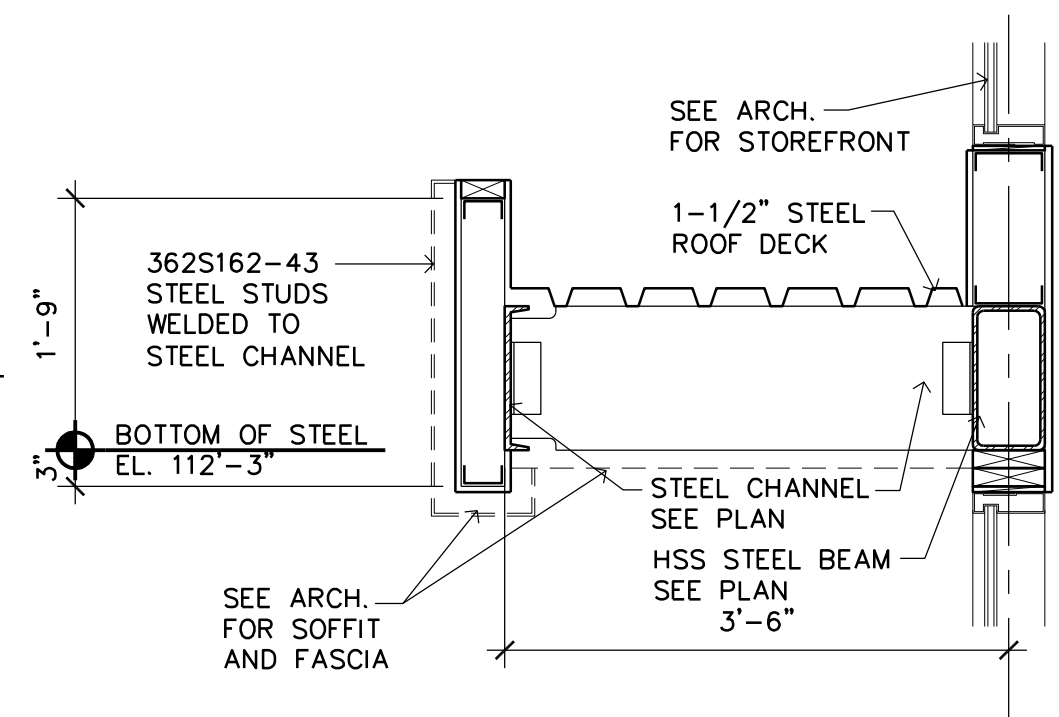


SEE DETAIL 2/S2 FOR CANOPY DETAIL
PRECAST DESIGNER NOTE:
DESIGN PRECAST PANELS TO SPAN TO CORNER COLUMN EACH WAY WITH TYPICAL ROOF LOADS AS INDICATED.

STEEL FABRICATOR NOTE:
PROVIDE SHOP WELDED 3/4" "L" CAP PLATE 16"x16" AT CORNER HSS 6x6x1/4 COLUMN FOR PRECAST PANEL CONNECTION.
HSS 6x6x1/4 BELOW



2 ROOF CANOPY FRAMING PLAN
SCALE: 1/8" = 1'-0"



3 ROOF CANOPY SECTION
SCALE: 3/4" = 1'-0"

1 ROOF FRAMING PLAN
SCALE: 1/16" = 1'-0"



ROOF PLAN NOTES:

- CANTILEVER BEAM SPLICES HAVE BEEN OPTIMIZED FOR STEEL SIZES, STOCK LENGTHS AND STRUCTURAL DESIGN LOADS. STEEL FABRICATOR MAY SUBMIT ALTERNATE SPLICE LOCATIONS FOR CONSIDERATION BY STRUCTURAL ENGINEER OF RECORD.



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SIGNATURE: *Bernie Stroh*
BERNIE STROH
PRINT NAME

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7/27/18
DATE

**BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota**

Structural Engineer: B. STROH
Drawn By: JRB
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ROOF FRAMING PLAN

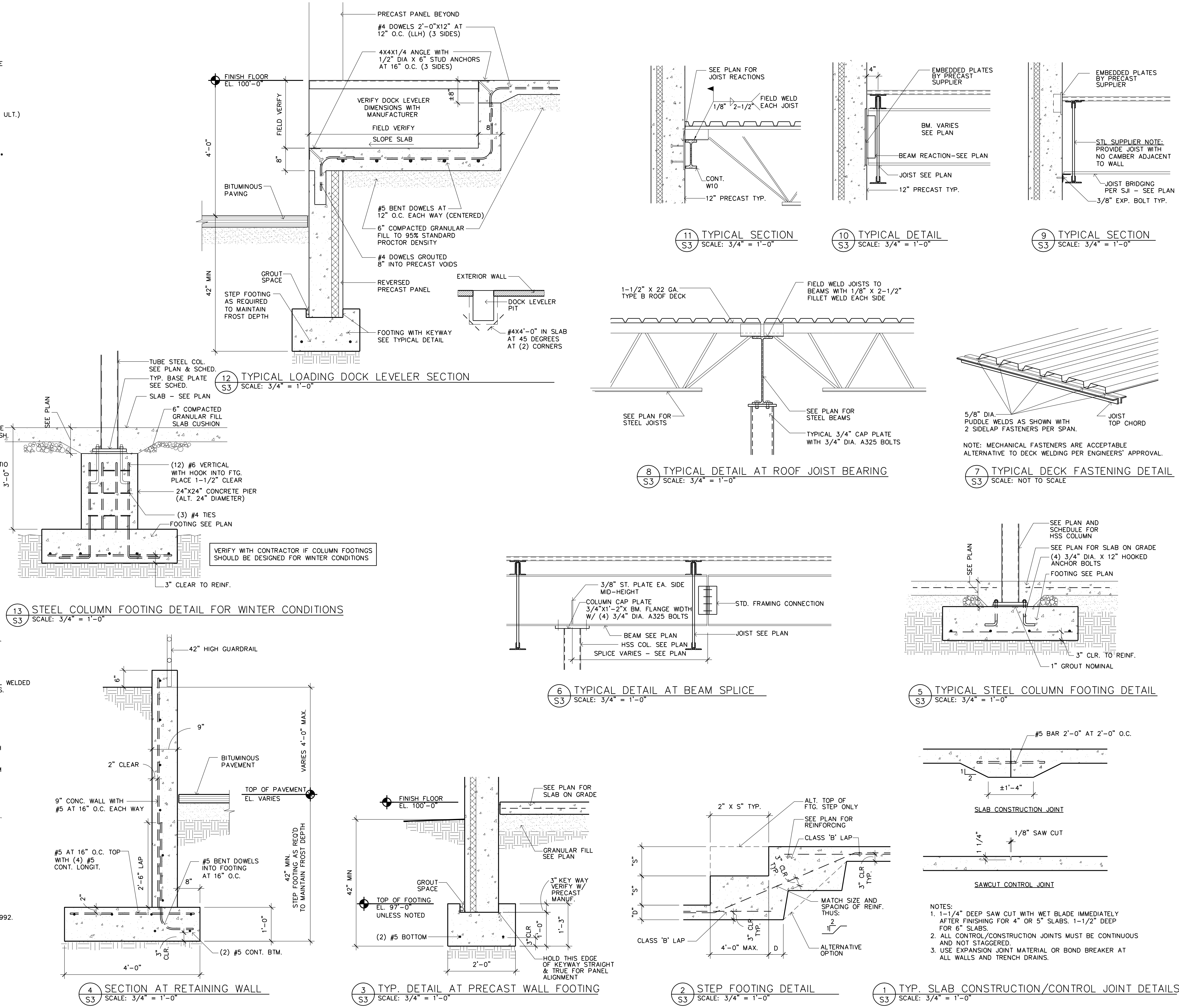
Sheet Number

S2

Project No. 180510-1

GENERAL STRUCTURAL NOTES:

- BUILDING CODE:**
STRUCTURAL DESIGN CONFORMS TO THE REQUIREMENTS OF THE 2012 INTERNATIONAL BUILDING CODE (IBC) & MINNESOTA STATE BLDG. CODE (MSBC 2015)
 - DESIGN LOADS:**
 - WIND LOAD**
BASIC WIND SPEED (3 SECOND GUST)..... 90 MPH (115 MPH ULT.)
 - WIND IMPORTANCE FACTOR, I..... 1.0
 - EXPOSURE..... B
 - INTERNAL PRESSURE COEFFICIENTS, GC..... ±0.18 pi
 - ROOF LOAD**
LIVE LOAD (L.L.)..... 35 PSF **
 - DEAD LOAD (DESIGN D.L.)..... 20 PSF
 - ROOF SNOW LOAD:**
 - GROUND SNOW LOAD, Pg..... 50 PSF
 - FLAT ROOF SNOW LOAD, Pf..... 35 PSF
 - SNOW EXPOSURE FACTOR, Ce..... 1.0
 - SNOW LOAD IMPORTANCE FACTOR, I..... 1.0
 - THERMAL FACTOR, Ct..... 1.0
- ** PLUS SNOW ACCUMULATION AS REQUIRED BY IBC, CHAPTER 16, SECTION 1608.
- COORDINATION:**
- STRUCTURAL MEMBERS INCLUDING SLABS, BEAMS, JOISTS, COLUMNS AND WALLS ARE DESIGNED FOR "IN PLACE LOADS" CONTRACTOR SHALL BE RESPONSIBLE FOR BRACING, WITHOUT OVERSTRESSING, ALL STRUCTURAL ELEMENTS (AS REQUIRED AT ANY STAGE OF CONSTRUCTION) UNTIL COMPLETION OF THIS PROJECT.
- FOUNDATIONS:**
- FOOTINGS WERE DESIGNED FOR A MAXIMUM SOIL BEARING PRESSURE OF 3500 PSF PER GEOTECHNICAL REPORT. FIELD VERIFY PRIOR TO THE CONSTRUCTION OF THE FOOTINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER. LOWER THE EXISTING FOOTING ELEVATIONS SHOWN IF NECESSARY TO OBTAIN THE REQUIRED BEARING PRESSURE.
- CONCRETE:**
- ALL CONCRETE SHALL BE NORMAL WEIGHT (150 PCF.) MINIMUM 28 DAY COMPRESSIVE STRENGTH, AS SPECIFIED BELOW:
FOOTINGS AND FOUNDATION WALLS.....3000 PSI.
SLAB ON GRADE.....4000 PSI.
 - PROVIDE 3" CLEAR COVER ON BOTTOM AND SIDES FOR FOOTING REINFORCING.
 - MAX. DISTANCE BETWEEN SLAB CONTROL OR CONSTRUCTION JOISTS SHALL NOT EXCEED 15'-0"
 - EXCEPT WHERE OTHERWISE SHOWN, SLABS ON GRADE SHALL BE REINFORCED WITH 6X6-10/10 WELDED WIRE MESH OR FIBERMESH.
 - EXCEPT WHERE OTHERWISE SHOWN, SLABS ON GRADE SHALL BE 6" THICK CONCRETE.
 - CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGNS. ALL SLAB CONCRETE SHALL BE 4000 PSI. W. WATER CONTENT RATIO LESS THAN .50 AND PLASTERCIZER ADDED AT JOB SITE.
- STRUCTURAL PRECAST CONCRETE:**
- STRUCTURAL PRECAST CONCRETE MEMBERS AND THEIR CONNECTIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE PCI HANDBOOK FOR PRECAST/PRESTRESSED CONCRETE. PRESTRESSED UNITS SHALL BE DESIGNED TO SUPPORT THE DESIGN LOADS AS INDICATED.
 - PRECAST CONCRETE FABRICATOR SHALL FURNISH ALL LOOSE CLIP ANGLES, INSERTS AND WELD PLATES IN PRECAST AS NECESSARY FOR THE PROPER INSTALLATION OF THE PRECAST MEMBERS.
 - ALL HEADERS AT OPENINGS IN PRECAST TO BE DESIGNED AND FURNISHED BY PRECAST SUPPLIER.
- REINFORCING STEEL:**
- REINFORCING STEEL SHALL CONFORM TO ASTM (GRADE 60).
 - WELDED WIRE FABRIC SHALL BE NEW BILLET STEEL, COLD DRAWN AND CONFORMING TO ASTM A185 AND A82.
 - BAR SUPPORTS, DESIGN, DETAILING, FABRICATION AND PLACING OF REINFORCING BARS AND MESH SHALL BE IN ACCORDANCE WITH THE ACI CODE AND DETAILING MANUAL.
 - UNLESS NOTED OTHERWISE, ALL REINFORCING LAP SPLICES SHALL BE 40 BAR DIAMETERS OR 12", WHICHEVER IS GREATER.
- STEEL JOISTS:**
- ALL JOISTS SHALL COMPLY WITH THE STEEL JOIST INSTITUTE RECOMMENDED "CODE OF STANDARD PRACTICE FOR STEEL JOISTS FOR FABRICATION AND ERECTION"
 - ALL K SERIES AND LH SERIES JOISTS SHALL HAVE HORIZONTAL WELDED BRIDGING AS SHOWN ON PLANS OR PER SJI RECOMMENDATIONS.
 - FOR DRAINAGE, STEEL JOISTS HAVE BEEN SIZED FOR PONDING CONSIDERATION PER IBC SEC. 1611
- STEEL DECK:**
- STEEL ROOF DECK SHALL BE 1-1/2" X 22 GA. "TYPE B-WIDE RIB DECK" MANUFACTURED AND ERECTED IN ACCORDANCE WITH THE STEEL DECK INSTITUTE.
 - STEEL DECK SHALL BE WELDED TO SUPPORTING MEMBERS WITH 5/8" DIA. PUDDLE WELDS AT 12" O.C. SIDELAP CONNECTIONS SHALL BE WELDED OR FASTENED WITH #12 TEKs SELF-DRILLING, SELF-TAPPING SCREWS (2 FASTENERS MINIMUM EQUALLY SPACED PER SIDELAP BETWEEN JOISTS).
- MASONRY:**
- CONCRETE MASONRY UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C90.
 - MINIMUM COMPRESSIVE STRENGTH OF MSY. UNITS F'm 1500 PSI.
 - GROUT FOR HOLLOW MASONRY UNITS SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI. AND SHALL BE NORMAL WEIGHT PEA GRAVEL CONCRETE.
 - ALL MASONRY WALLS SHALL HAVE HORIZONTAL REINFORCING FABRICATED WITH 9 GAUGE SIDE RODS. THIS REINFORCING SHALL BE LOCATED AT EVERY OTHER COURSE.
 - ALL VERTICAL REINFORCING SHALL BE CONTINUOUS WITH 40 BAR DIAMETER LAPS AT SPLICES UNLESS NOTED.
- STRUCTURAL STEEL:**
- DESIGN, DETAILING, FABRICATION AND ERECTION OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH THE AISC "MANUAL OF STEEL CONSTRUCTION"
 - ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A572 OR A992. STEEL PIPE SHALL CONFORM TO ASTM A501 OR ASTM A53. STEEL TUBES SHALL CONFORM TO ASTM A500 - GRADE B.
 - ALL WELDING SHALL BE DONE BY CERTIFIED WELDERS USING E70XX ELECTRODES AND SHALL CONFORM TO AWS STANDARDS.
 - ALL BOLTS SHALL BE 3/4" DIAMETER, ASTM A325.



Stroh
ENGINEERING

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PALM HILLS, FL 33410
PH/FAX: 888-633-4144

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Signature: *B. Stroh*
PRINT NAME: **BERNIE STROH**
LICENSE NO.:
DATE: 7/27/18

BUNKER LAKE INDUSTRIAL PARK BUILDING #3
Ramsey, Minnesota

Structural Engineer: B. STROH
Drawn By: JRB
Checked By: BS

Revisions	DATE	DESCRIPTION
7/13/18		PRELIMINARY
7/27/18		ISSUE FOR PERMIT

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	8/28/2018	PROJECT ADDRESS	SOUTHWEST CORNER OF BUNKER LAKE BLVD AND JACKEL STREET NW
PROJECT TITLE	18-130: BUNKER LAKE SECOND ADDITION FINAL PLAT AND SITE PLAN REVIEW		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Planning Consultant Email: EMaass@wsbeng.com		

Comments Requiring Plan Revisions:

1. Architectural plan sheets have been updated to indicate a 380 foot building width. Update all civil plan sheets accordingly.
2. Continuous sidewalk must be provided along south side of Bunker Lake Blvd within the site area as well as the western boundary along Jackel Street.
3. Color Building Elevations. Plan set indicated 5 different material colors.

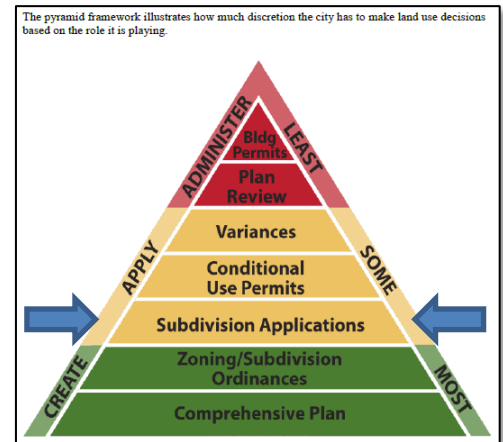
General: The purpose of this file is to review a Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition located in the Bunker Lake Industrial Park south of Bunker Lake Blvd and west of Armstrong Blvd. The Developer, PSD, LLC, has proposed to final plat one (1) lot which had previously been platted as Outlot A of Bunker Lake Industrial Park Addition. The Property has been formerly used as a gravel mine/borrow pit.

This case is being reviewed per [Chapter 117, Article II](#) entitled Zoning and [Chapter 117, Article III](#) entitled Subdivisions.

Comprehensive Plan/Zoning: The Comprehensive Plan guides the subject property for Business Park (BP) and is zoned E-3 Employment District. The proposed subdivision is consistent with the Business Park Comprehensive Plan guidance and the E-3: Employment zoning district.

Dimensional Standards for the E-3 Employment District: The following standards apply to subdivisions in the E-3 Employment District. Lot 1 has a lot size of 1.0 acres and a lot width of 200 feet. It appears that the subdivision meets all applicable dimensional standards.

Standard	Requirement
Minimum Lot Size	1.0 Acre
Minimum Lot Width	200 Feet
Minimum Front Yard Setback	35 Feet
Minimum Rear Yard Setback	25 Feet
Minimum Side Yard Setback	25 Feet
Building Height	65 Feet
Maximum Lot Coverage	45%



Lot 1 is proposed to be occupied by a 60,800 square foot and 31 foot 6 inch tall building that appears to be designed for light industrial or warehouse uses. Potential occupancy classifications listed on the plan set include B-Office, F-1, F-2 Manufacturing,

M-Showroom, and S-1, S-2 Storage. The building has eight (8) loading dock doors measuring 9 feet wide by 10 feet tall, eight (8) roll-up doors measuring 14 feet tall and 12 feet wide, and eight (8) pedestrian doors facing south. These doors are spread out in eight groupings with one type of each door indicating that building could have up to eight different businesses within the single building. Each of the eight tenant spaces would be 7,600 square feet. The north side (facing Bunker Lake Blvd) of the building would indicate a design for five tenants within the single building based on the number of front entrance doors. The east and west elevation each have one (1) pedestrian door in the center of the building.

Standard	Requirement	Lot 1
Minimum Lot Size	1.0 Acre	5.74 Acres
Minimum Lot Width	200 Feet	680.36 Feet
Minimum Front Yard Setback	35 Feet	67 Feet
Minimum Rear Yard Setback	25 Feet	140 Feet
Minimum Side Yard Setback	25 Feet	49 Feet
Building Height	65 Feet	31 Feet 6 Inches
Building Size	N/A	60,800 Square Feet
Maximum Lot Coverage	45%	24.3%

Streets/Access. Access to the front (north facing) of the site would be from two driveways stemming from Jackel Street. Access to the rear loading docks would be from one of two curb cuts off of a private roadway. The private roadway services the loading dock areas for the proposed building as well as a previously constructed.

Utilities/Wells. All new lots created by this subdivision will be served by city sewer and water, and plans have been submitted indicating the extensions. No well locations are shown as the property is proposed to be connected to city utilities. Building setbacks are shown on the site plan, and the drainage and utility easements are shown on Final Plat. Beyond the standard drainage and utility easement dedicated on Lot 1 of Bunker Lake Industrial Park Second Addition. Proposed fire hydrants are within the standard drainage and utility easements dedicated as part of the Final Plat request. Separately, stormwater easement may be required if the proposed infiltration basin is to be publicly maintained.

Development Fees. The Developer will be required to pay development fees consistent with the City’s approved schedule of Rates and Charges. Provided below is an estimate of the applicable rates and charges. Actual rates and charges will be included in a future development agreement.

Fee	Amount	# of Acres	Total
Park Dedication	\$4,300/acre	5.74	\$24,682
Trail Development	\$1,300/acre	5.74	\$7,462
Water Trunk	\$6,131/acre	5.74	\$35,191
Water Lateral	\$6,692/acre	5.74	\$38,412
Sanitary Sewer Trunk	\$3,391/acre	5.74	\$19,464
Sanitary Sewer Lateral	\$3,563/acre	5.74	\$20,451
Stormwater Management	\$4,855/acre	5.74	\$27,867

Sidewalks/Trail. A sidewalk should be provided along the east side of Jackal Street and south side of Bunker Lake Blvd. There is currently a sidewalk located on the north side of Bunker Lake Blvd. No other sidewalks and/or trail or trails are planned for this area.

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

Landscaping. Please refer to the landscaping review memo dated August 28, 2018.

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

Lighting. Plans show Cobra-style street lighting and downcast lighting attached to the proposed building. This style of downcast lighting is consistent with zoning.

Building Elevations. Color building elevations have been requested as additional information. Generally speaking, the black and white elevations provided as part of the current submittal appear to meeting zoning district requirements.

Parking/loading areas. Per the city code, one parking stall is required for every 300 square feet of office space or one parking stall per 1,000 square feet of industrial space. The site plan shows a 60,800 square foot building with 125 parking stalls, six (6) of which are shown as handicapped stalls. 100% industrial uses would require a total of 60 spaces whereas 100% office use would require a total of 203 parking spaces. The 125 proposed spaces is more than is required for industrial but less than for office. Staff anticipates a mixture of office/warehouse space and as such it is Staff's opinion that the proposed number of parking spaces is sufficient.

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

Trash Enclosure. Exterior trash enclosure to be constructed of 8" rockface concrete block to match principal structure. Block will be capped with a metal cap. Doors of enclosure are proposed to be vertical composite wood siding over tube steel door frames.

Other comments. None.

Recommendation. City Staff is recommending that the City Council approve the Final Plat for the Bunker Lake Industrial Park Addition as well as Site Plan approval, with the considerations listed in this staff report, contingent upon review and approval of the civil engineering plan by the City Engineer.

Next Steps. The developer will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review once an engineer's estimate has been provided by the Applicant.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	AUGUST 28, 2018	PROJECT ADDRESS	TBD
PROJECT. TITLE	BUNKER LAKE INDUSTRIAL PARK LOT 3		
ESCROW #	116486		
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, Bunker Lake Industrial Park Addition and includes a plat to create a buildable lot. The property is in the E-3 Employment District and the standards from City Code [Section 117-124](#) are applicable.

We offer the following comments regarding the Landscape Plan, prepared by Brodsho Consulting and dated July 16, 2018:

Sheet 7:

- 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. Based on the square footage of the building footprint and the number of parking stalls, a total of seventy-one (71) trees are required. However, as noted later in this review, reforestation is required and the additional proposed trees will help satisfy that requirement.
- 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 59,200, which requires 197 shrubs. Additional shrubs must be incorporated into the Landscape Plan to comply with this standard.
- Use of seed rather than sod internal to the site is acceptable but does require City Council approval. The proposed seed mix, which consists of several native prairie grasses, is acceptable to City Staff. All boulevard areas shall be finished with sod.

Sheet 8:

- Add Planting 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 Plant List shall require approval of the City prior to installation.
- In-ground irrigation system details must be provided. Note that the system must include some form of water efficient technology (above and beyond standard rain sensor). For example, this could be a smart controller with soil moisture sensors. This must be specified on the plan sheet.
- Update Plant List to specify that shrubs must be 24 inches in size at time of planting (this is in the Planting Notes but should be included in the Plant List too).
- Add tally of total number of new tree inches being planted. Reforestation was required for the overall Bunker Lake Industrial Park due to the amount of tree removal during initial mass grading. The tally will help track progress toward the reforestation requirements.

The Developer and City still need to memorialize an agreement as to how and when the required inches of reforestation will be addressed (due to the removal of all trees that were on the entire property during mass grading). As was discussed at a meeting on November 20, 2017, the preferred approach is to 'assign' a certain number of reforestation inches per acre of remaining land. Our City Attorney is working on drafting this Reforestation Agreement.

Based on the submitted plans, 2,528 inches of new trees are required to satisfy the reforestation standard (again, across the entire forty-five [45] acres). The base landscaping requirements are applied toward the reforestation calculation. Additionally, as was agreed upon, the 'salvaged and donated trees' to the Anoka Conservation District (ACD) are also being credited toward the reforestation requirements. The proposed landscaping for Lots 1 & 2, around the stormwater pond, and the streetscape equal 473 inches of new trees. A total of 532 diameter inches of existing evergreen trees were donated to the ACD for shoreline stabilization projects. Approximately 208 inches of new trees are proposed with this project. Thus, a total of 1,315 inches of reforestation are still required across the Business Park [2,528 existing inches – (473 proposed inches + 532 inches donated to ACD + 208 proposed inches for Building 3) = 1,315 inches]. Ultimately, this agreement requires approval by City Council and shall be recorded against all impacted lands. The remaining reforestation can be satisfied by additional plantings and/or a cash payment equal to \$125 per inch or some combination thereof.

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

RESOLUTION #18-185

RESOLUTION GRANTING FINAL PLAT AND SITE PLAN APPROVAL OF BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION

WHEREAS, PSD, LLC, hereafter referred to as “Developer”, properly applied for Final Plat and Site Plan approval of the following described property located in the City of Ramsey:

Outlot A, Bunker Lake Industrial Park Addition, Anoka County, Minnesota

(the ‘Subject Property’);

WHEREAS, the City of Ramsey received a final plat and site plan application for Bunker Lake Industrial Park Second Addition from PSD, LLC on July 31, 2018; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation and the proposed landscape plan pertaining to the site plan on August 20, 2018; and

WHEREAS, the Planning Commission reviewed the site plan portion of the application on September 6, 2018; and

WHEREAS, the City Council approved the final plat and site plan of Bunker Lake Industrial Park Second Addition on September 25, 2018; and

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

- 1) That the Ramsey City Council hereby grants final plat and site plan approval of Bunker Lake Industrial Park Second Addition in accordance with relevant City Codes, subject to the following conditions:
 - a) Compliance with the Staff Review Letter dated August 28, 2018
 - b) Approval by the City Engineer.
 - c) The Developer entering into a Development Agreement with the City.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 25th day of September, 2018

Mayor

ATTEST:

City Clerk

BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 29, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That PSD, LLC, a Minnesota limited liability company, owner of the following described property:

Outlot A, BUNKER LAKE INDUSTRIAL PARK ADDITION, according to the recorded plat thereof, Anoka County, Minnesota

Has caused the same to be surveyed and platted as BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION and does hereby dedicate to the public for public use the drainage and utility easements as created by this plat.

In witness whereof PSD, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

SIGNED: PSD, LLC

By _____, Chief Manager
Pamela S. Deel

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Pamela S. Deel, Chief Manager of PSD, LLC, a Minnesota limited liability company.

Notary Public, _____ Notary Printed Name

My commission expires _____

SURVEYOR'S CERTIFICATE

I, Brian R. Person, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

Brian R. Person, Licensed Land Surveyor
Minnesota License No. 49138

STATE OF MINNESOTA
COUNTY OF ANOKA

This instrument was acknowledged before me this _____ day of _____, 20____ by Brian R. Person.

Notary Public, Minnesota, _____ Notary Printed Name

My commission expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By: _____, Mayor

By: _____, Clerk

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20____.

Charles F. Gitzan
Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land heretofore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20____.

Property Tax Administrator

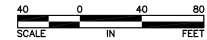
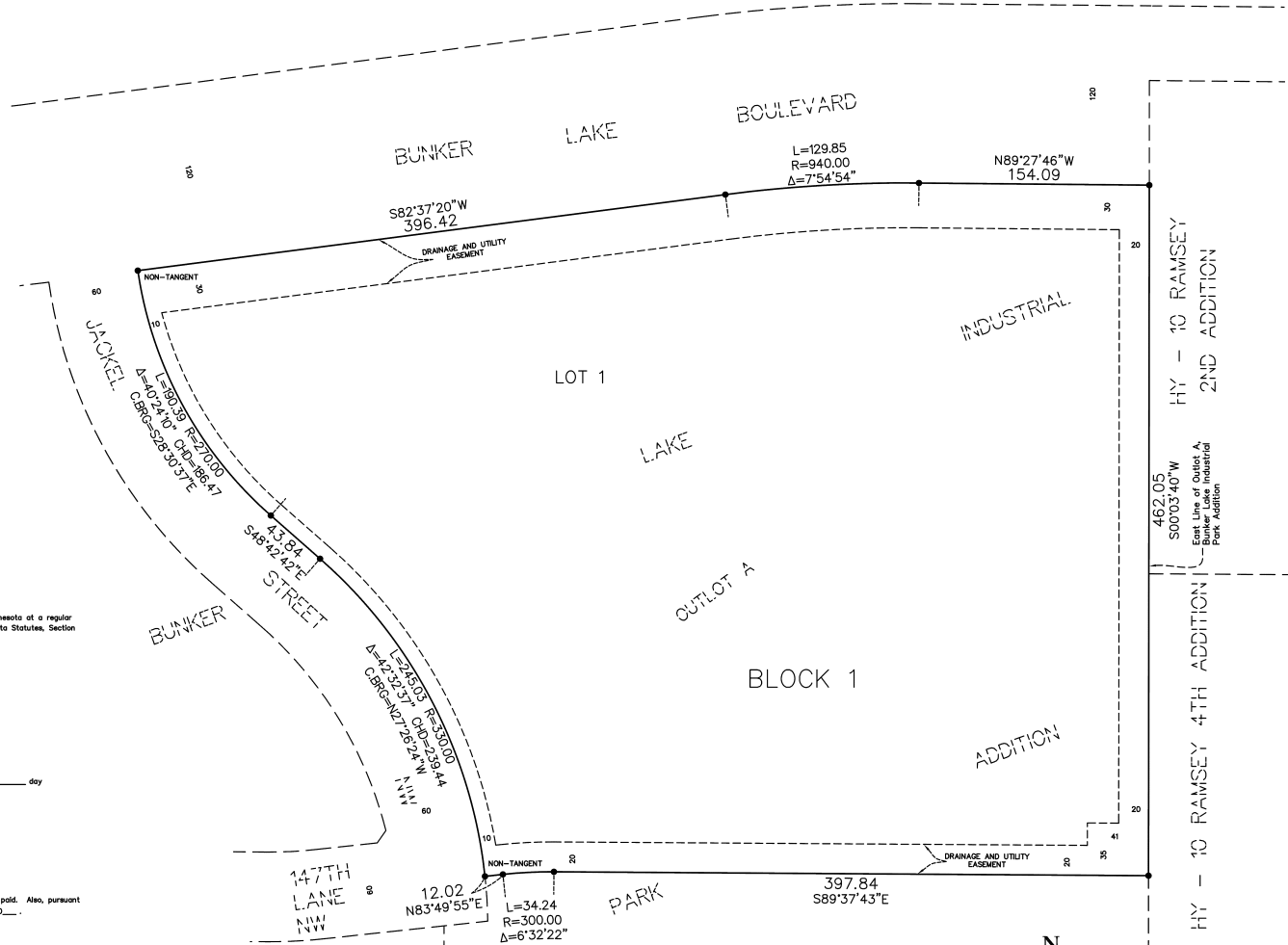
By: _____, Deputy

ANOKA COUNTY RECORDER/REGISTRAR OF TITLES
County of Anoka, State of Minnesota

I hereby certify that this plat of BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20____, at _____ o'clock _____ M. and was duly recorded as Document Number _____.

County Recorder/Registrar of Titles

By: _____, Deputy



○ Denotes 1/2 inch by 14 inch iron monument set and marked with Minnesota License No. 49138.
● Denotes found iron monument.
For the purpose of this plat the East line of OUTLOT A, BUNKER LAKE INDUSTRIAL PARK ADDITION is assumed to bear S00°03'40\"/>



Regular Planning Commission

6. 1.

Meeting Date: 09/06/2018

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider possible lot area variance application for a Minor Subdivision at 7021 158th Ln NW

Purpose/Background:

The purpose of this case is to get initial feedback from the Planning Commission as it relates to a possible future resident application for a variance to minimum lot area to allow for a minor subdivision of the property located at 7021 158th Ln NW.

Notification:

No notification is required at this time as an official applicaiton has not been submitted. If a future applicaiton was submitted, a public hearing would be required and notice sent to adjacent property owners as required by statute.

Observations/Alternatives:

The owners of 7021 158th Ln NW wish to subdivide their 2.57 acre lot into two seperate parcels for the purposes of selling the additional lot to one of their children. Staff estimates that the new lot would be approximately 0.7 acres in size which would result in the original parcel being reduced to a total lot size of approximately 1.87 acres. The subject property is zoned R-1 Rural Residential which has a minimum lot size of 2.5 acres. The property is guided as Rural Developing by the Comprehensive Plan.

Adjacent properties are also zoned R-1 Rural Developing however, they range in size from 0.5 to 1.21 acres in size. These properties were subdivided by a metes and bounds subdivision prior to the ordinance requiring platting and a minimum lot size of 2.5 acres.

The proposed lot size would seem consistent with the adjacent properties however it is unclear at this time what the practical difficulty would be to satisfy the City's Ordinance for approval of such a variance.

In reviewing this request staff noted a large number of vehicles being stored in the rear of the property within a fenced area behind the home. City Ordinance currently permits up to eight (8) items to be stored outside for lots between two (2) and 4.99 acres in size. Based up on a 2016 aerial image of the property there were approximately thirteen (13) vehicles parked within the fenced area in the rear yard as well as two (2) vehicles parked in the driveway and at least one (1) boat along the rear property line. The property has an attached three stall garage. If the existing home was reduced in size to a lot less than two (2) acres in size it would be limited to no more than six (6) items. To date Staff has not recieved any complaints on the property that would have triggered a code enforcement follow up.

If the Planning Commission is generally supportive of lot area variances to accomodate the desired subdivision it should also be noted that there would need to be a demonstrated reduction in the number of motor vehicle/recreational equipment on the property.

Alternatives

Alternative 1: Indicate general support for variances related to lot size for the desired subdivision and the need to come into compliance with the off street parking requirements as it relates to the number of motor vehicles

permitted to be stored outdoors on the property.

Alternative 2: Indicate that their would not be support for variances related to lot size for the desired subdivision and the need to come into compliance with the off street parking requirements as it relates to the number of motor vehicles permitted to be stored outdoors on the property.

Funding Source:

This case is being handled as part of Staff's typical duties.

Recommendation:

Staff is looking for general feedback from the Planning Commission as it relates to possible lot area variances. Please note that the Planning Commission typically does not approve lots less than one acre in size in rural areas. This is not only for neighborhood character, but spacing for well and septic.

Action:

No formal action is required at this time.

Attachments

Site Location Map

Proposed Lot Layout

2016 Aerial with 2ft Contours

Property Photo 1

Property Photo 2

2016 Aerial

2014 Aerial

2011 Aerial

Form Review

Inbox

Tim Gladhill

Form Started By: Eric Maass

Final Approval Date: 08/31/2018

Reviewed By

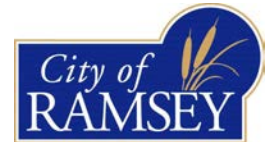
Tim Gladhill

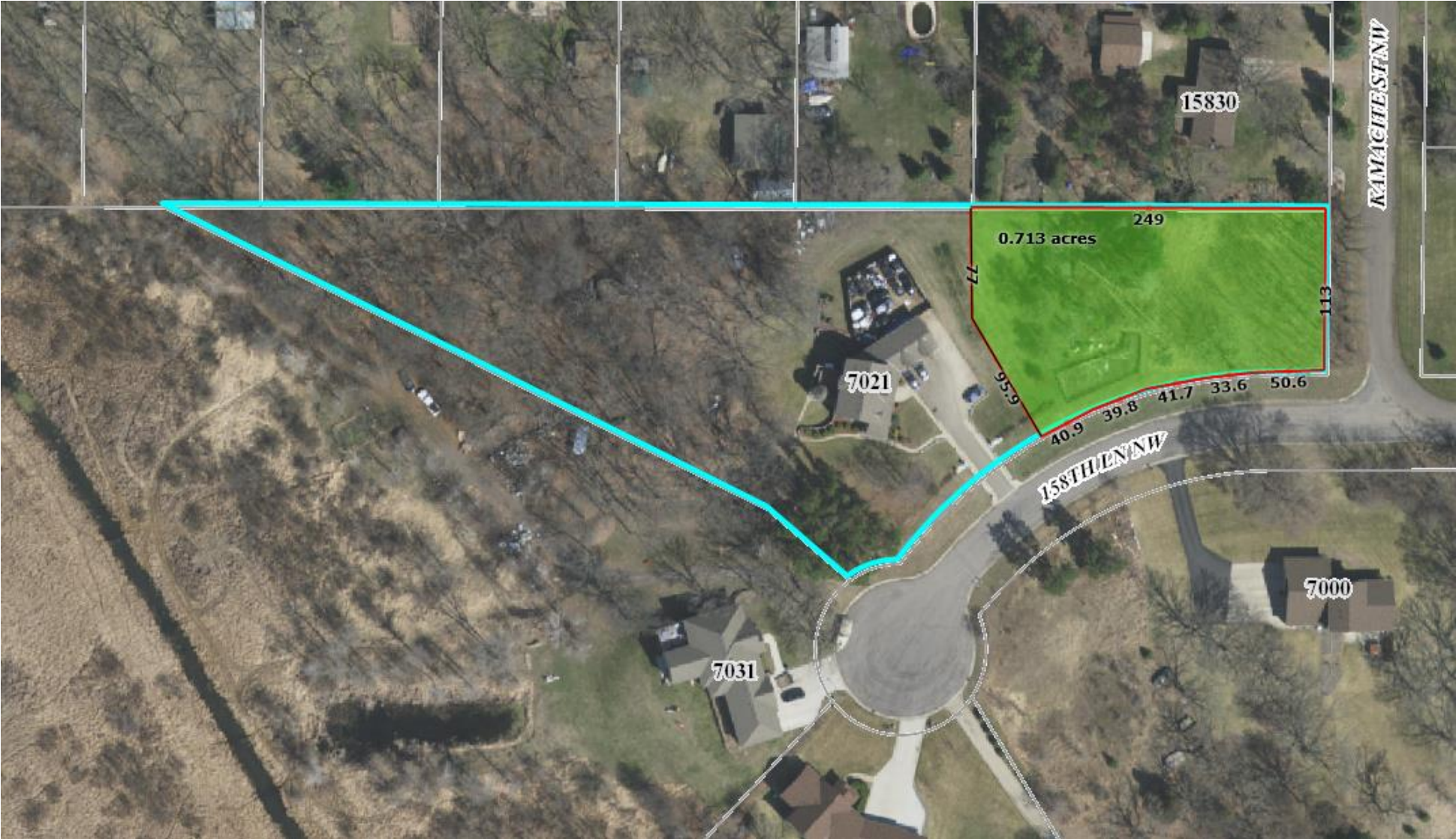
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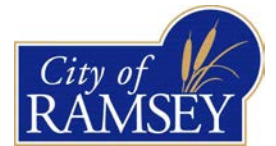
Started On: 08/14/2018 09:03 AM

7021 158th Ln NW





2016 Aerial with 2Ft Contours



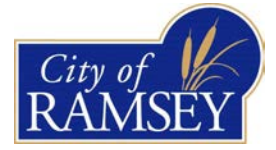
Print Date: August 14, 2018

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2016 Aerial Imagery



Print Date: August 14, 2018

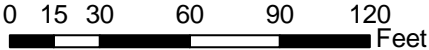
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2014 Aerial Imagery

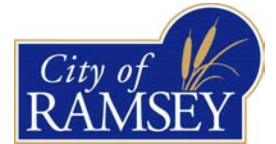


RA_City_Cache_AN_Aerial_2014.LOOLS

Print Date: August 14, 2018

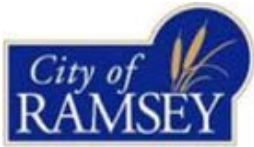


2011 Aerial Imagery



Print Date: August 14, 2018

0 15 30 60 90 120
Feet



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

Regular Planning Commission

7. 1.

Meeting Date: 09/06/2018

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 significant 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. Significant 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:

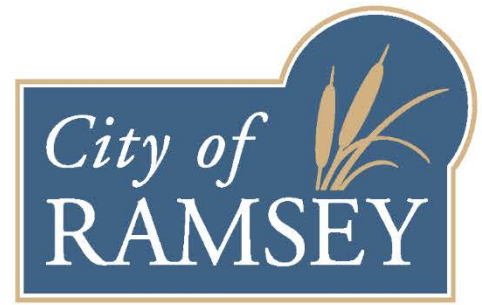
No action is being requested. Council may wish to highlight which sections are generally complete, and which sections the Council would like to be brought back separately for a more in depth conversation.

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: 08/29/2018		



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



- 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!

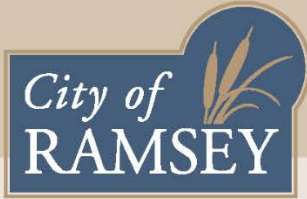
Ramsey boasts a robust recreation system, high-quality affordable housing, great jobs, and living wages.

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

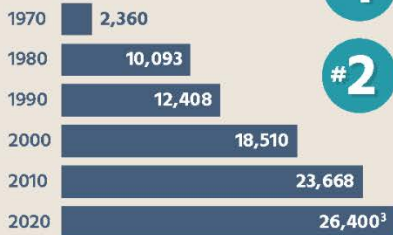




Snapshot of the City 2017

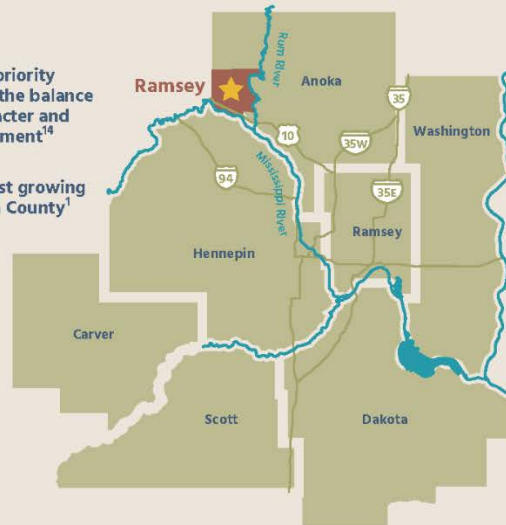
ABOUT OUR CITY

Population Trends²



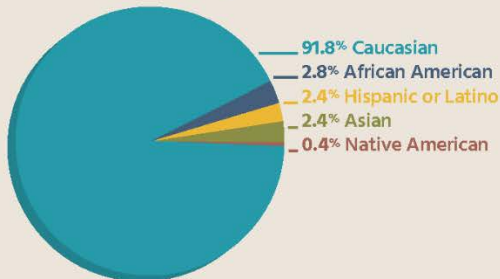
#1 Community priority is to protect the balance of rural character and new development¹⁴

#2 Second fastest growing city in Anoka County¹

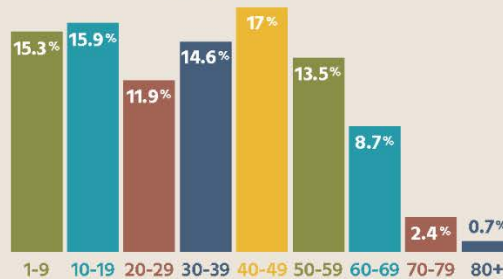


WHO WE ARE

Race and Ethnicity⁴

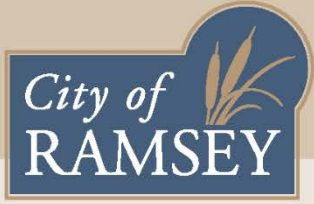


Population by Age⁴



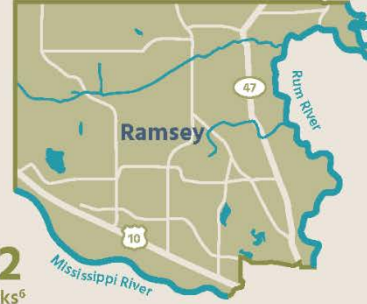
Additional Demographics





Snapshot of the City 2017

WHAT WE HAVE



HOW WE LIVE AND WORK

9,158 Total Number of Housing Units⁴

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 septic¹³

5,158
Housing units on sewer¹³

Employment

470
Places of work¹¹

6,334
Number of jobs in Ramsey¹²

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



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

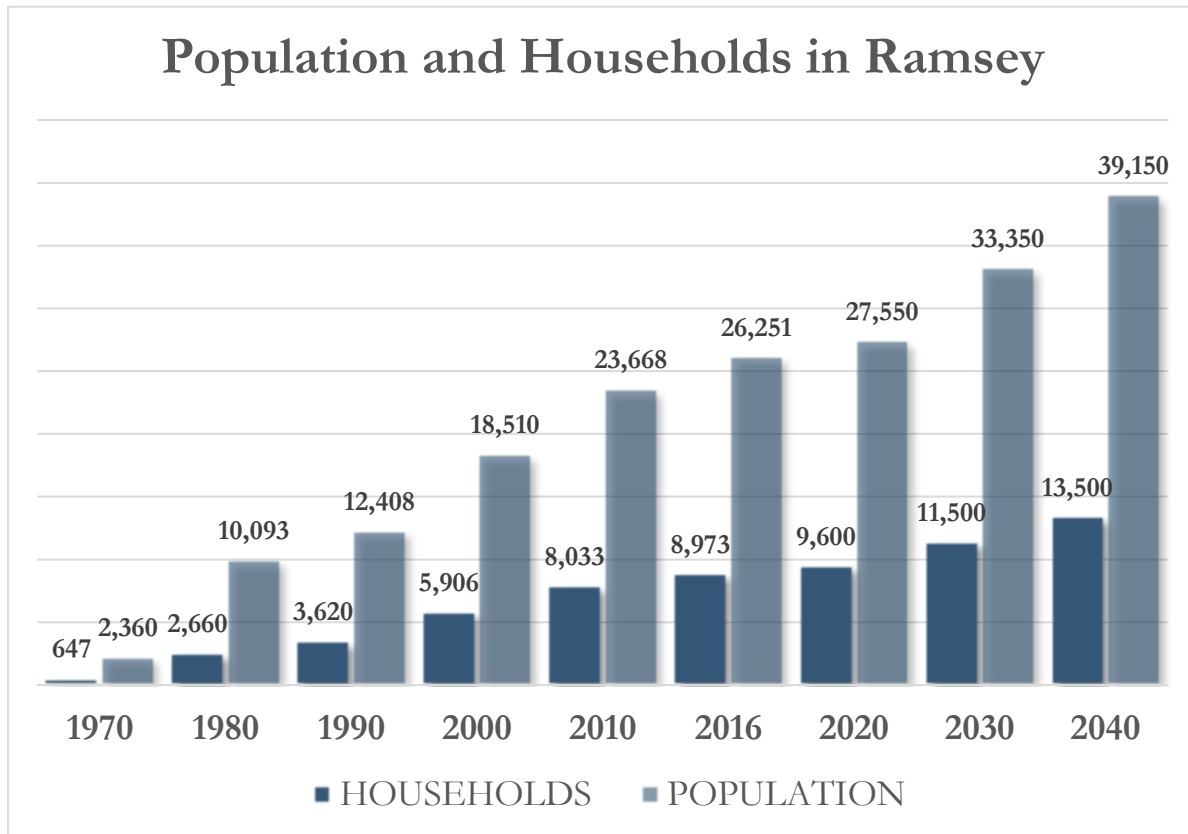
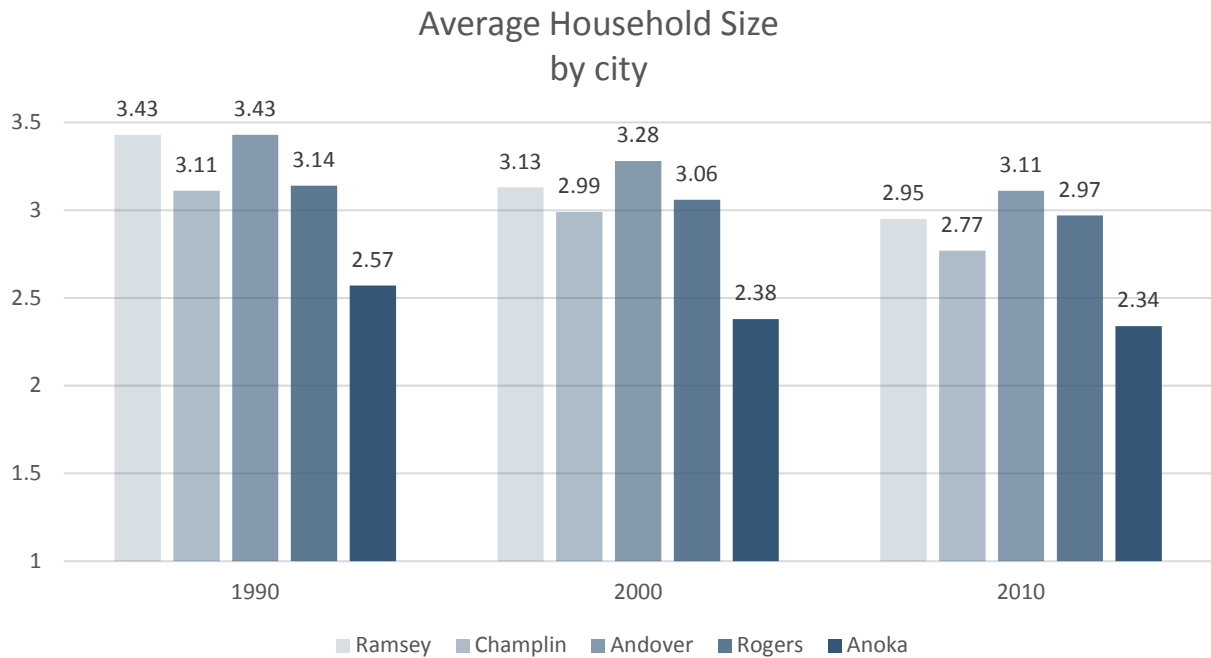


Figure 2: Average Household Size



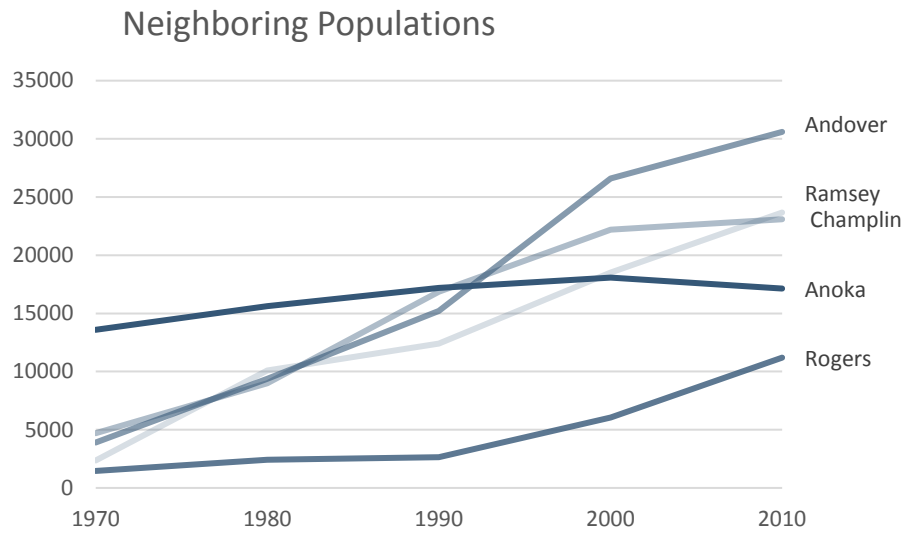
With the number of residents per household likely to continue to decline as the overall population of Ramsey ages, residential housing types will need to be accommodated through development of a variety of housing types including apartments and townhomes.

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.



Figure 3: Population Comparison

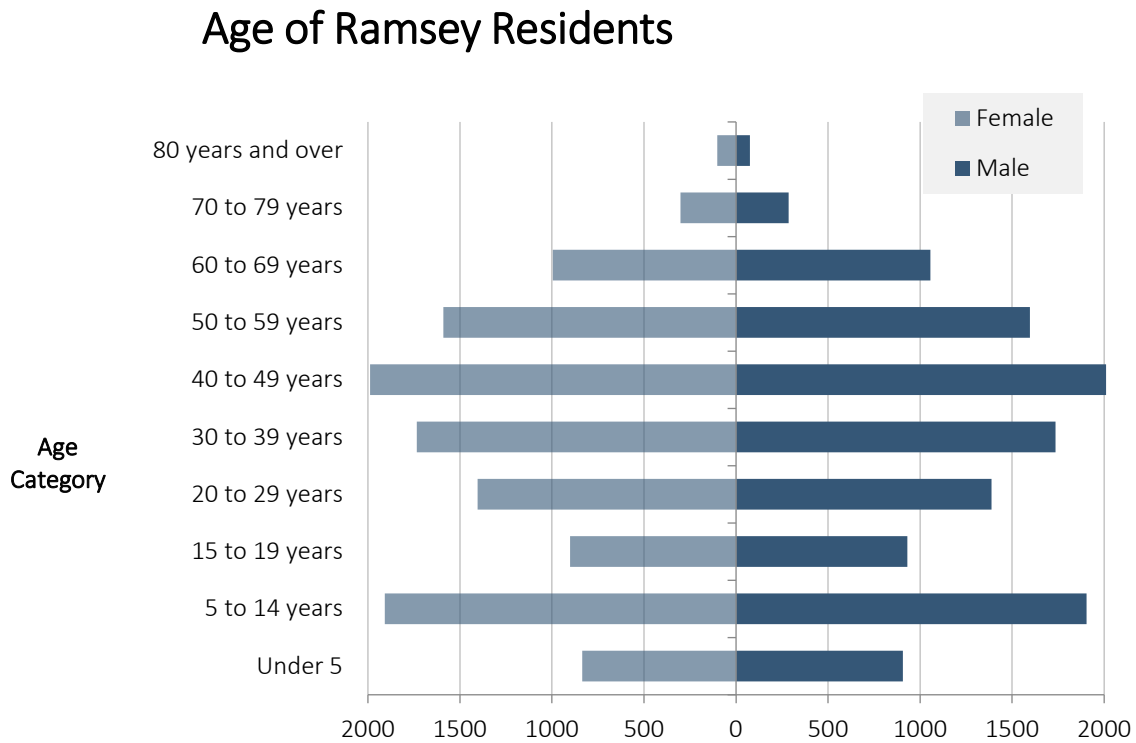


Age demographics

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.



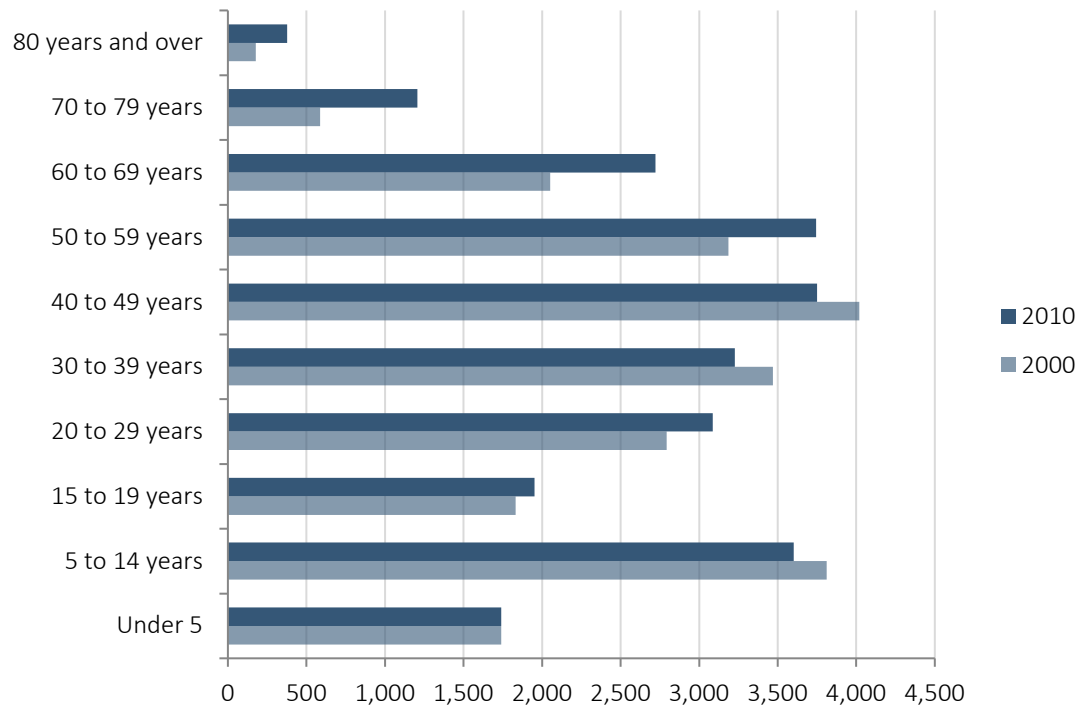
Figure 4: Age Distribution



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.



Figure 5: Age Cohort

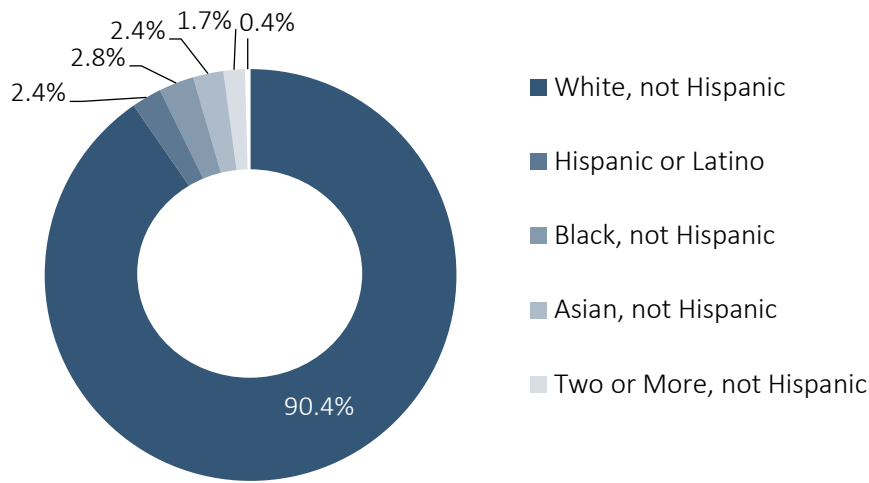


Race

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.



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.

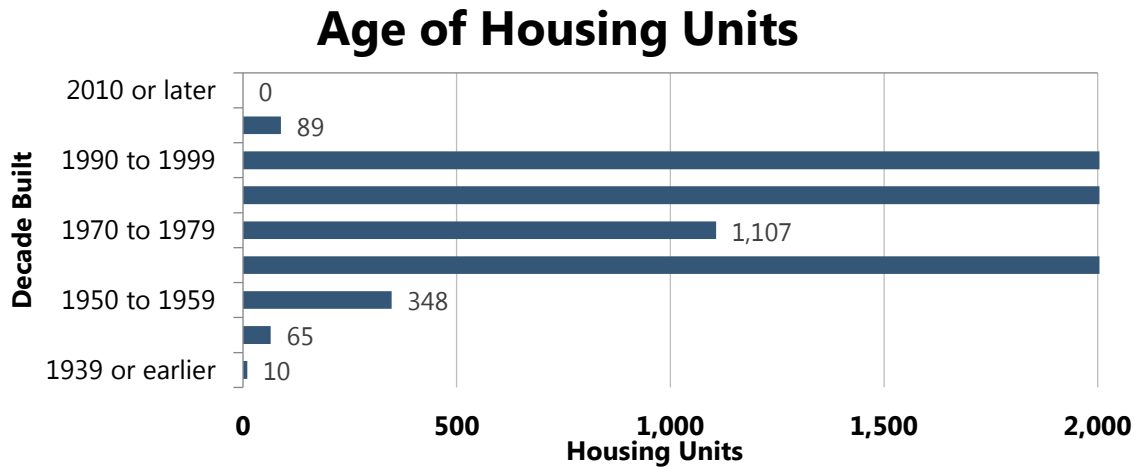
Figure 7: Housing Type

Unit Type	Units	Percentage
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

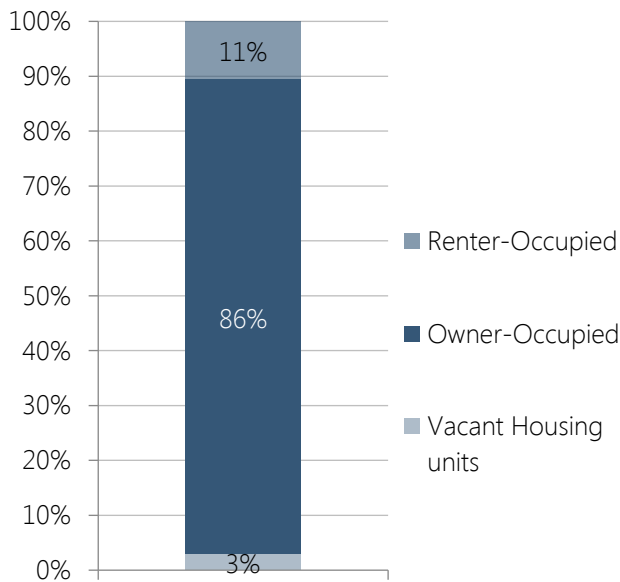


Data source: ACS 2011-2015

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

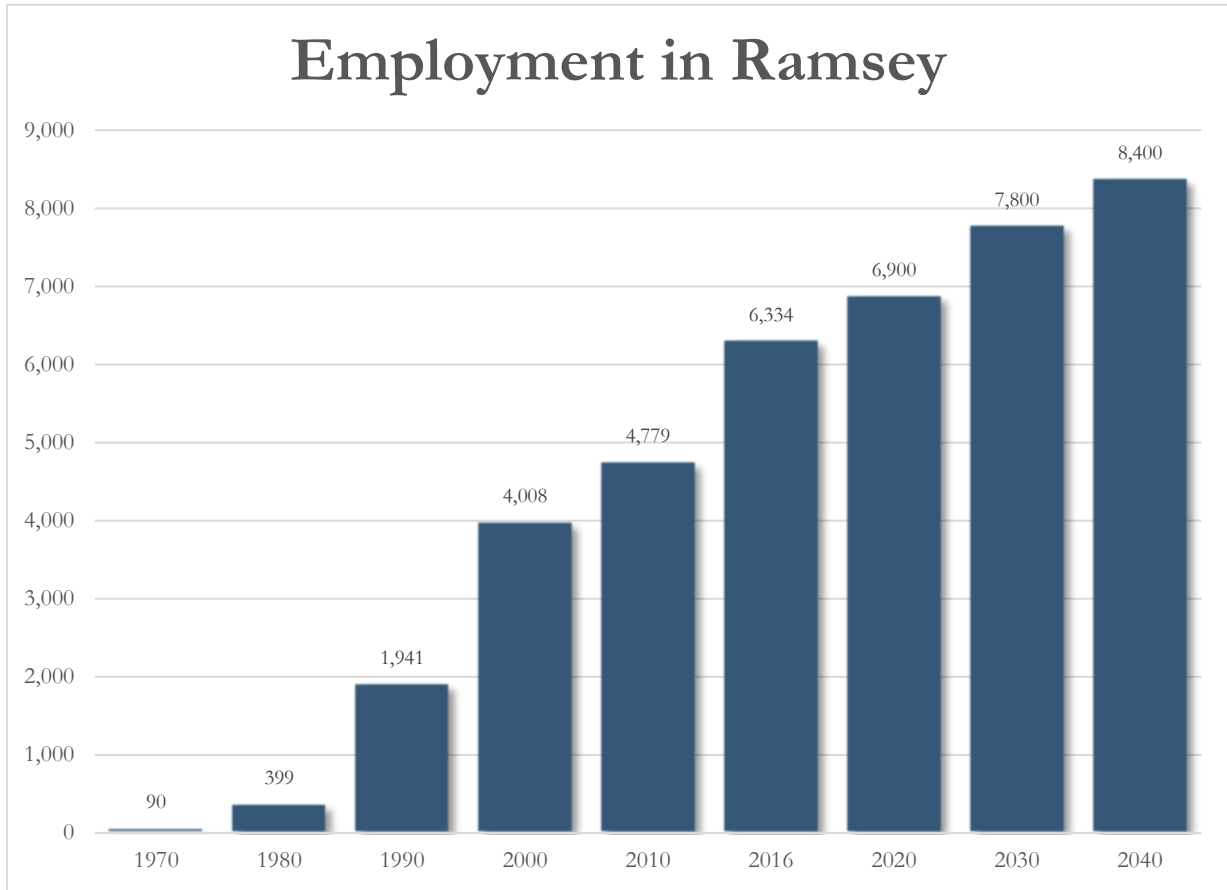
Industry	Employment Total	Percentage
Retail Trade	554	9%
Health Care and Social Assistance	246	4%
Accommodation and Food Services	369	6%
Public Administration	185	3%
Manufacturing	2,091	34%
Other Services, Ex. Public Admin	308	5%
Educational Services	369	6%
Administrative and Waste Services	369	6%
Finance 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

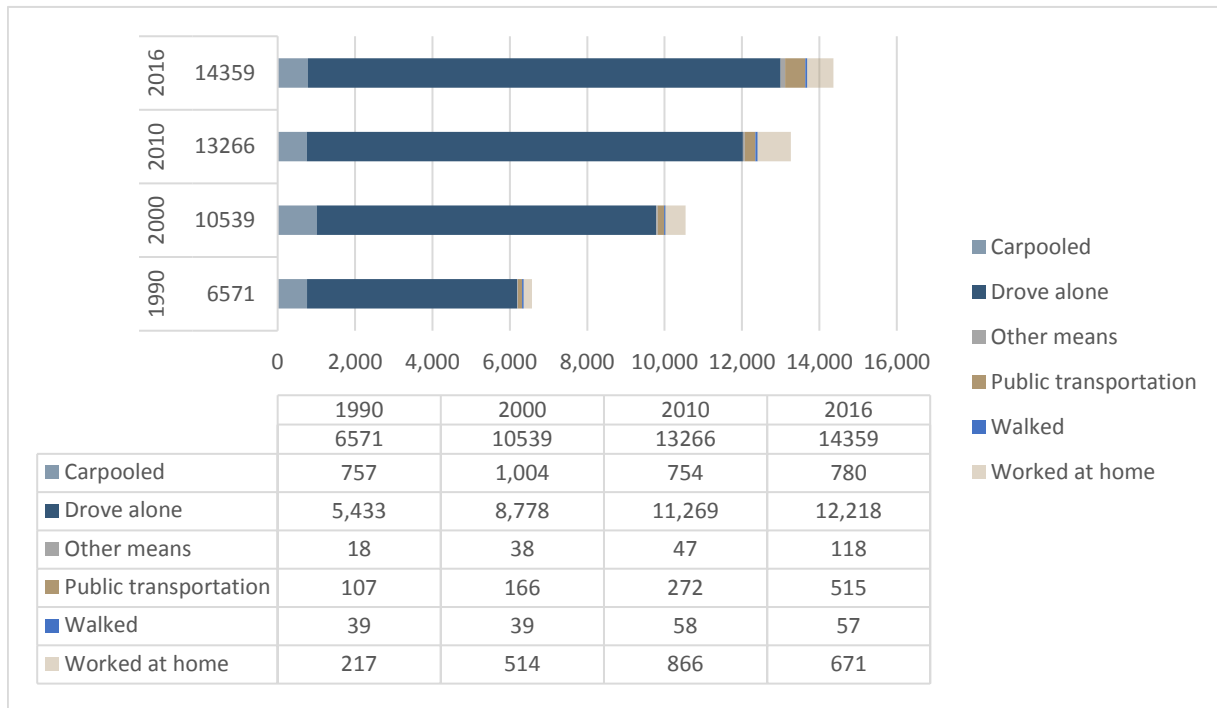


Source: U.S. Census Decennial Survey, U.S. Census American Communities Survey, Metropolitan Council Forecasts



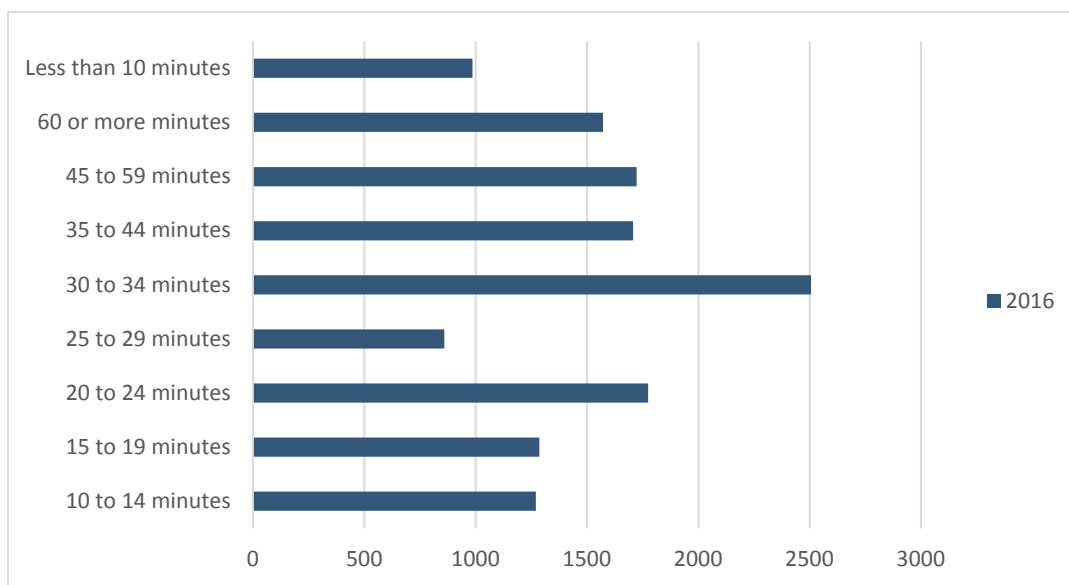
The Commute

Figure 12: Means of Commuting



Source: U.S. Census American Communities Survey

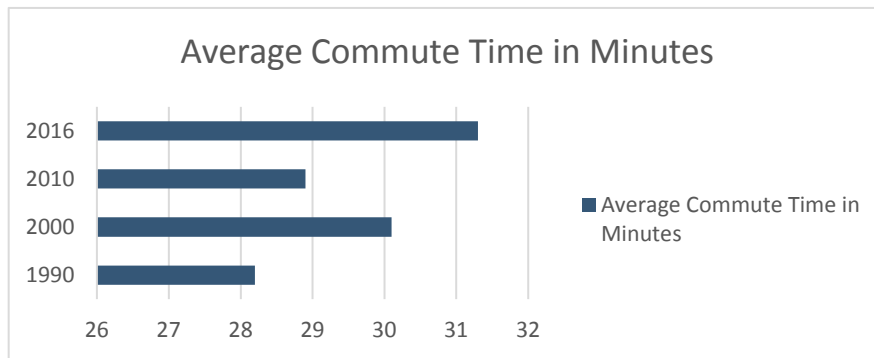
Figure 13: Travel Time to Work



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.



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.



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.

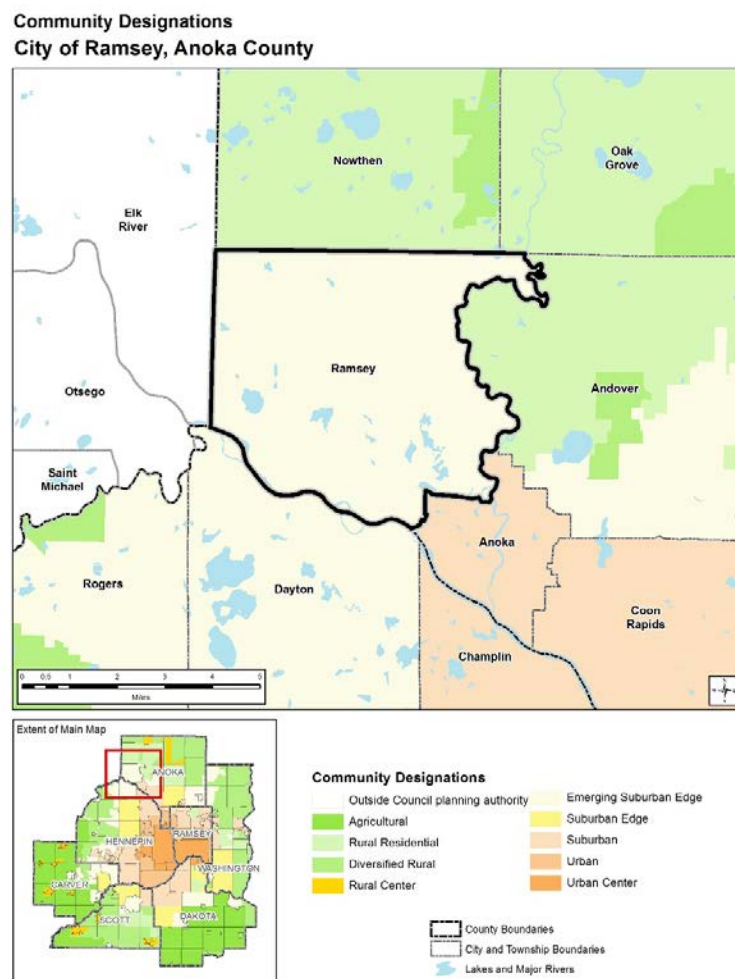
- Created a collaborative development review process for land use plans and project review.
- Implemented meaningful density transition into projects that are located adjacent to existing residential neighborhoods.
- Protected Ramsey's rural character in many areas of the community, representing the 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.



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:



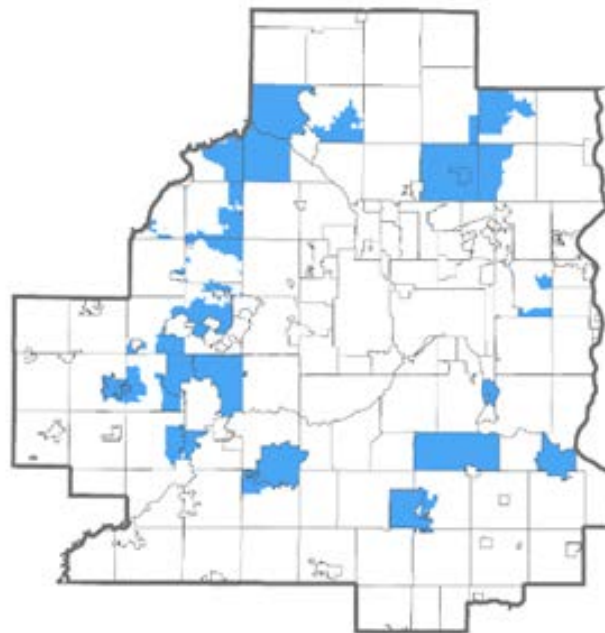
- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective 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.



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

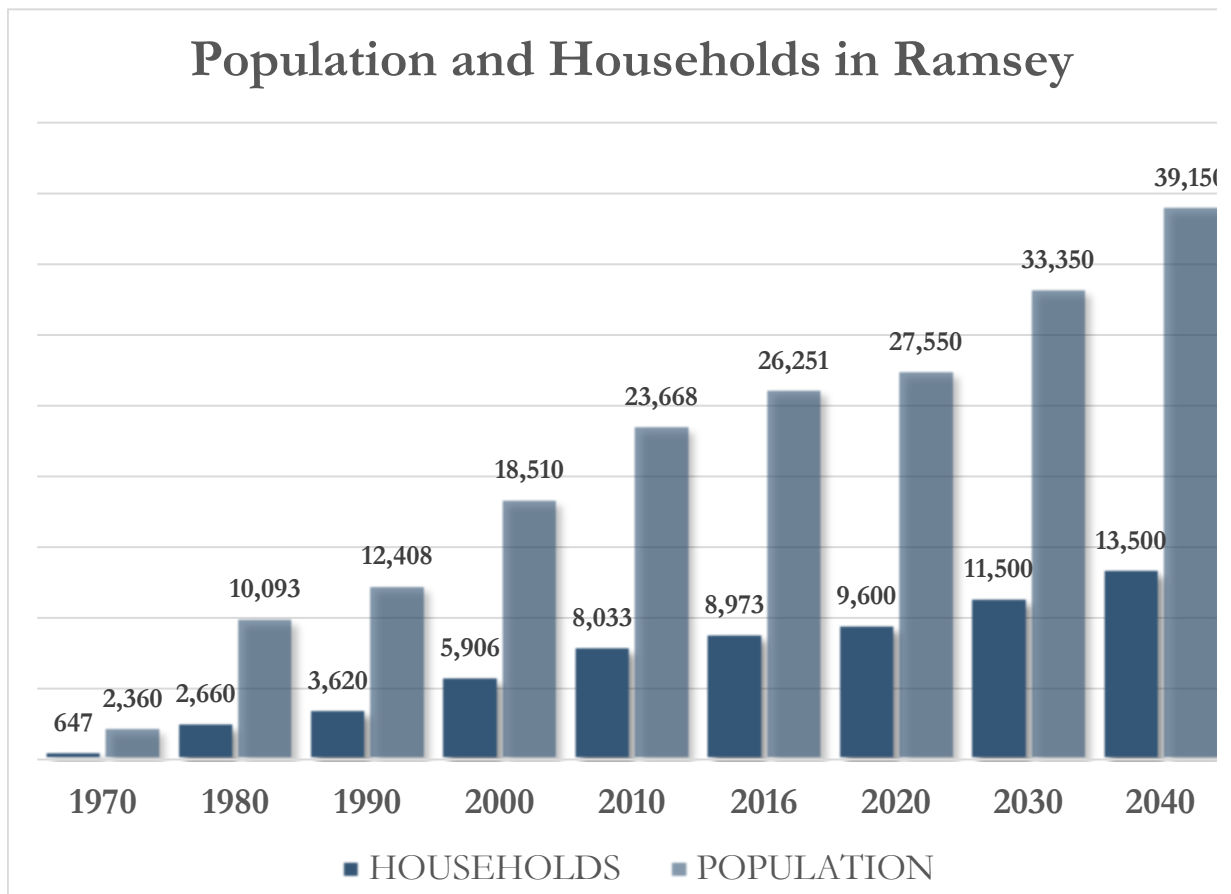
	2020	2030	2040
Published Forecast	26,400	30,700	34,700
Requested Amendment	27,550	33,350	39,150
Difference	+1,150	+2,650	+4,450

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



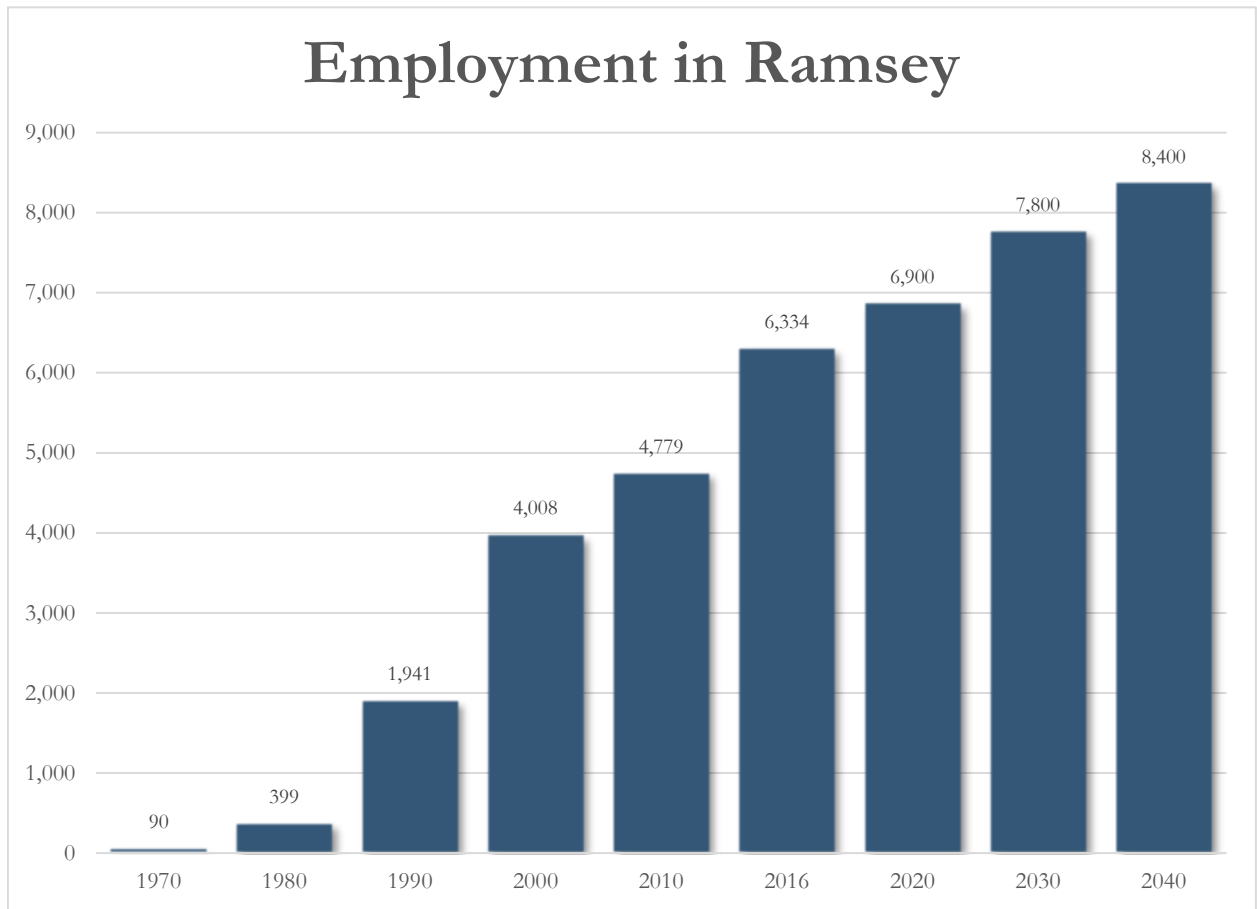
Figure 19: Forecasted Household and Population Growth



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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

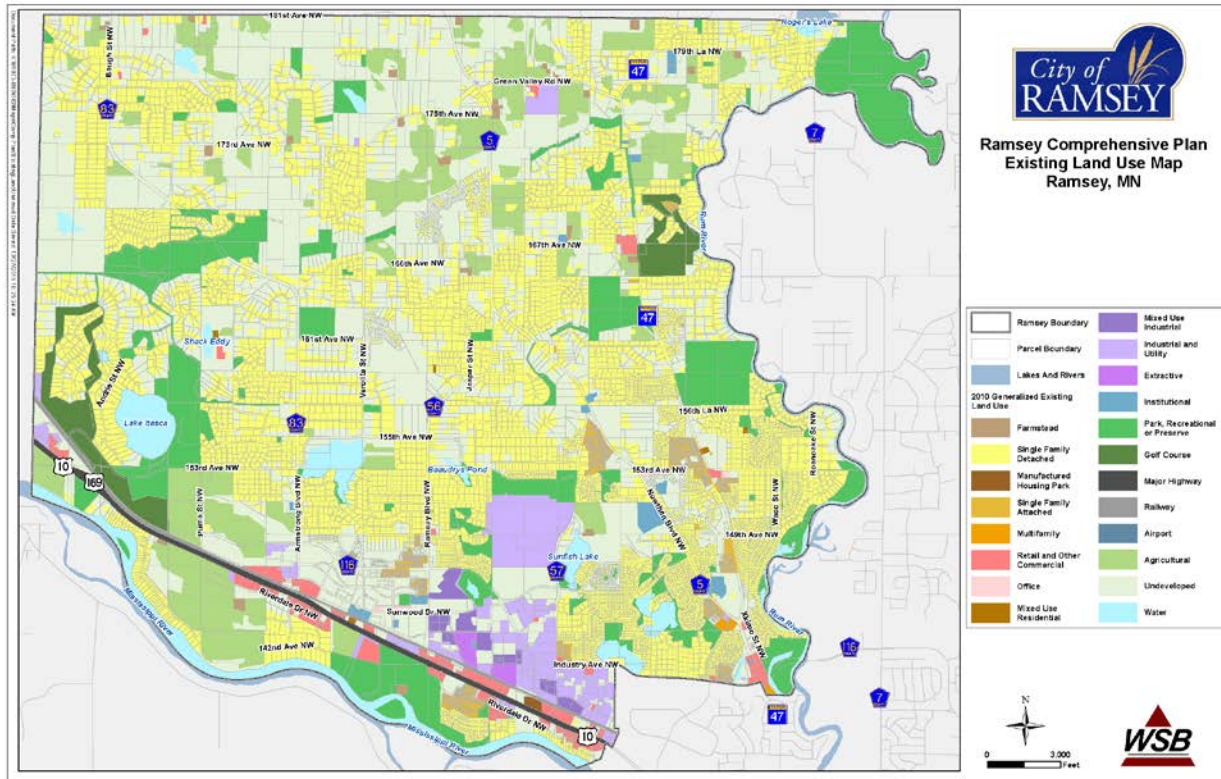


Table 3: 2010 Existing Land Use Categories

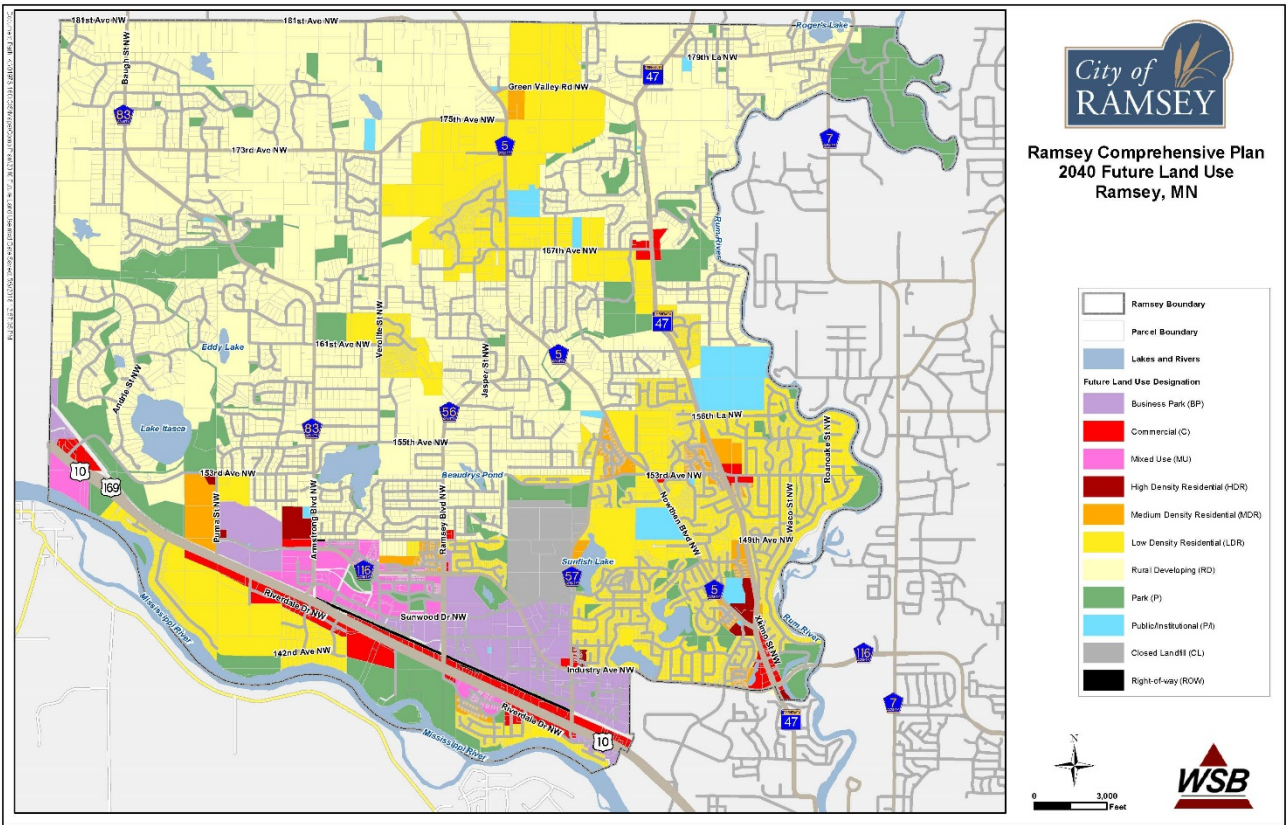
Land Use	Acres	Percentage of Total
Agriculture	1,659	9 %
Airport	0	0 %
Extractive	40	0 %
Farmstead	65	0 %
Golf Course	332	2 %
Industrial and Utility	561	3 %
Institutional	92	0 %
Major Highway	144	1 %
Manufactured Housing Park	7	0 %
Mixed Use Industrial	107	1 %
Mixed Use Residential	8	0 %
Multifamily	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.



Future Land Uses

Figure 22: Future Land Use Map



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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.



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)

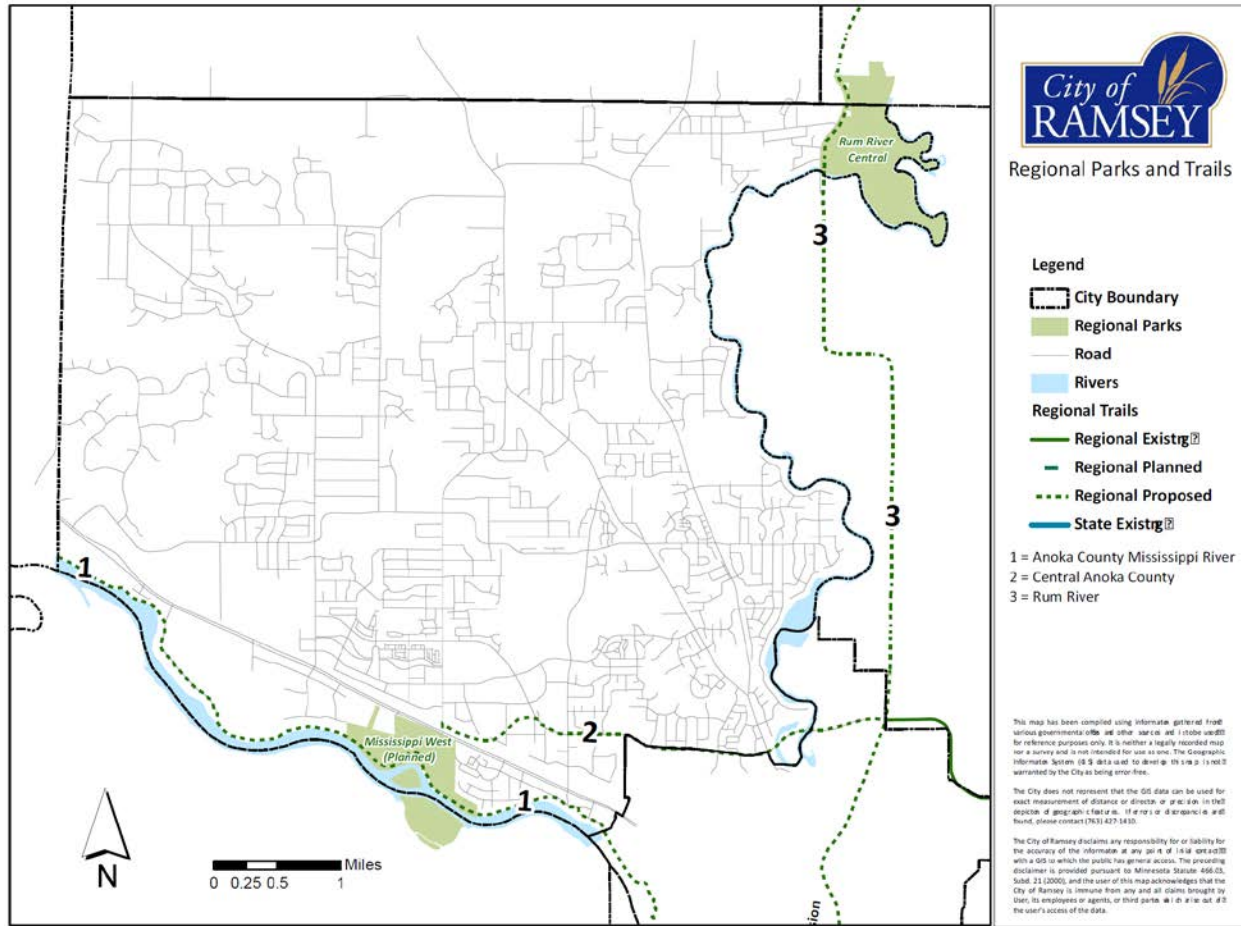
Right of way identifies area designated for public roadways.

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.



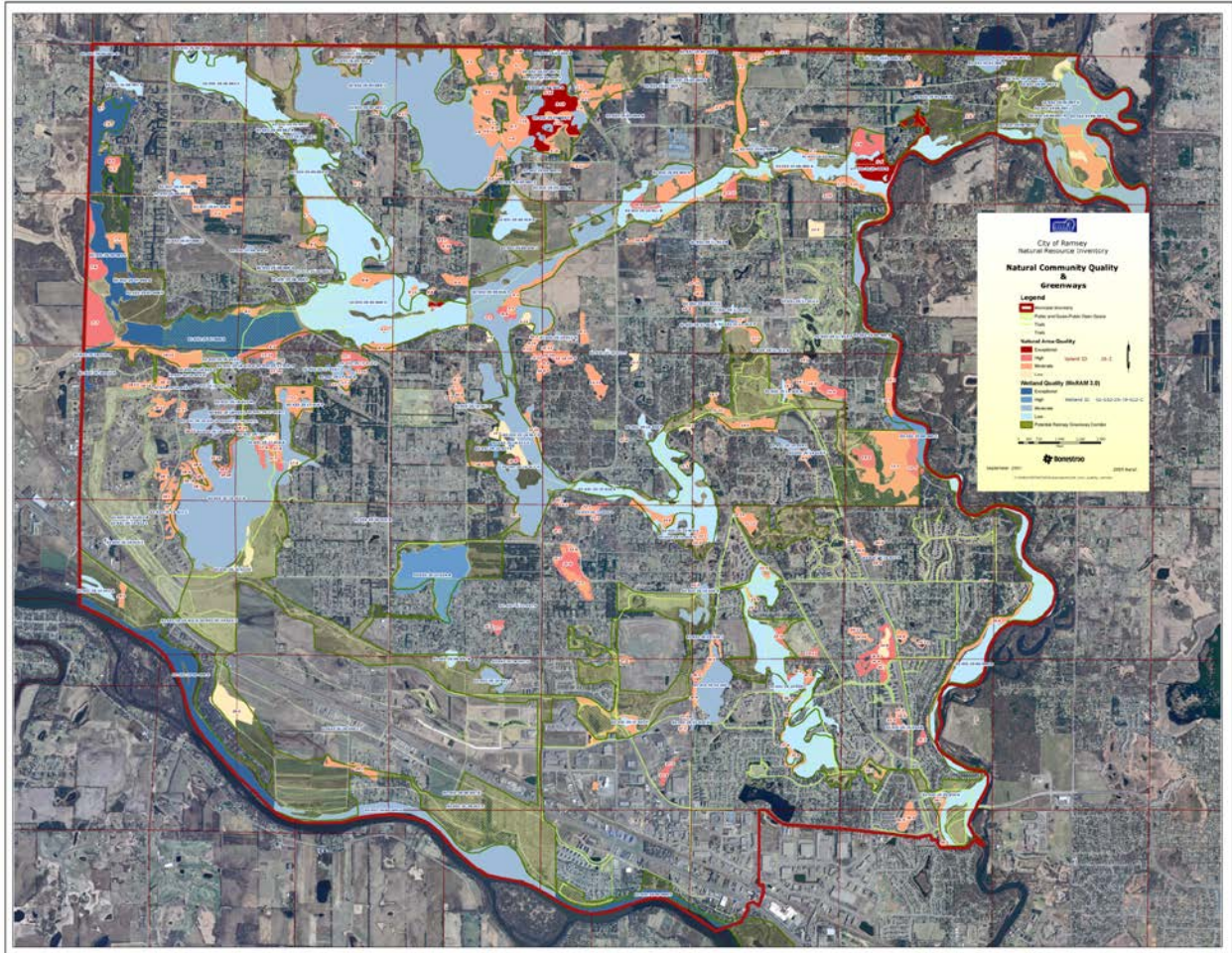
Figure 23: Master Plan Boundaries



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Figure 24: Natural Resources

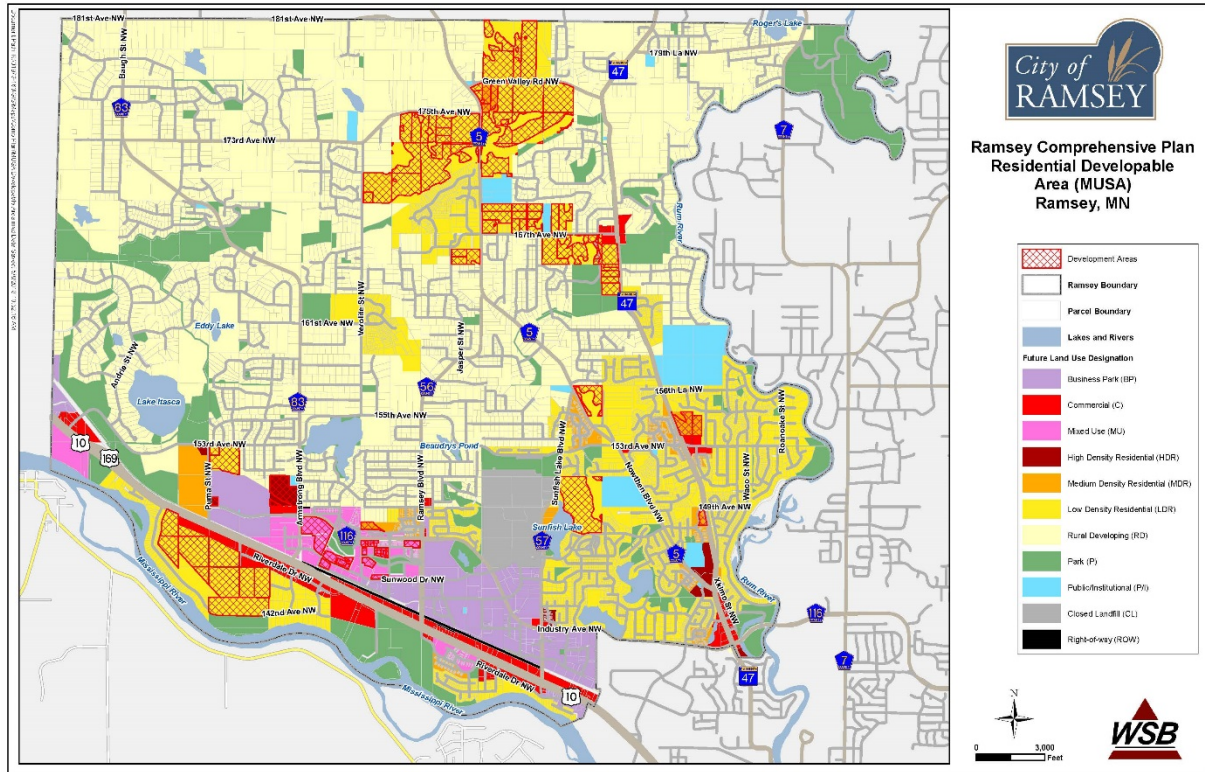


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Expected Density of Future Development

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



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)					



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.



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.



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

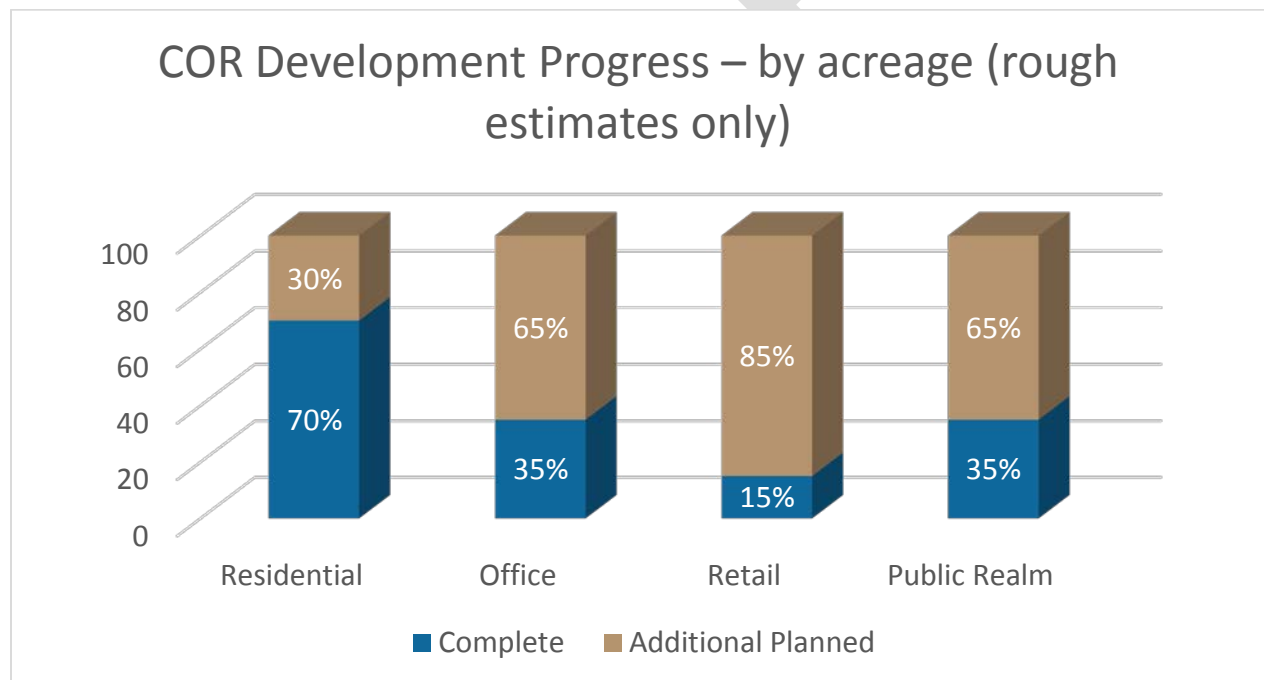
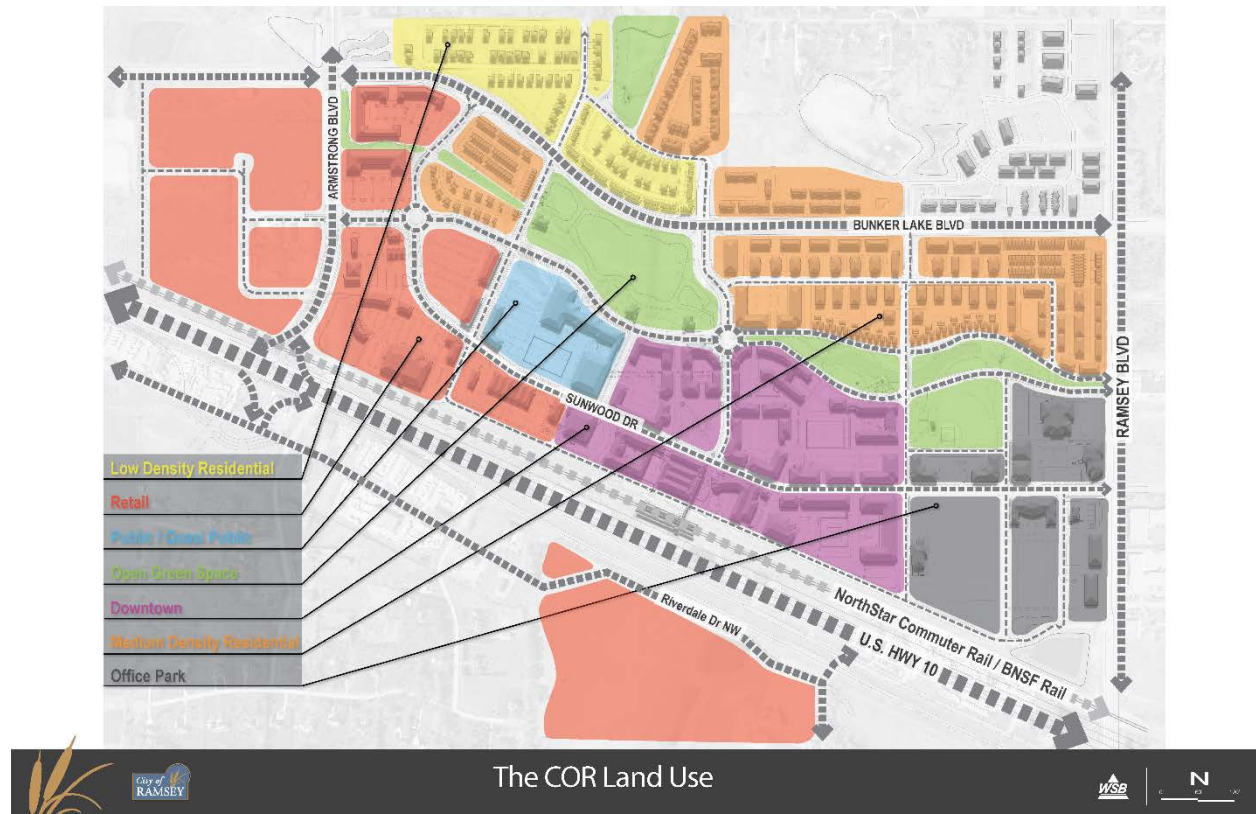


Figure 26: Land Use Plan for The COR



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.



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.



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



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	





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



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.

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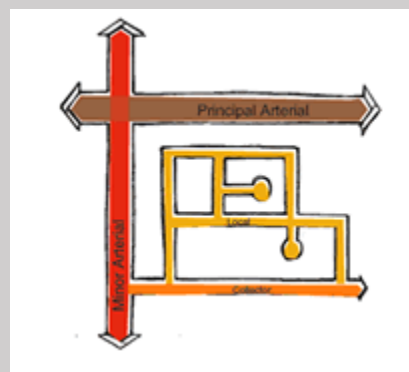
Existing Roadway System

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

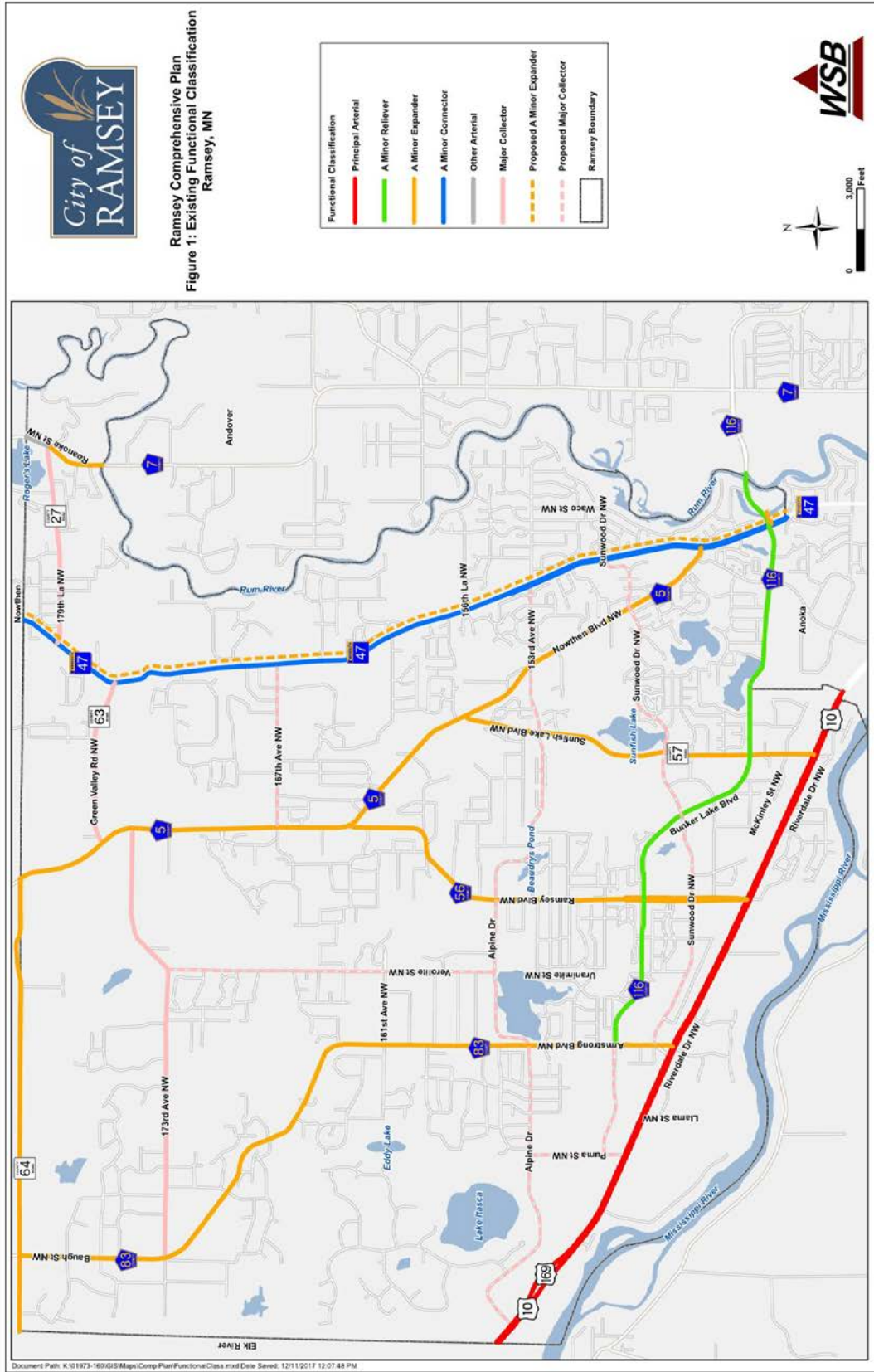
The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

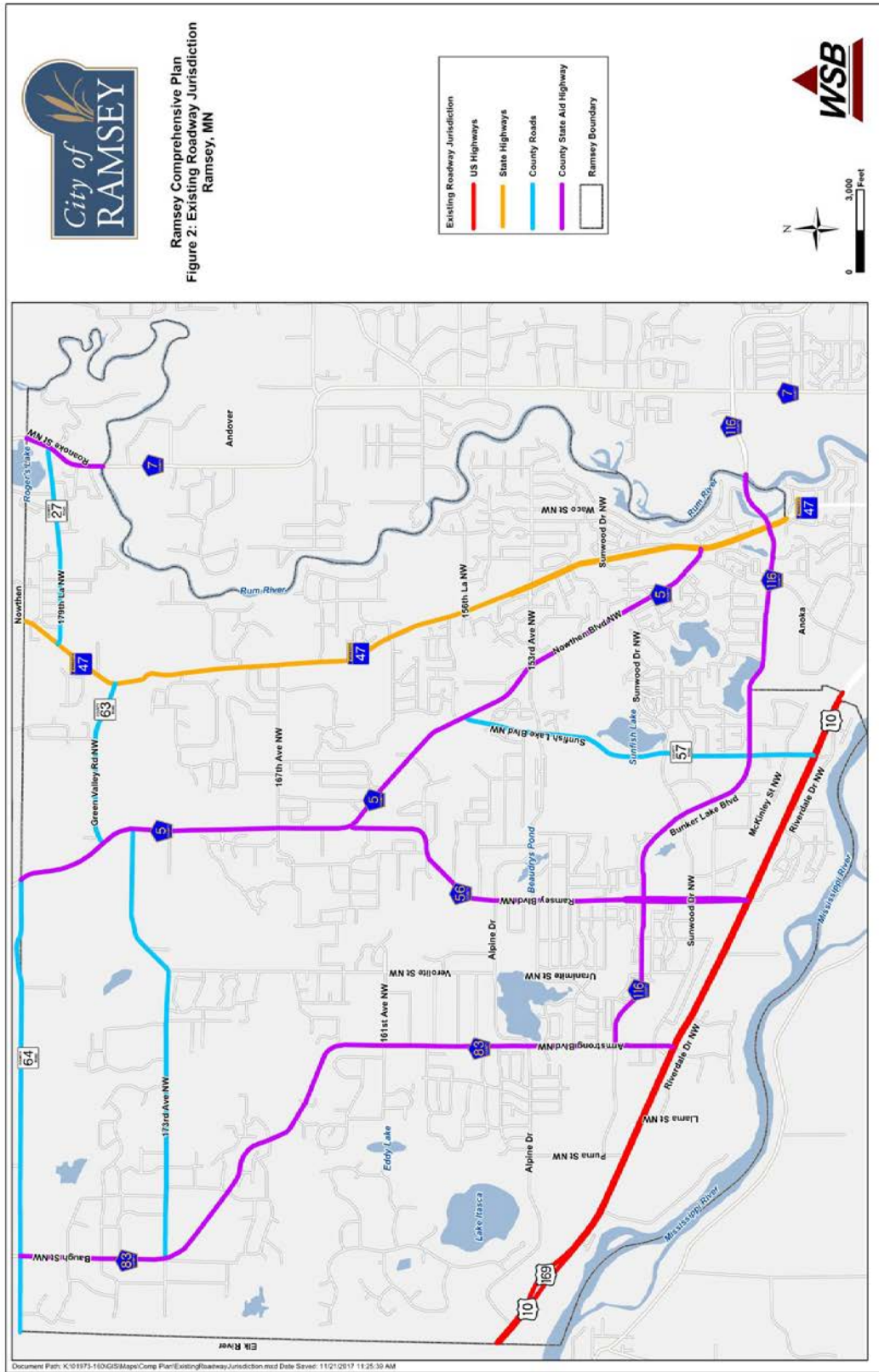
The **functional classification system** organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.



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.







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.



- 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.



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**.



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.



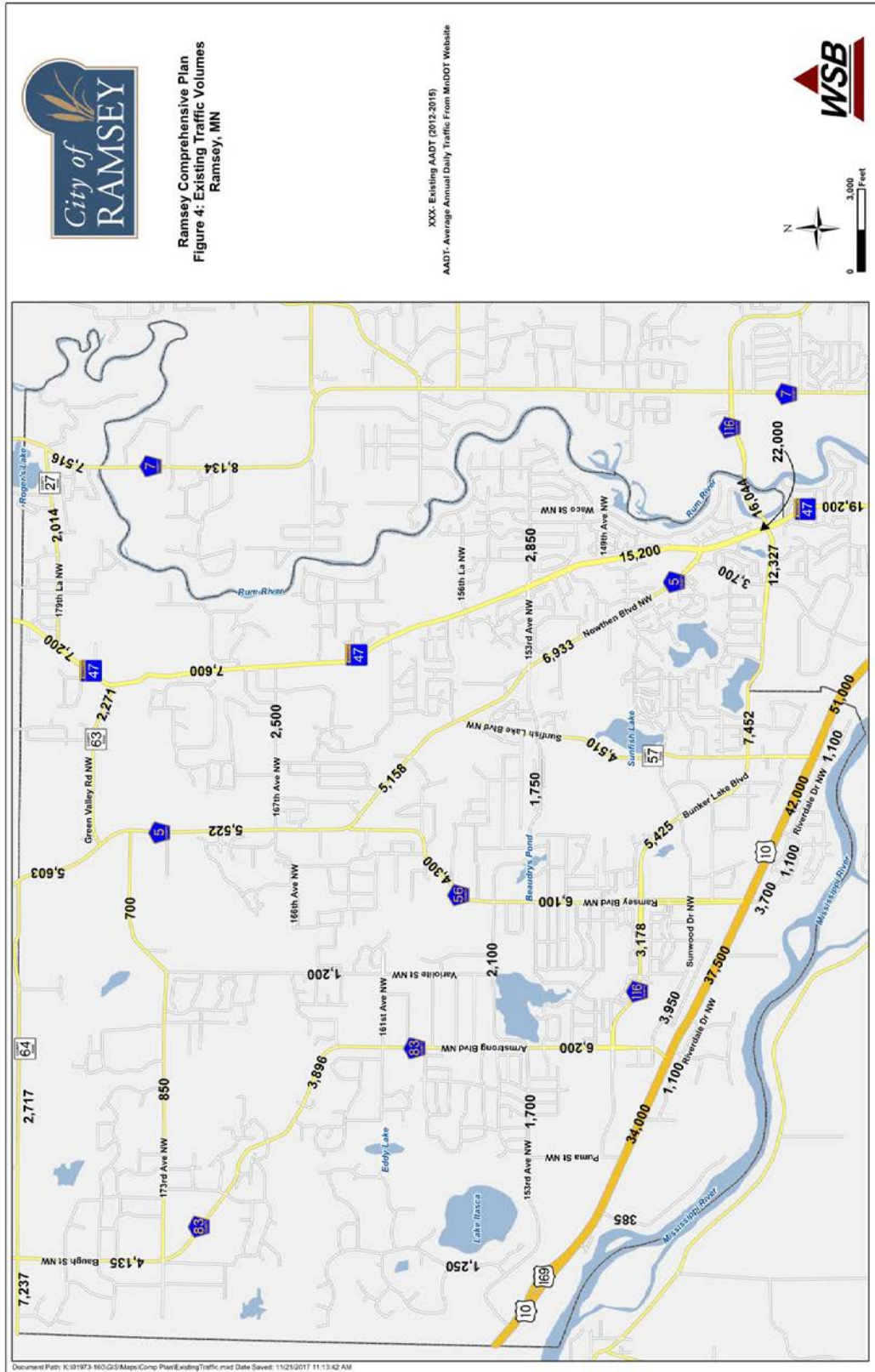


Table 2: Existing number of lanes on arterial roads

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



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**.

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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		1/4 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



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		



Table 4: Anoka County Access Spacing Guidelines

Private Access	Signal Spacing	Intersection Spacing			Route Speed (miles per hour)	Roadway Type
		Conditional Secondary Intersection	Full Movement Intersection			
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		
	1/4 mi.	1/8 mi.	1/4 mi.	40 – 45		
	1/4 mi.	300 – 660 ft.	1/8 mi.	< 40	Minor Arterial	
	1/2 mi.	1/4 mi.	1/2 mi.	50 – 55		
	1/4 mi.	NA	1/8 mi.	40 – 45		
	1/8 mi.	300 – 660 ft.	1/8 mi.	< 40	Collector and Local	

By adopted plan/agreement/covenant on land



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.



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.

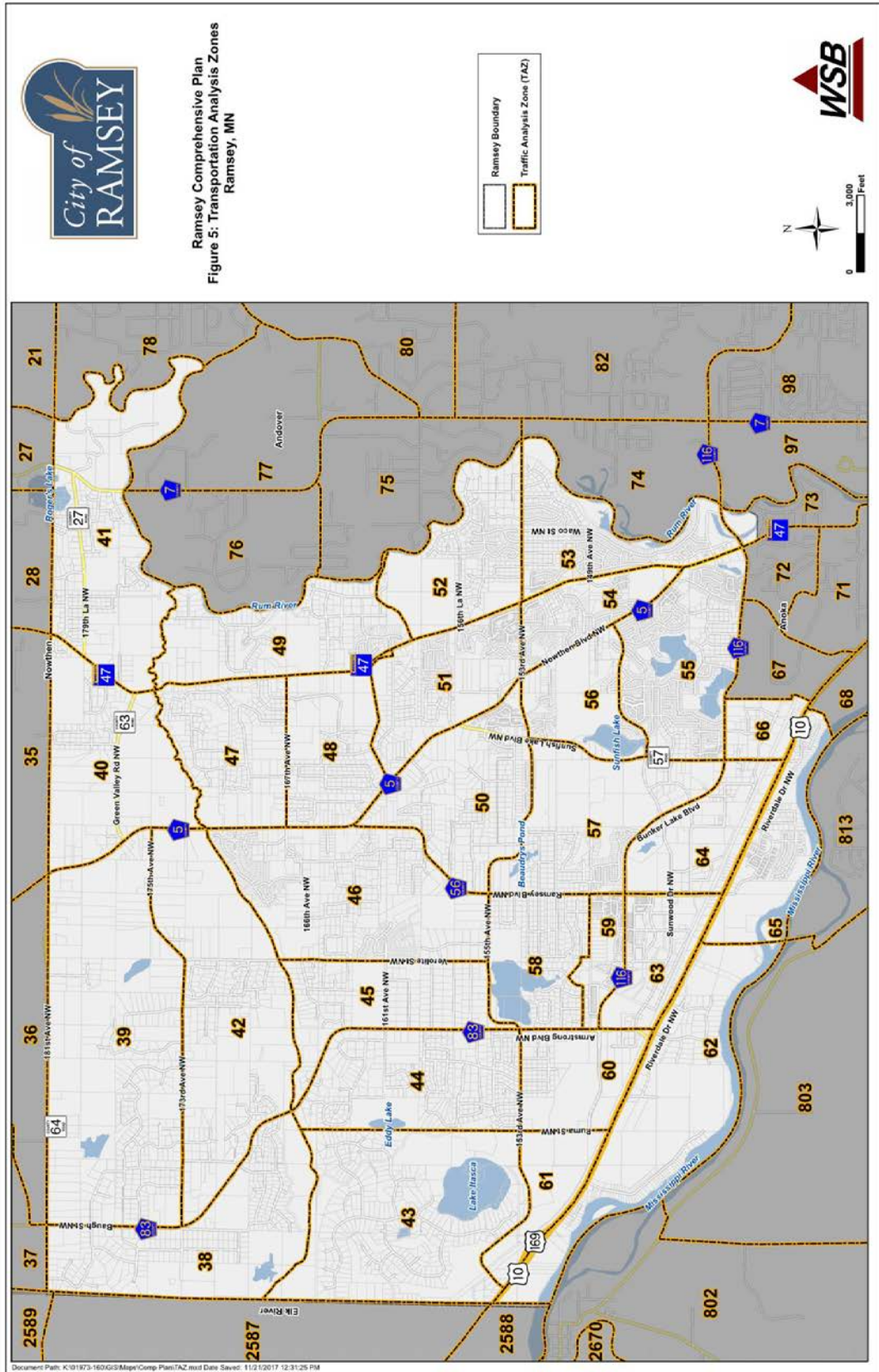
While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.

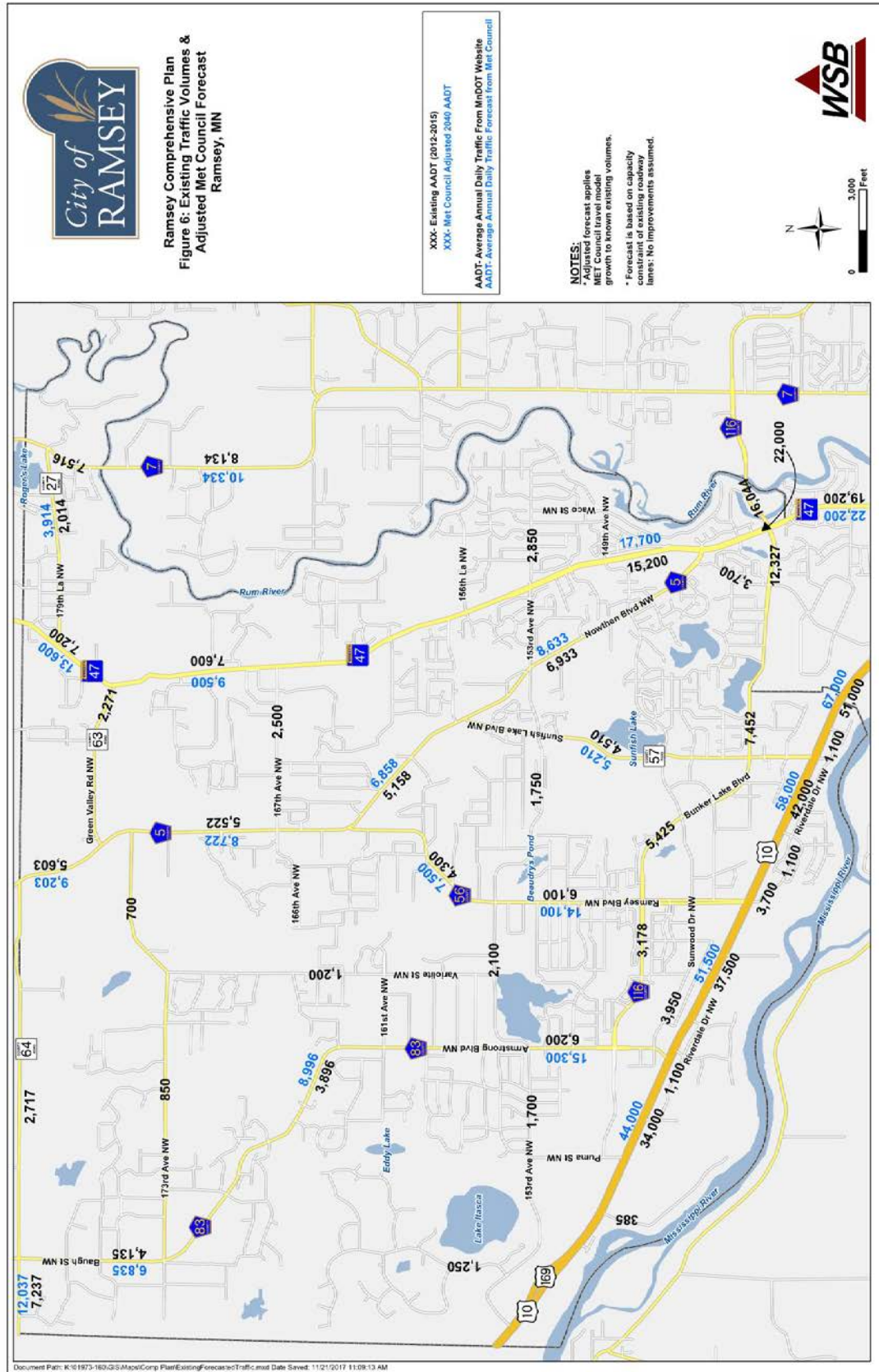
A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, in this case, the City of Ramsey, is divided into a series of TAZs. Each TAZ has population, employment, and household data that is used by the model to assign trips to the various 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.







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.



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.

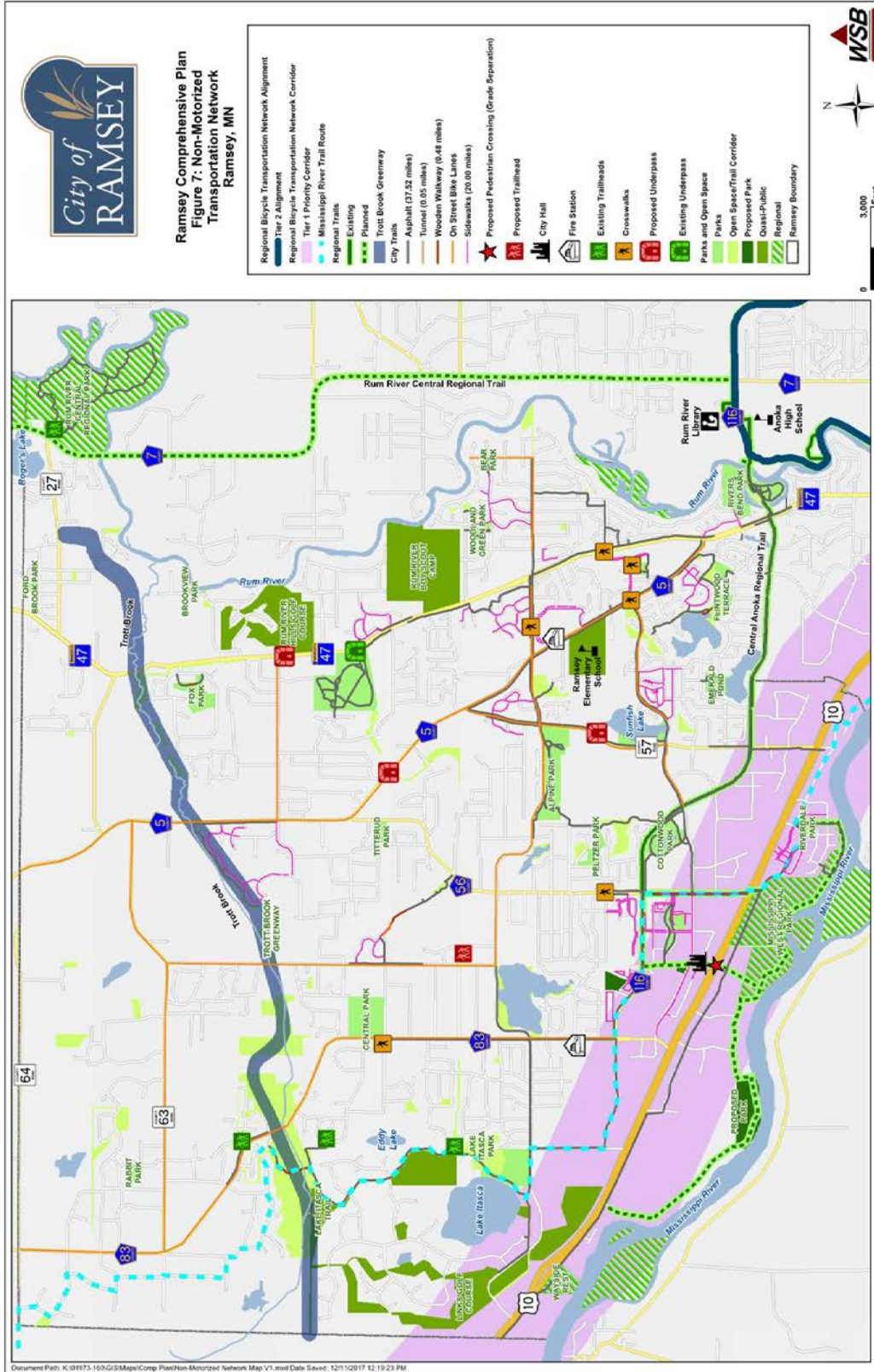
The city's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The city can continue to encourage mixed-use development that situates residents within a short walk of commercial destinations. The city can also work with developers to construct sidewalks and trails within developments. Additionally, the



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.

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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**.



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



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.

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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

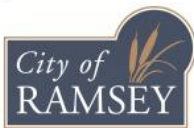


Figure 8:
Example Bicycle Facilities
Ramsey Transportation Plan
Ramsey, MN



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.



Transit

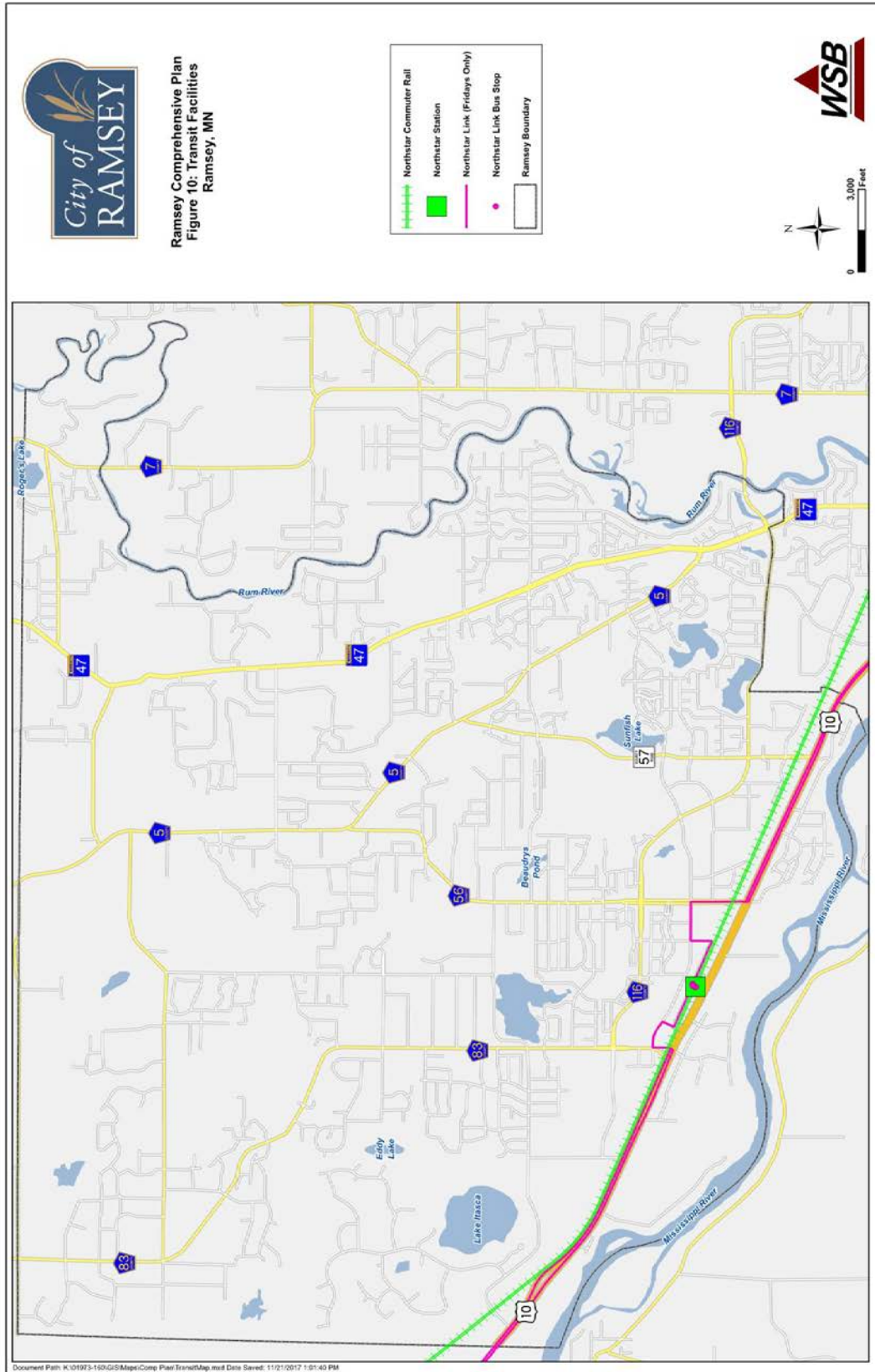
Ramsey is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Ramsey is located in Market Area IV. Market Area IV generally supports public 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.





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.



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



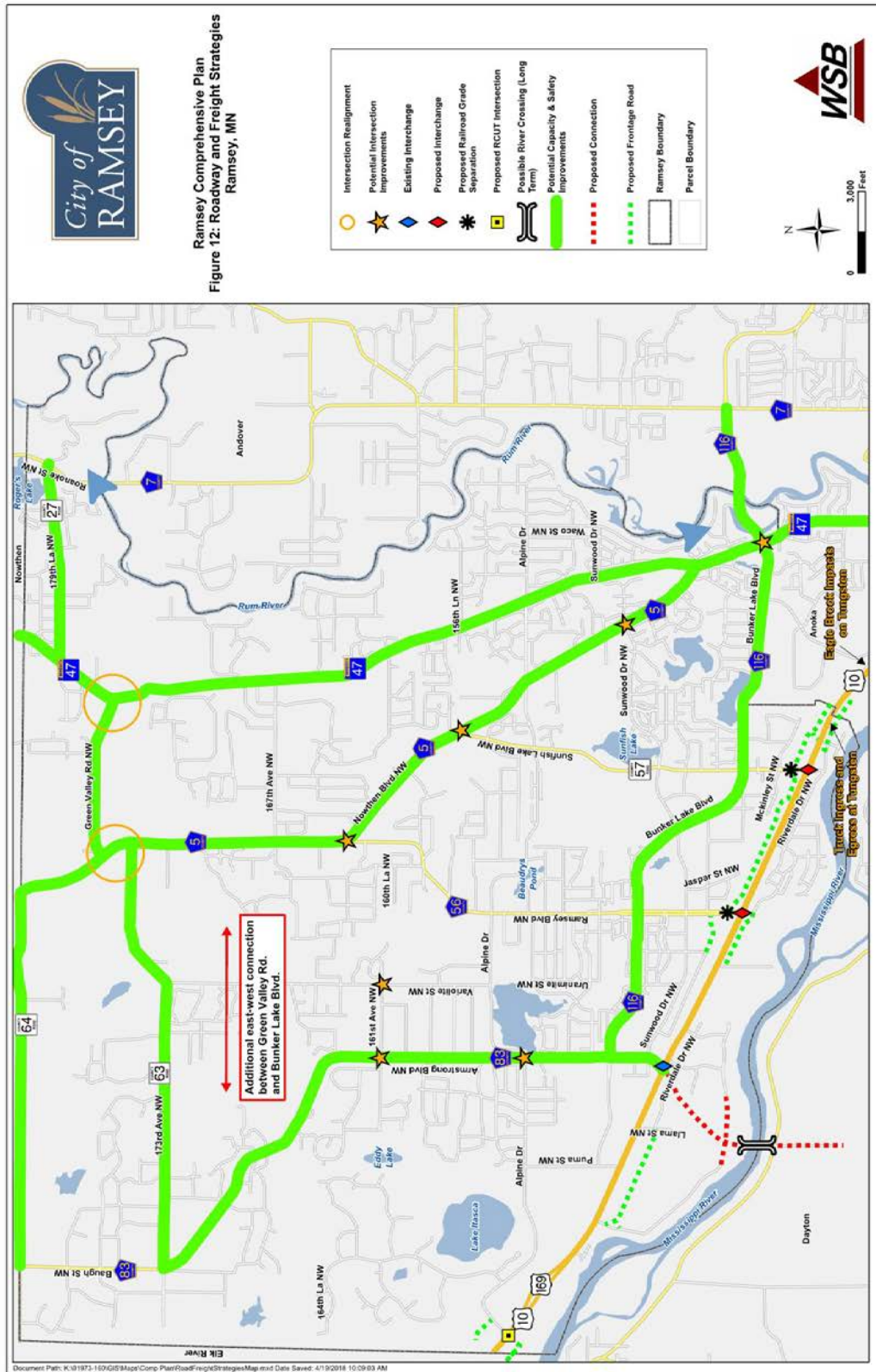
Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of circulator shuttle bus service by Anoka Commute Solutions between Anoka businesses and the Ramsey Northstar Station	Figure 13	Anoka County/ Metro Transit
Ramsey Northstar Station	Transit Improvement	Consider long-term improvement of adding shuttle bus service between Anoka Technical 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

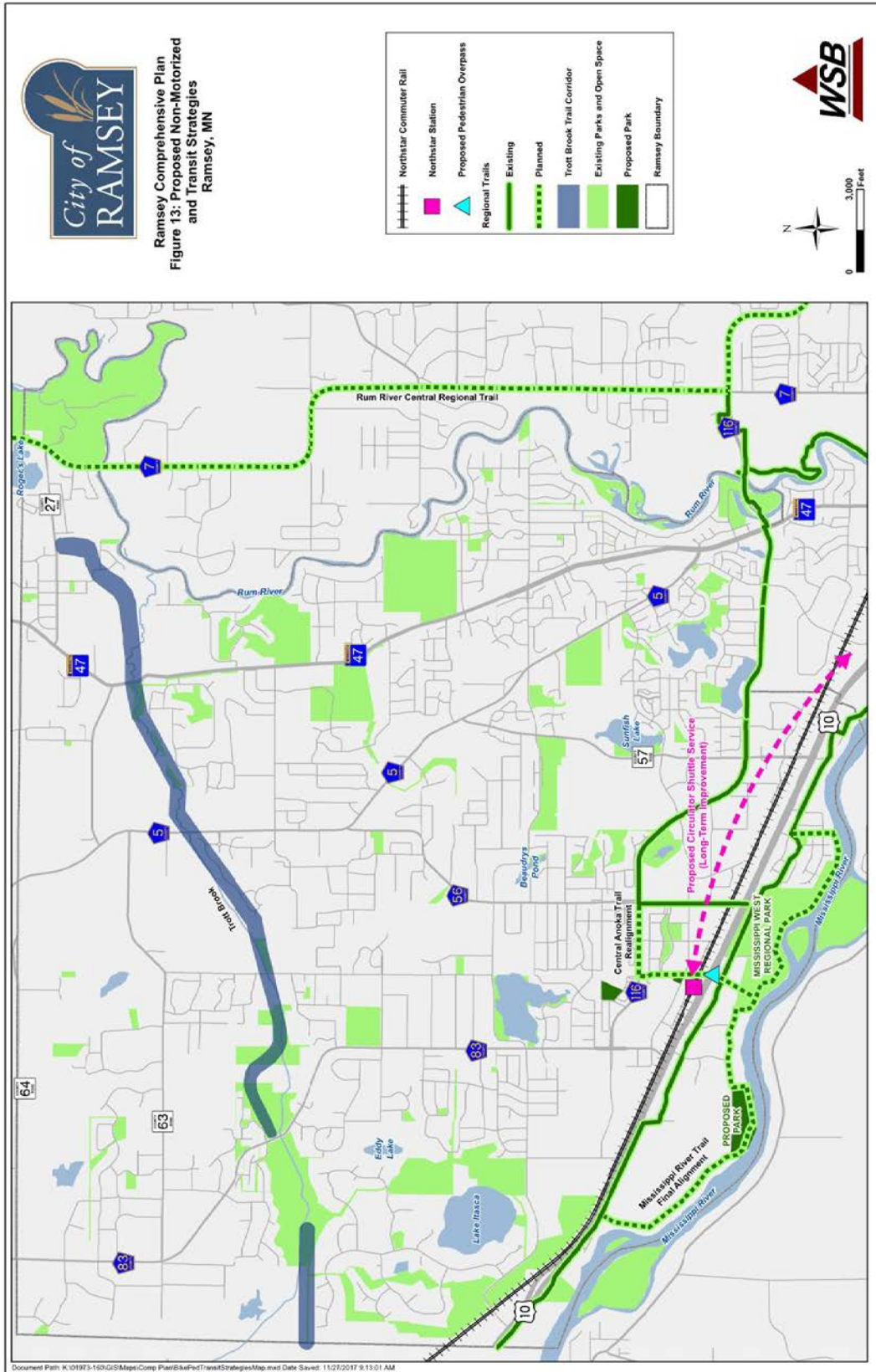


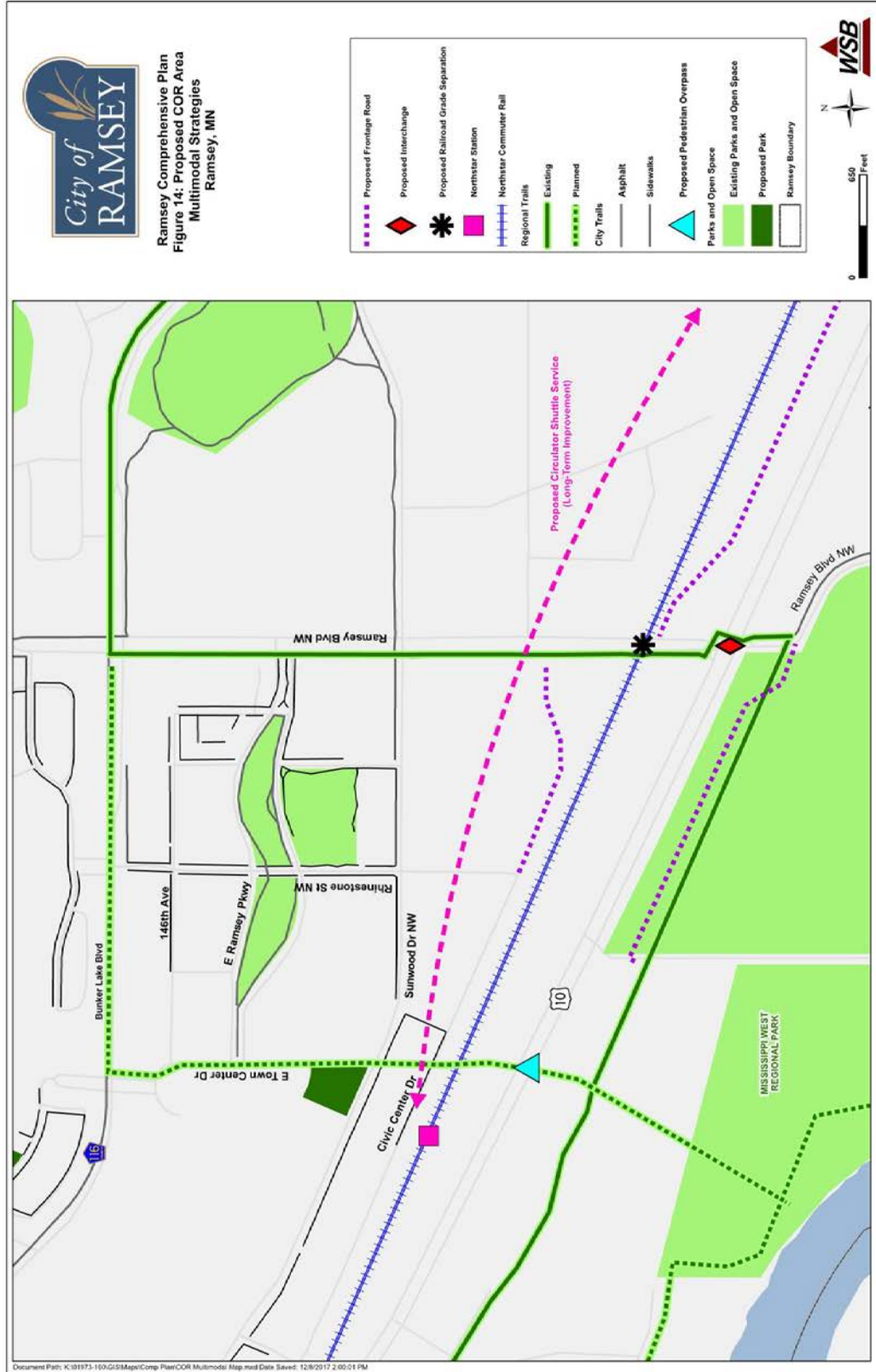
Location	Type of Improvement	Action	Map Reference	Lead Agency(ies)
		occurring within the City's urban service area		
Various Locations	Bicycle and Pedestrian Improvements	Continue to proactively pursue opportunities to make off-road multiuse trails and on-road bicycle lane and wide shoulder network 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

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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.



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 as 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

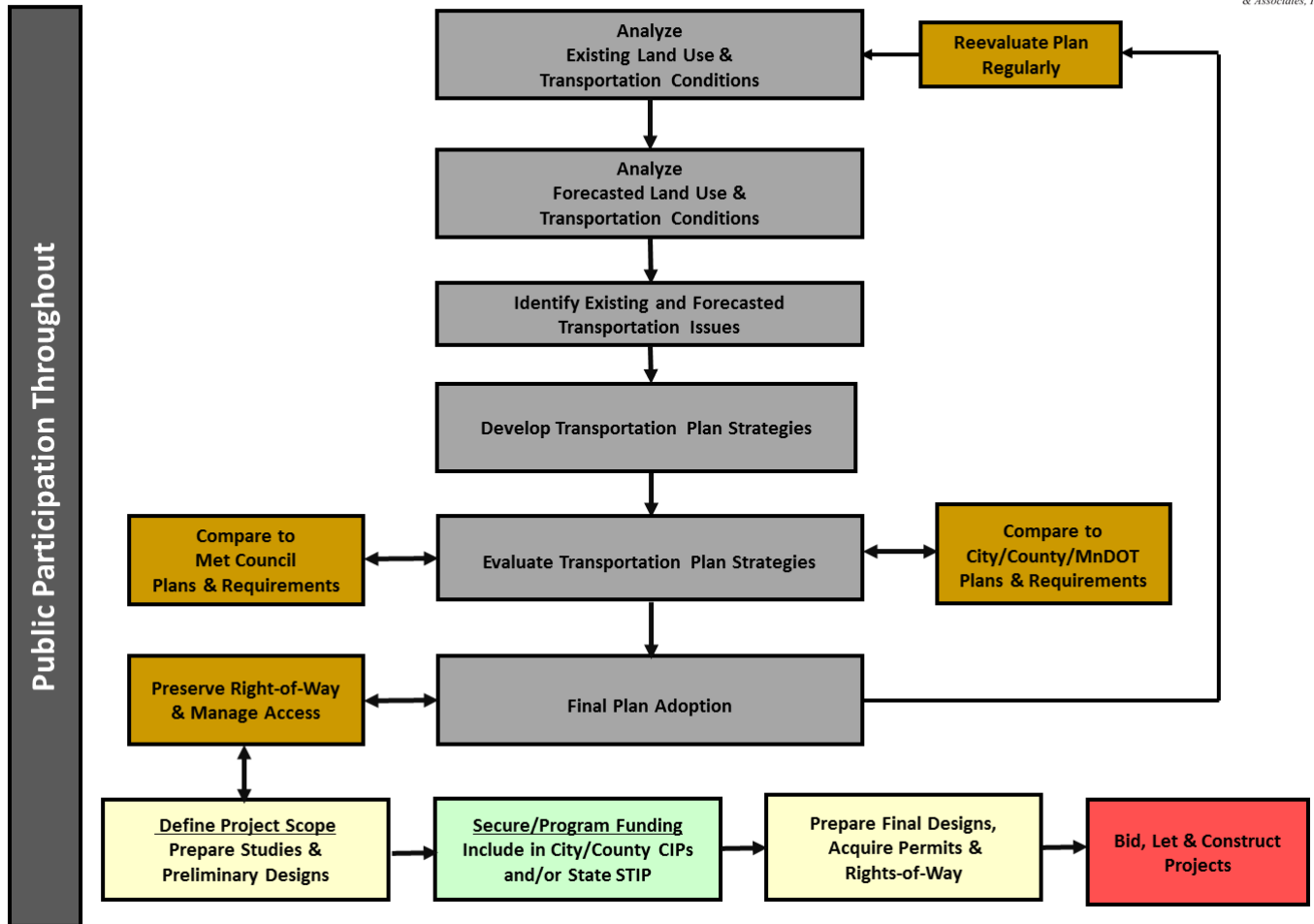
The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Ramsey through the year 2040. Goals and specific strategies have been identified collaboratively by the city, Anoka County, MnDOT, and members of the public within the framework of Metropolitan Council 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.



Figure 15
Transportation Planning Process

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



- 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.



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:

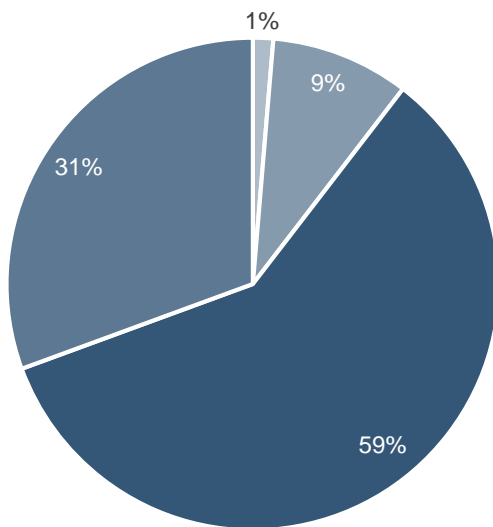
Affordability Level	Number of Units	Percent of Total
Affordable at 30% AMI	122	1%
Affordable from 31 - 50% AMI	834	9%
Affordable from 51 - 80% AMI	5,400	59%
Total Affordable Units	6,356	
Units Not Affordable to Households with Income 80% of AMI or Less	2,802	31%

Source: Metropolitan Council Existing Housing Assessment



Housing Affordability in Ramsey

Source: Metropolitan Council staff estimates for 2016



- Units affordable to households with income at or below 30% of AMI
- Units affordable to households with 31% to 50% of AMI
- Units affordable to households with income 51% to 80% of AMI
- Units not affordable to households with income 80% of AMI or less

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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

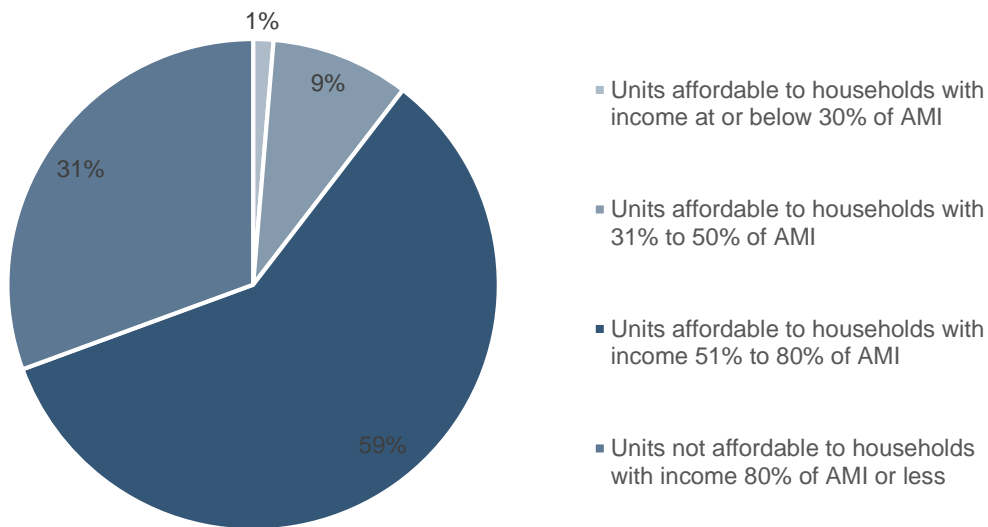
Housing Tenure	1990	2000	2010	2016	Percent Increase 1990 - 2016
Renter-Occupied Housing Units	3,493	5,756	7,349	7,593	1.2%
Owner-Occupied Housing Units	127	150	684	951	6.5%
Vacant Housing Units	54	40	269	232	3.3%
Total Housing Units	3,674	5,946	8,302	8,776	1.4%

Source: ACS 2016 Estimates, US Census 1990, 2000, 2010



Housing Affordability in Ramsey

Source: Metropolitan Council staff estimates for 2016



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:

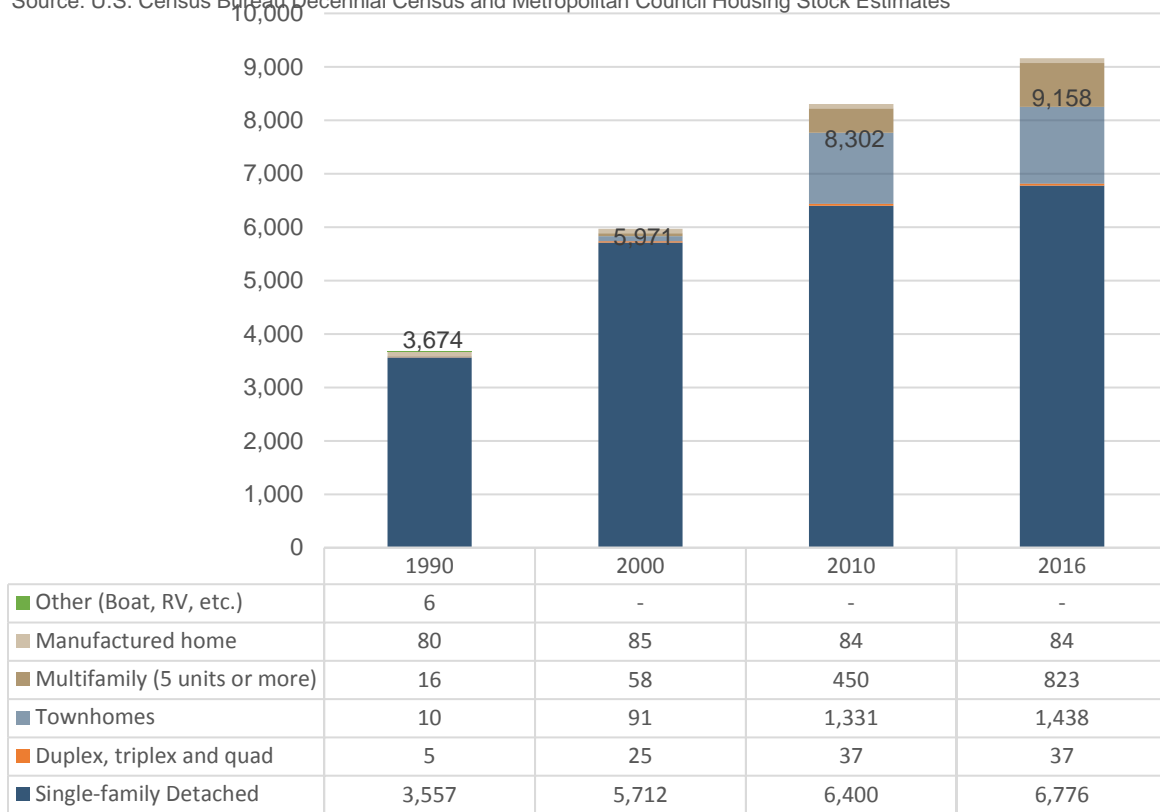
Housing Type	1990	2000	2010	2016
Single-family Detached	3,557	5,712	6,400	6,776
Duplex, triplex and quad	5	25	37	37
Townhomes	10	91	1,331	1,438
Multifamily (5 units or more)	16	58	450	823
Manufactured home	80	85	84	84
Other (Boat, RV, etc.)	6	-	-	-
Total	3,674	5,971	8,302	9,158

Source: Metropolitan Council, Ramsey Community Profile



Housing Type in Ramsey

Source: U.S. Census Bureau Decennial Census and Metropolitan Council Housing Stock Estimates



Lot Sizes

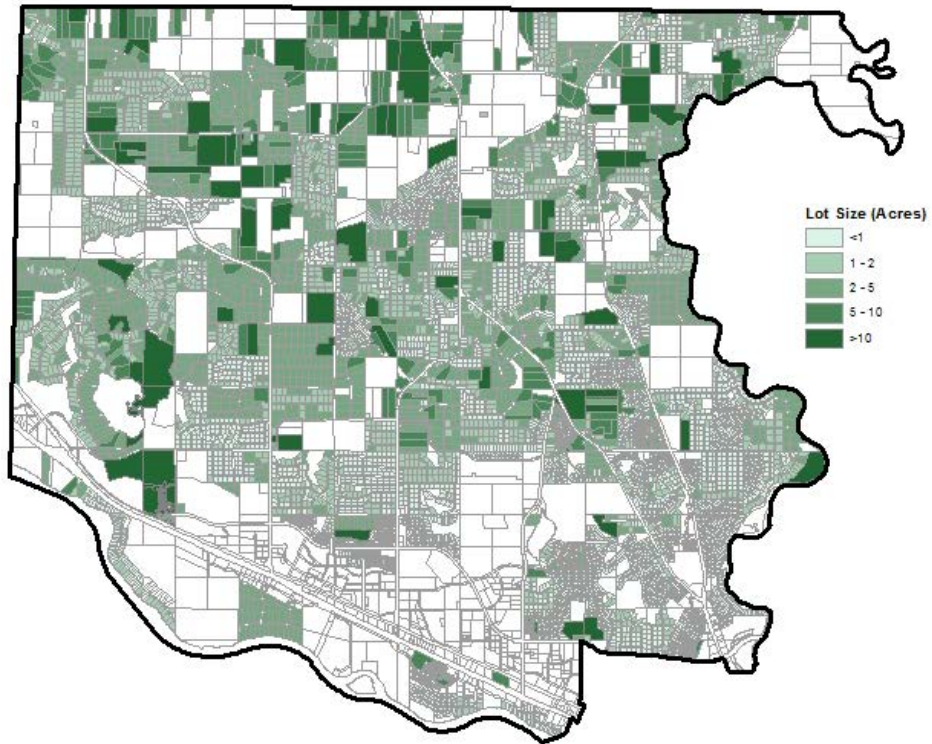
Of the residential lots with one unit (detached townhomes, single family homes, etc.), the majority are on lots less than one acre according to 2016 Metropolitan Council data. The map below shows the geographic distribution of different sized single-family residential lots. The larger lots are generally 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





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 7436-7600 147 th Cir NW	Funding Dates & Programs First known closing: 07/01/2013 Most recent closing: 07/01/2013 Earliest expiration: 07/01/2043 Last Activity: New construction
Year Built: 2013	
Total Units: 50	
Affordable Units: 49	
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



Sunwood Village

Funding: Other		Funding Dates & Programs	
7550 Sunwood Dr NW		First known closing:	09/24/2015
Year Built:	2016	Most recent closing:	12/21/2016
Total Units:	47	Earliest expiration:	01/01/2017
Affordable Units:	47	Last Activity:	New construction
Affordability by Bedroom		County: County	
1 BR:	9	Close Date:	12/21/2016
2 BR:	26	Expiration:	03/01/2047
3 BR:	12	MHFA: LHIA	
Affordability by AMI		Close Date:	12/21/2016
30%:	4	Expiration:	03/01/2047
50%:	43	MHFA: LMIR	
Property Identifiers		Expiration:	03/01/2047
HousingLink	10924	Close Date:	12/21/2016
MHFA	D7721	MHFA: Bonds	
		Close Date:	12/21/2016
		Expiration:	03/01/2047

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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	MHFA: LHIA	
4 BR:	1	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	MHFA: Housing Tax Credits 9%	
TC9:	D2743,	Close Date:	07/01/2002
	MNA2002095	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



“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

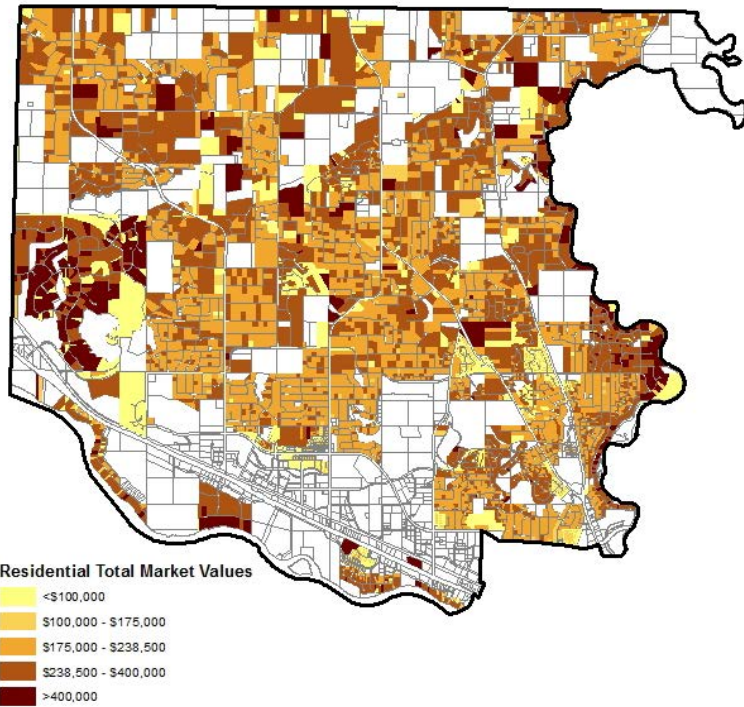
Values above and below \$238,500 are shown in the figure below. \$238,500 represents the affordable purchase prize for a housing unit in 2015 for those at 80% of AMI. 2015 AMI was \$86,600 for a family of four in the Minneapolis-Saint Paul-Bloomington Metropolitan Area. The median value for a home in 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





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.

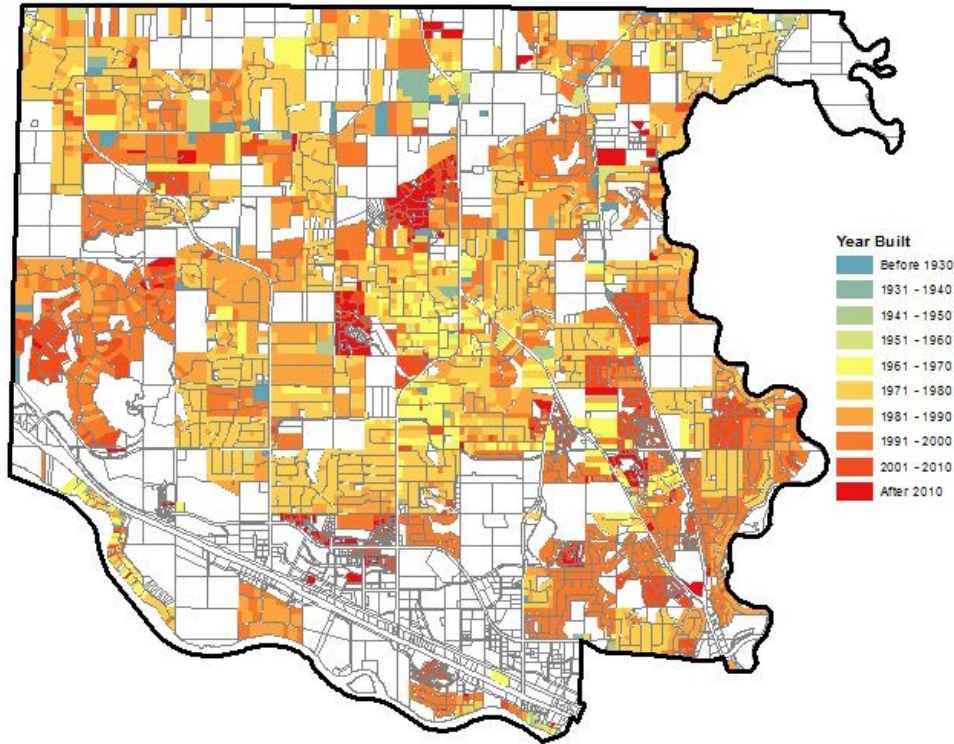
Table 5:

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%



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



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 Ramsey'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:



- 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 be 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



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



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.



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



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



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



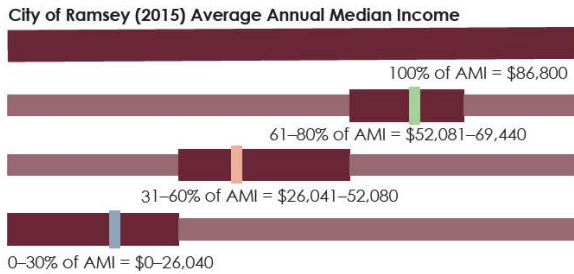
Strategy: Increase community knowledge of affordable housing

Policies and Actions:

1. Roll out the “Can I Be Your Neighbor?” initiative

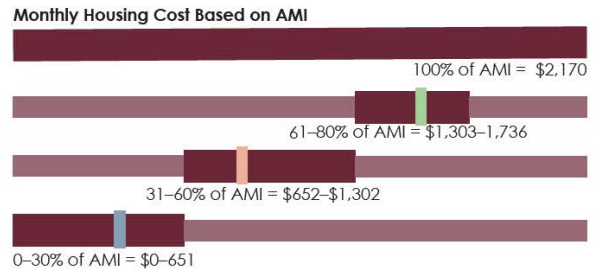
Housing Affordability

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:



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:



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?	Can I be your neighbor?	Can I be your neighbor?
<p>Age: 88 Occupation: Retired, Ramsey native Annual Income: \$16,320 (Social Security) 30% of Income: \$408 per month</p> <small>(Source for Minnesota Social Security Income data: Social Security Administration)</small>	<p>Age: 28 Occupation: Firefighter Annual Income: \$34,770 30% of Income: \$869 per month</p> <small>(Source for Minnesota Firefighter Income data: Bureau of Labor Statistics)</small>	<p>Age: 37 Occupation: Middle-School Teacher Annual Income: \$62,300 30% of Income: \$1,557 per month</p> <small>(Source for Anoka County Income data: Star Tribune http://bit.ly/2my6tUJ)</small>

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



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





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.



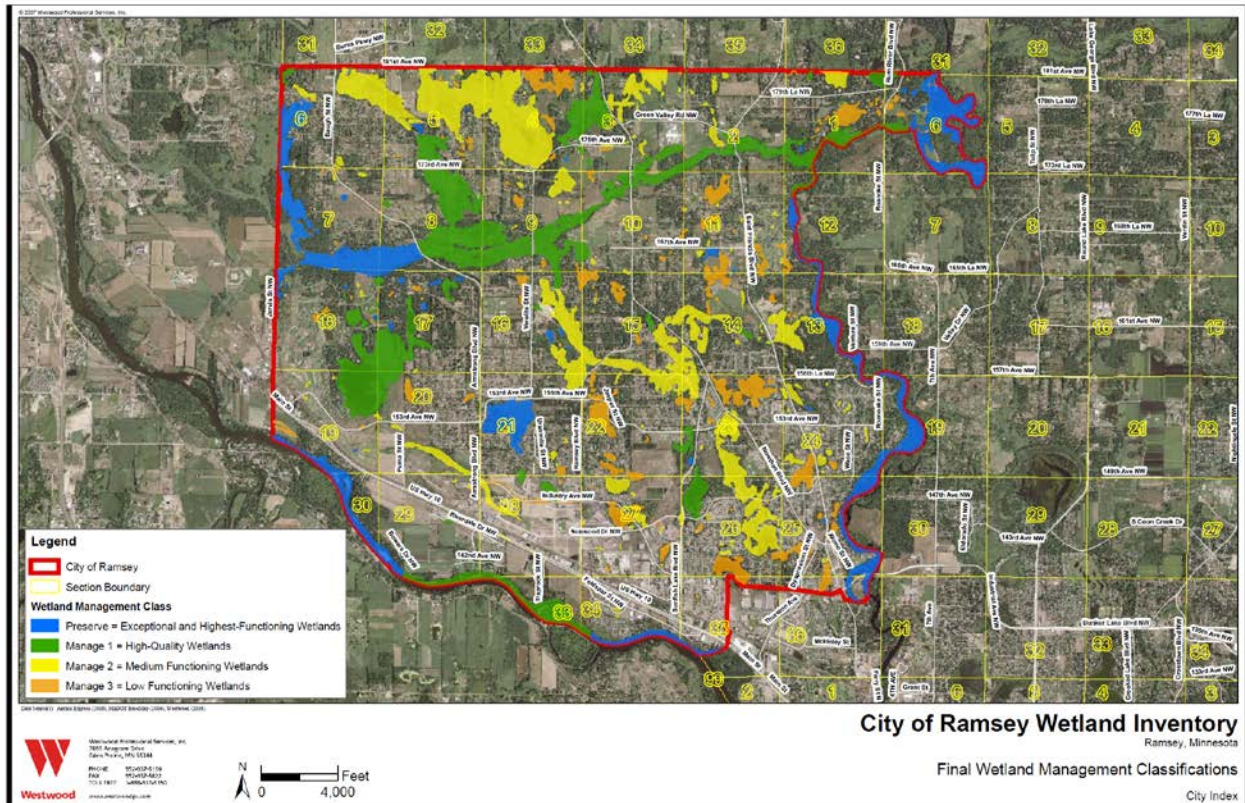
- Mitigated City's financial risks associated by new developments by encouraging new development to focus near existing infrastructure.
- Ensured new development protected natural resources, made trail connections, and blended in with surrounding development.
- Employed conservation subdivision practices 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.



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

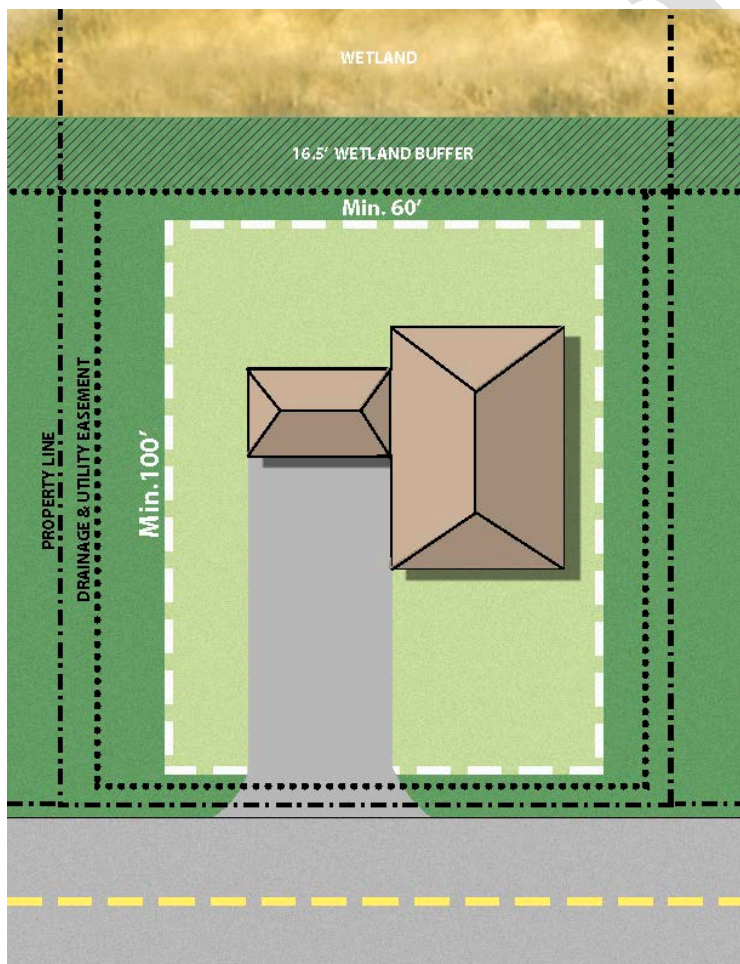


- Shoreline Protection

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, a 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



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





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 be highly visible to the community.



Figure 30: Lake Itasca Monarch Trail



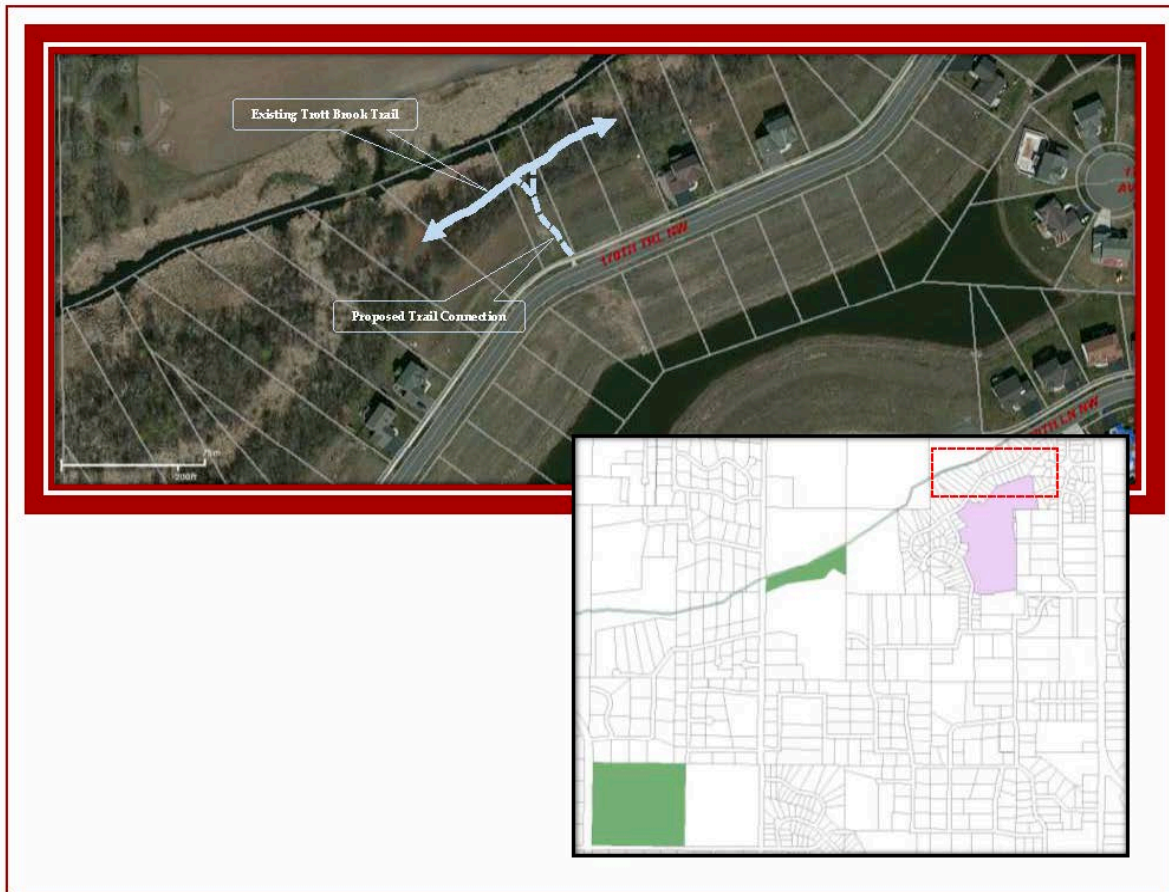
Brookfield Trail Connection

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-



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 an 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 amended 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.

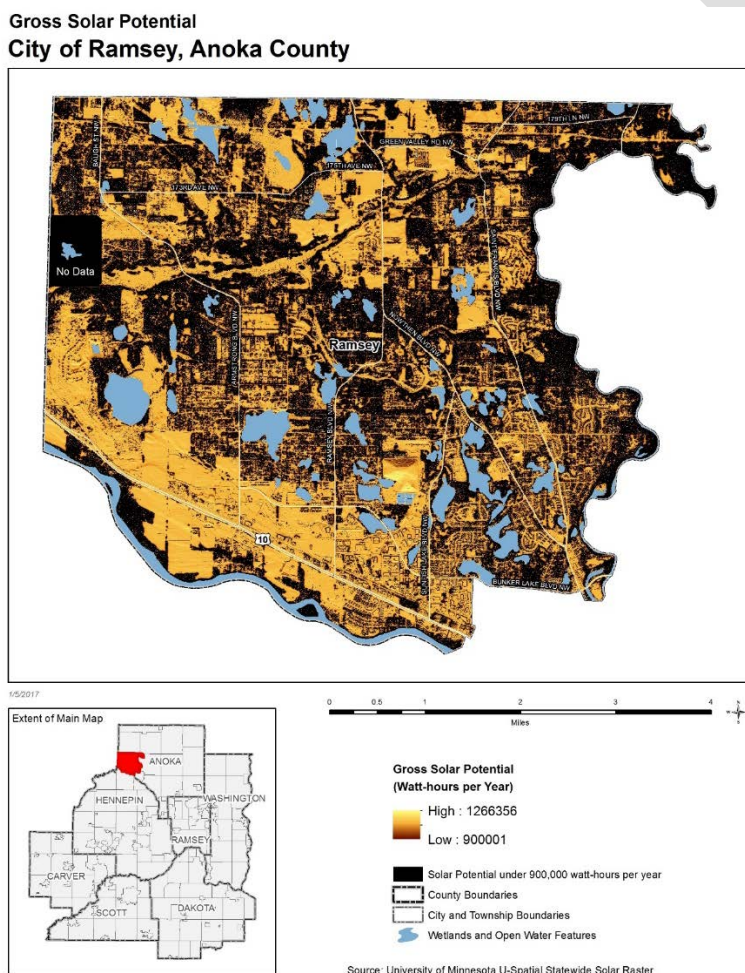


The greatest opportunity to realize significant gains in recycling, however, will likely come from the commercial sector. While Ramsey’s recycling program is focused on the residential sector, primarily based on how the program is funded (Select Committee on Recycling and the Environment, aka SCORE), 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

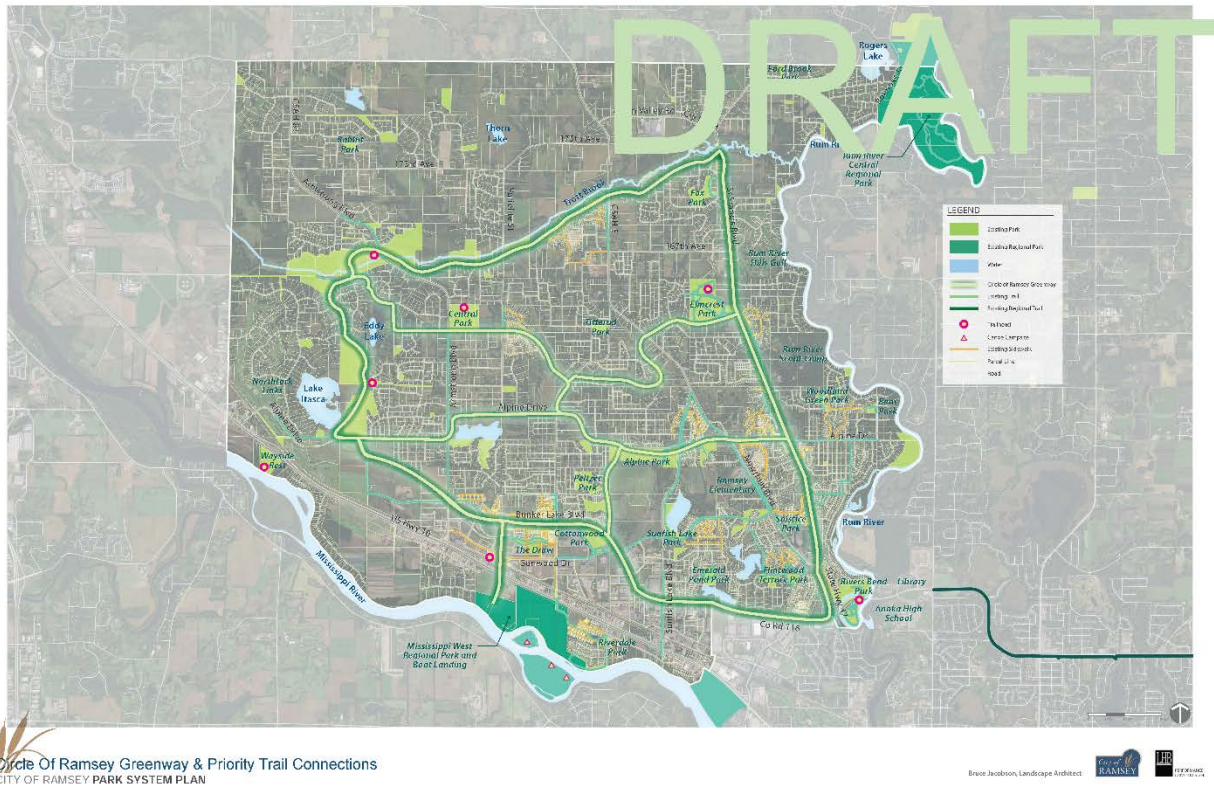


Alternative Energy

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 to prioritize limited resources to accomplish this goal, Ramsey has prioritized important trail connections around the ‘Circle of Ramsey’ connecting our system of Community Parks.



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.



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



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Resilient Communities Project
UNIVERSITY OF MINNESOTA
Driven to Discover™



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 Identity**
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 CDOR 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

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RCP is a program of the University of Minnesota's Center for Urban and Regional Affairs (CURA).

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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



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



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.

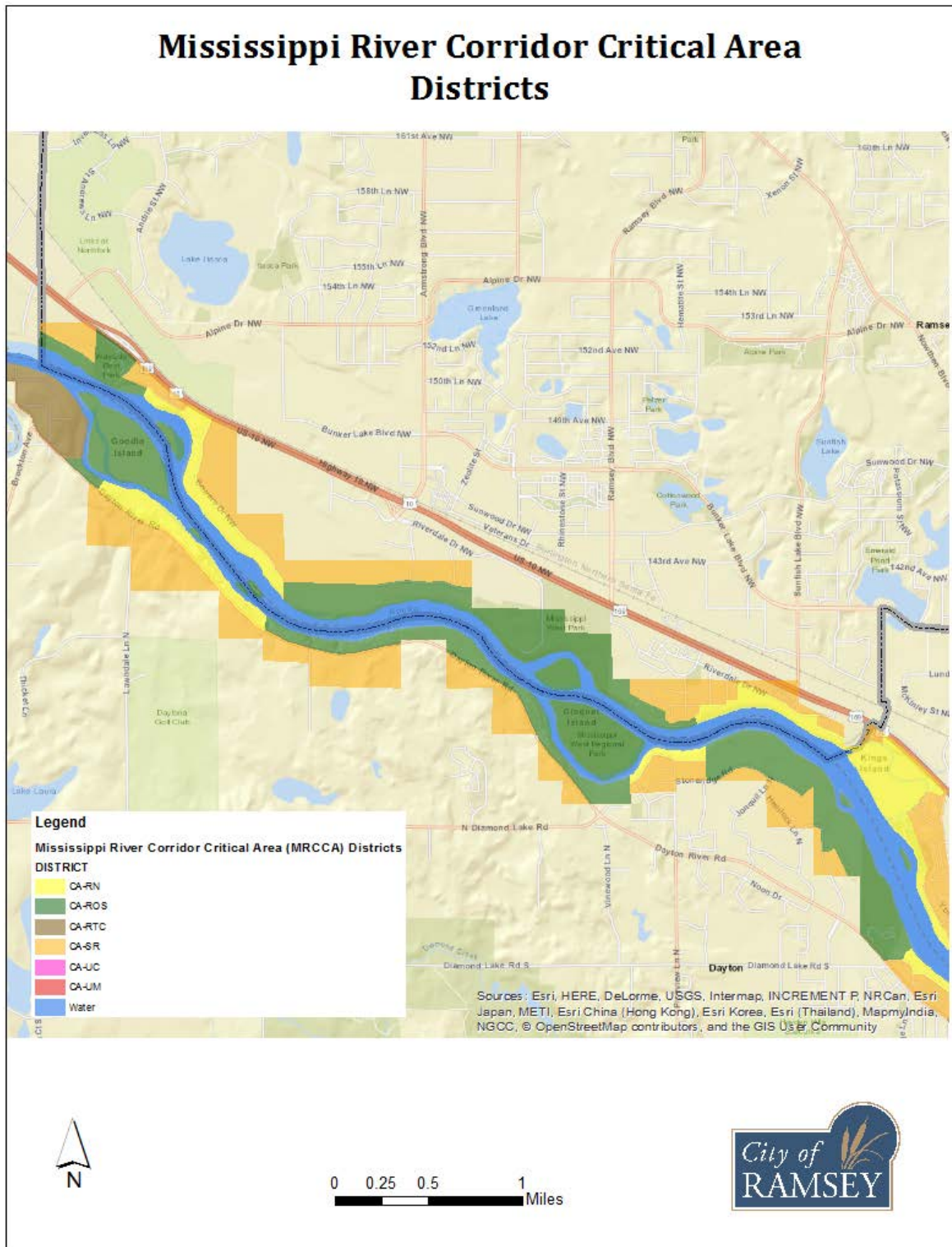
Separated From River

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.



Figure 33: Mississippi River Corridor Critical Area Districts



Primary Conservation Areas

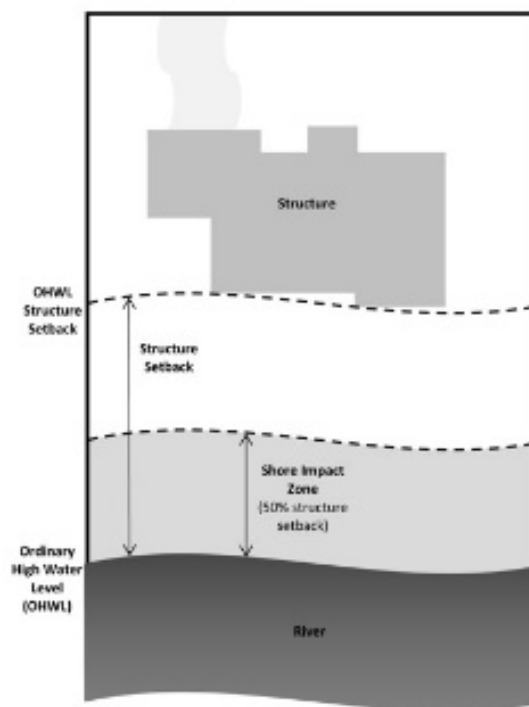
"Primary conservation areas" means key resources and features, including shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant 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.

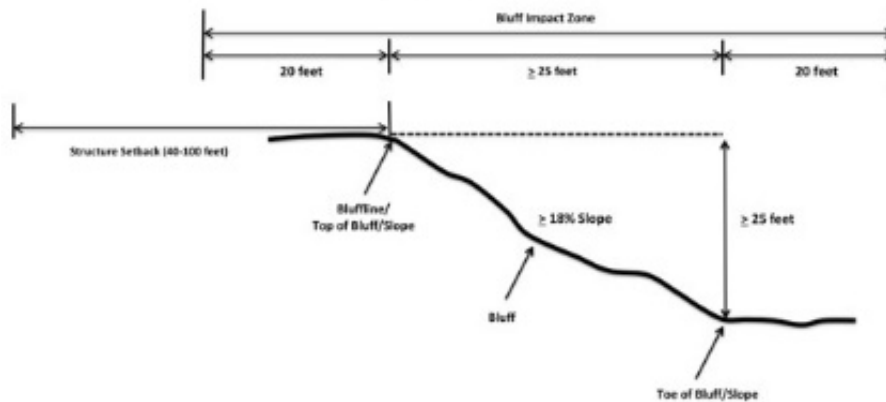
Natural Drainage Areas

The Critical Area Plan includes mapping of natural drainage areas that impact the Mississippi River.



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.



Figure 34: Shore Impact Zone Map



Figure 35: Floodplains and Wetlands

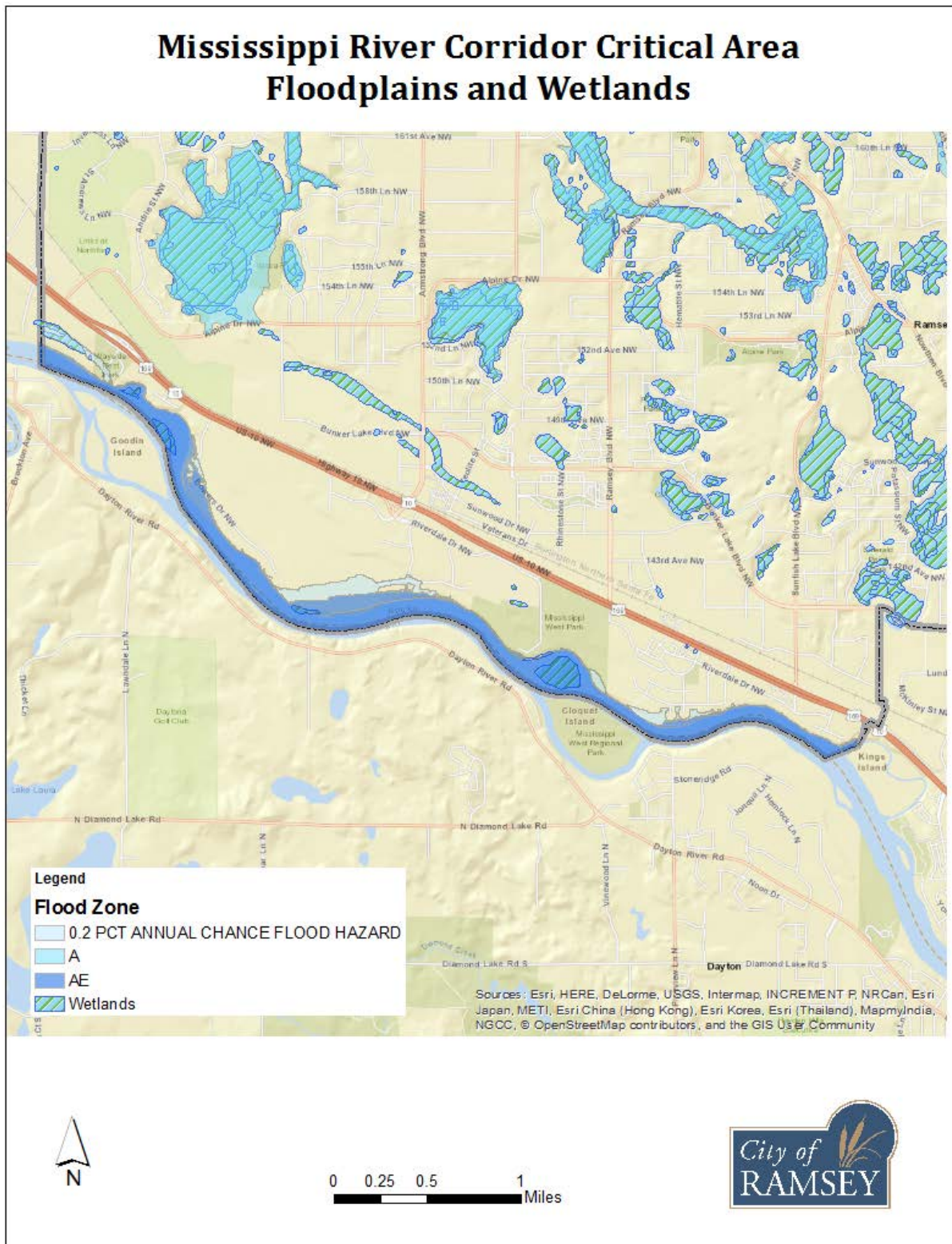


Figure 36: Confluence with Key Tributaries

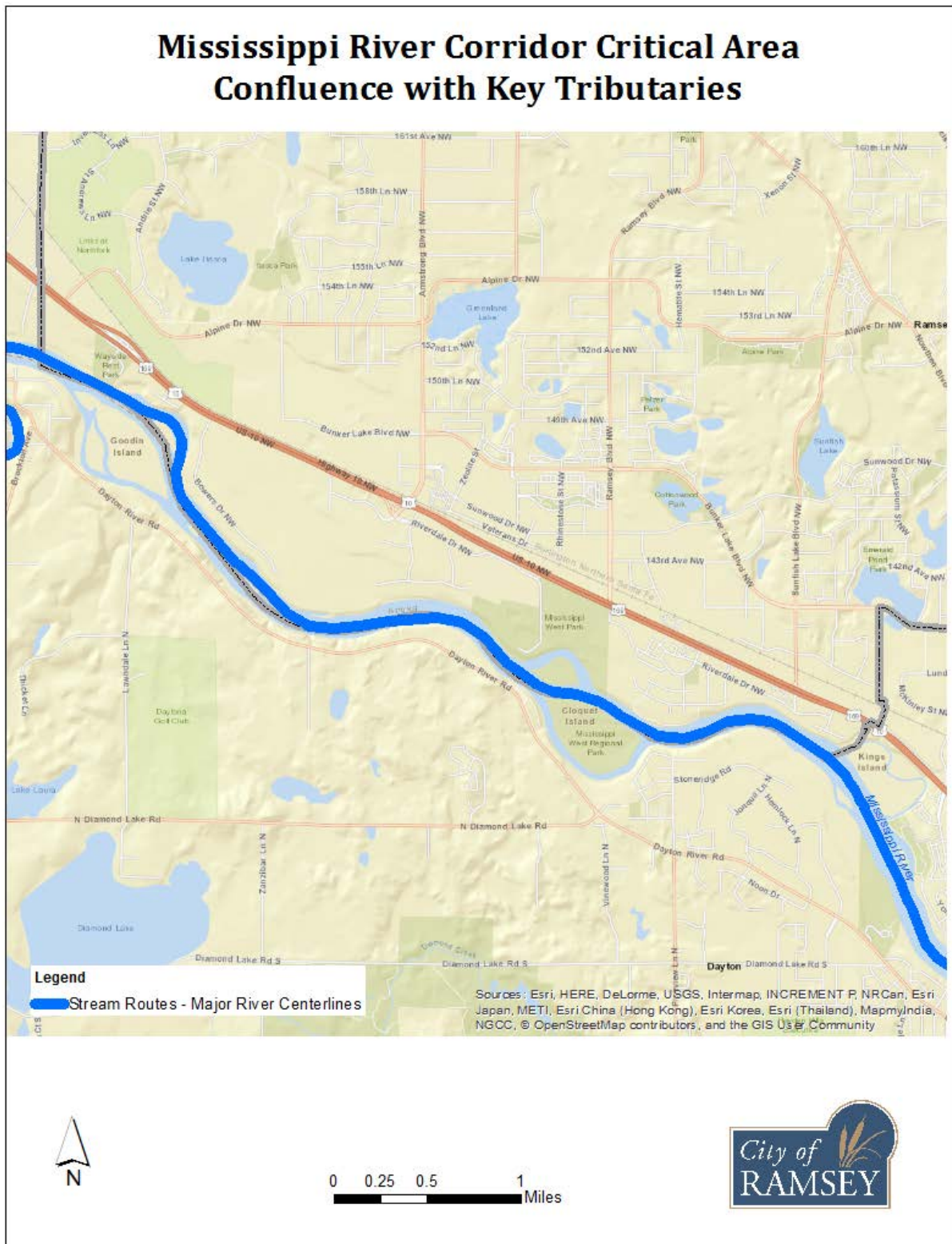
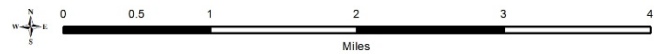
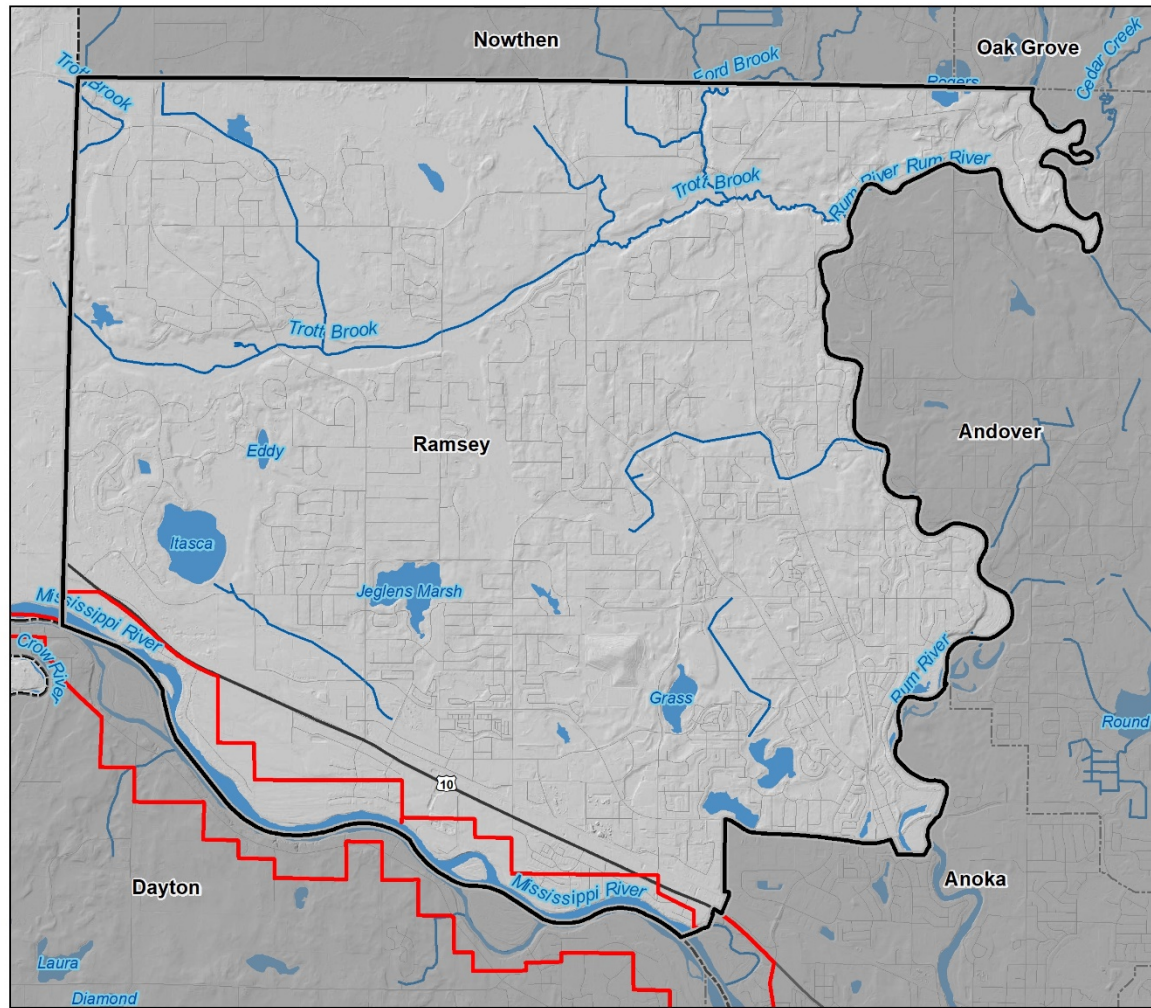


Figure 37: Natural Drainage Areas

Mississippi River Corridor Critical Area - Major Natural Drainage Routes City of Ramsey, Anoka County



- MRCCA Boundary
- Background Layer: MnGEO Hillshade (LIDAR)
- ~ Streams (All Types - Perennial & Intermittent)
- Lakes and Major Rivers
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines



Figure 38: Bluffs and Bluff Impact Zones

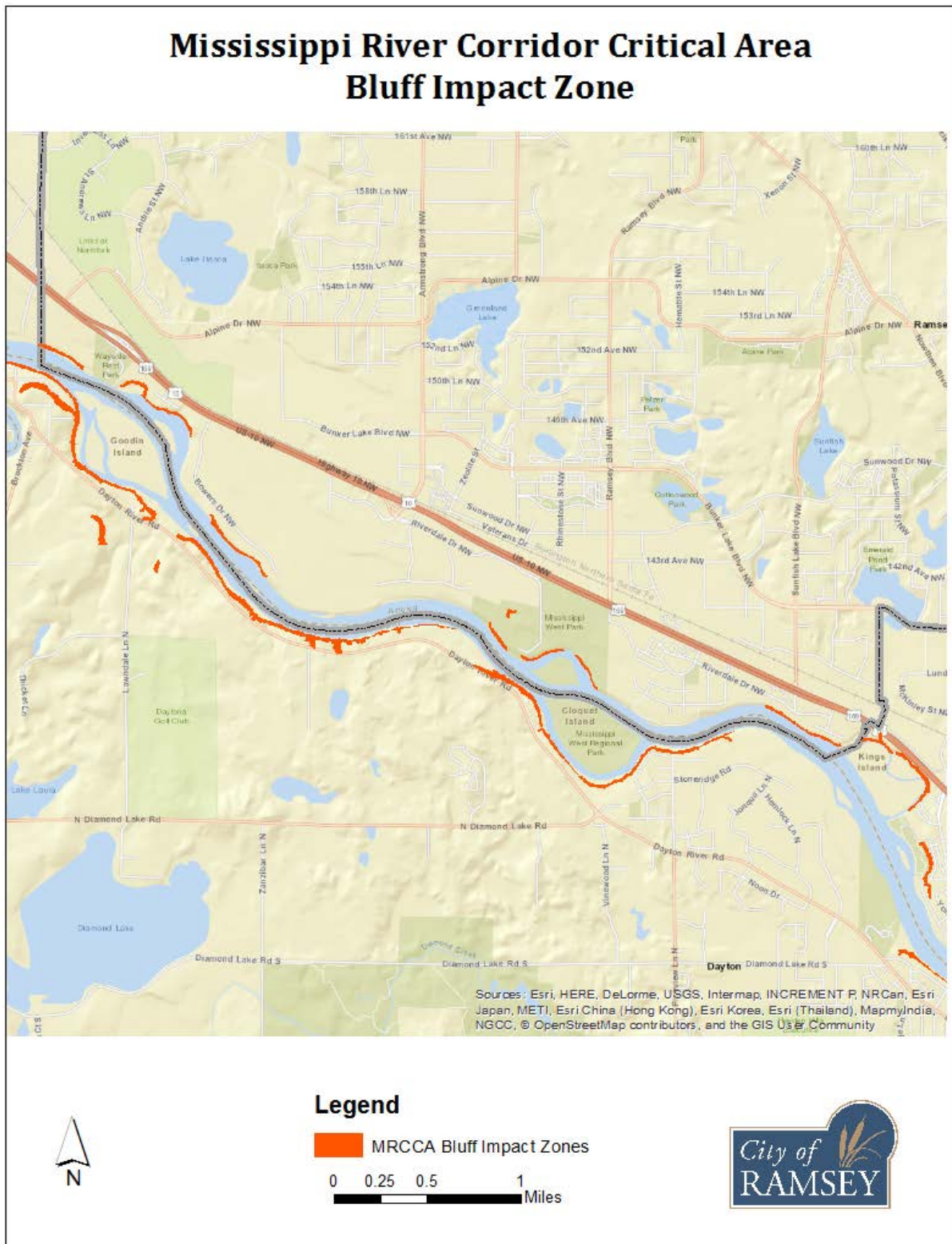
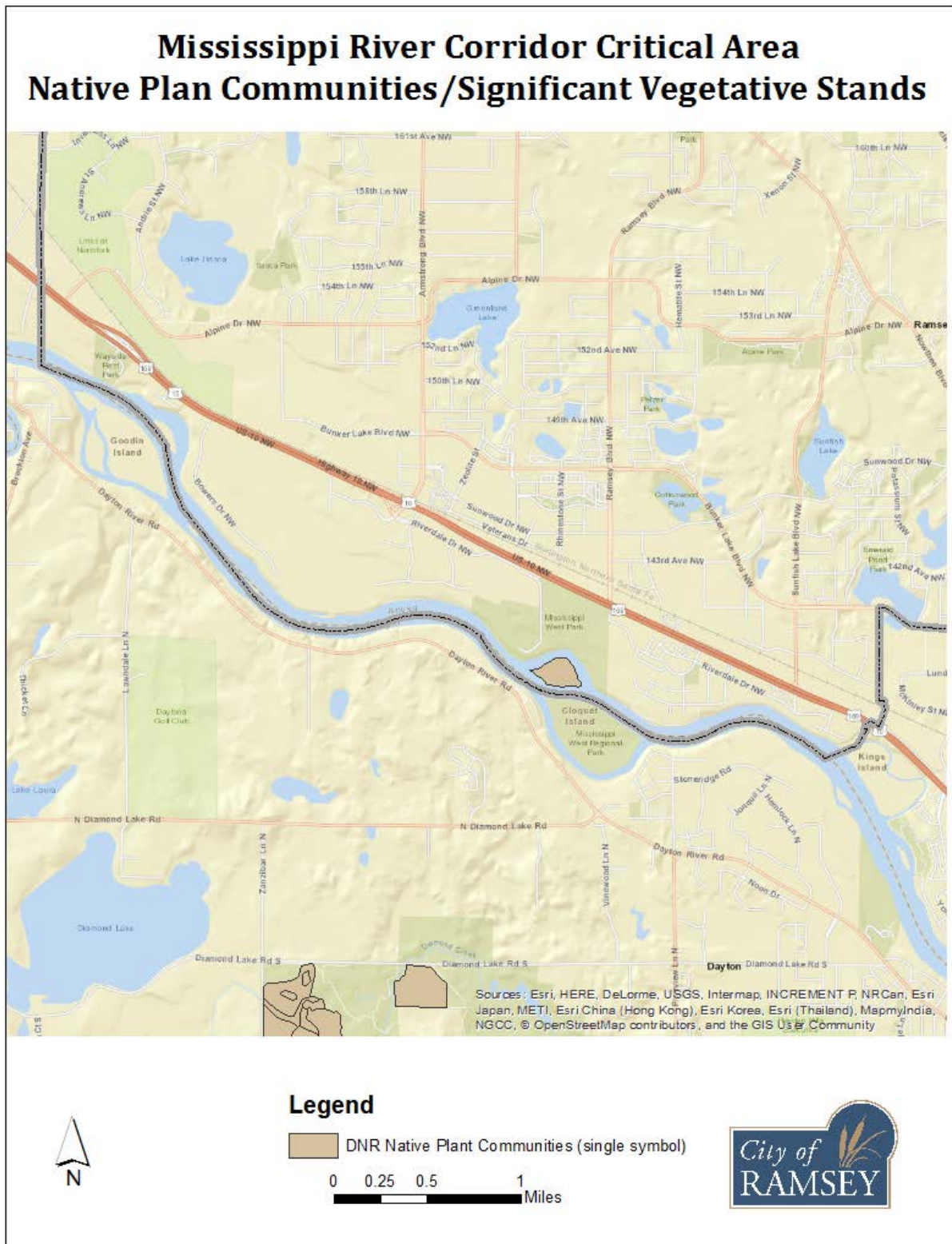


Figure 39: Native Plan Communities & Significant Existing Vegetative Stands



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



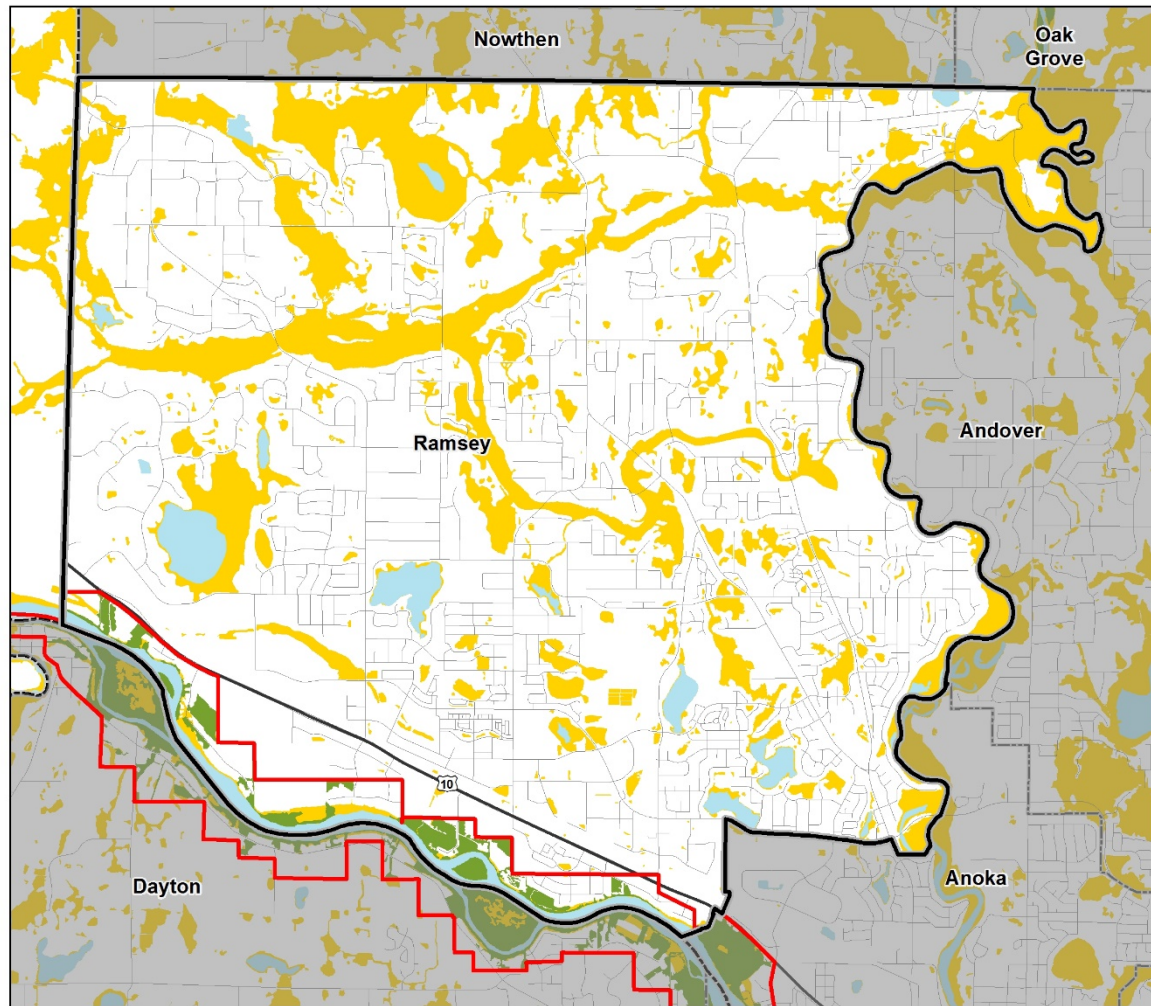
Priorities for Restoration

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.



Figure 40: Vegetation Restoration Priorities

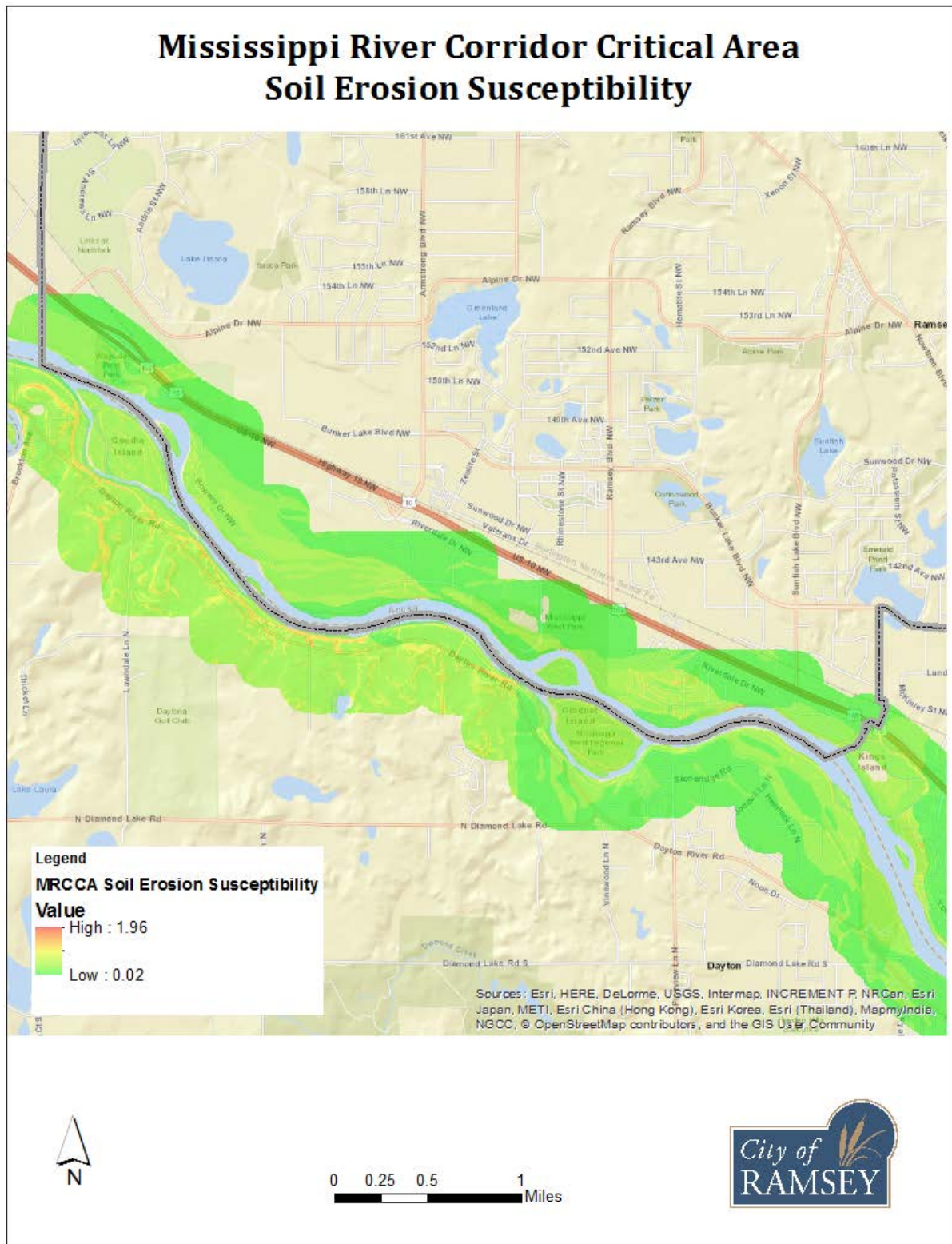
Mississippi River Corridor Critical Area - Vegetation Restoration Priorities City of Ramsey, Anoka County



- MRCCA Boundary
- DNR Native Plant Communities & Significant Existing Vegetative Stands
- Vegetation Restoration Priorities (Bulff and shore impact zones, floodplains and wetlands not already covered by native plant communities and significant existing vegetative stands)
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines



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.

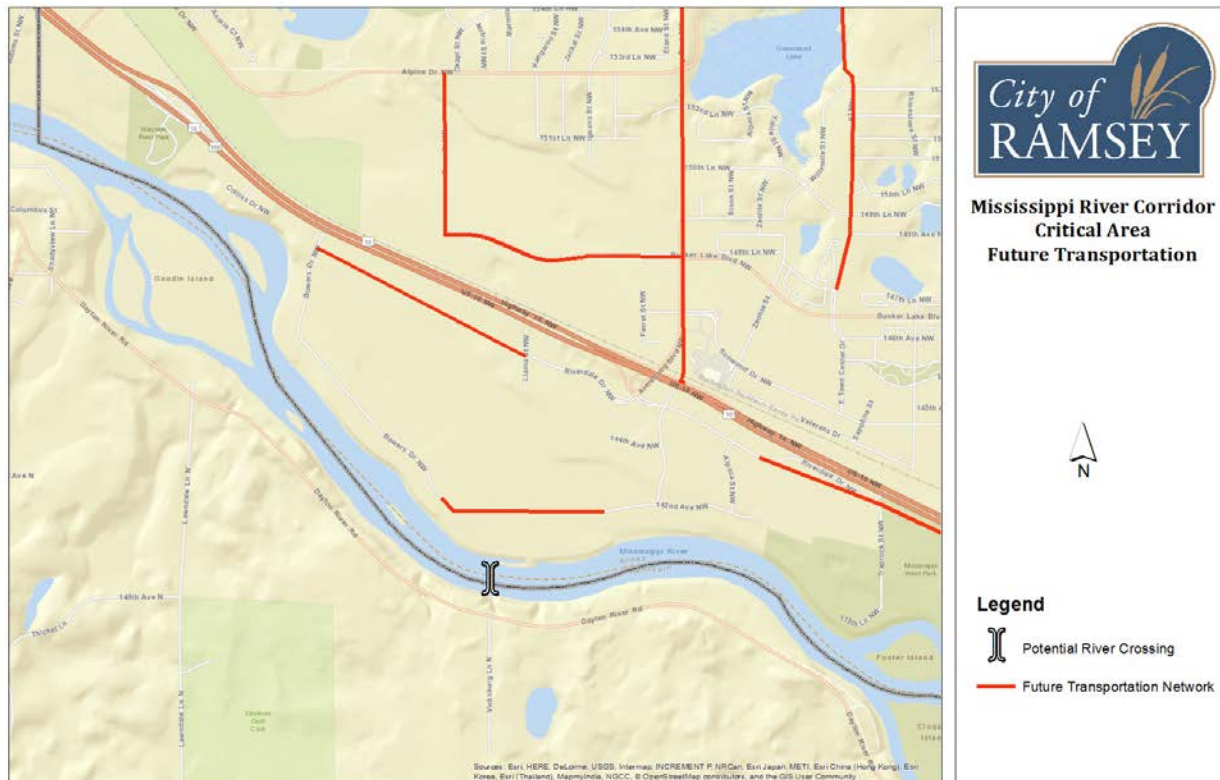
Future Recreation Facilities

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



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.



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





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



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.



'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



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.

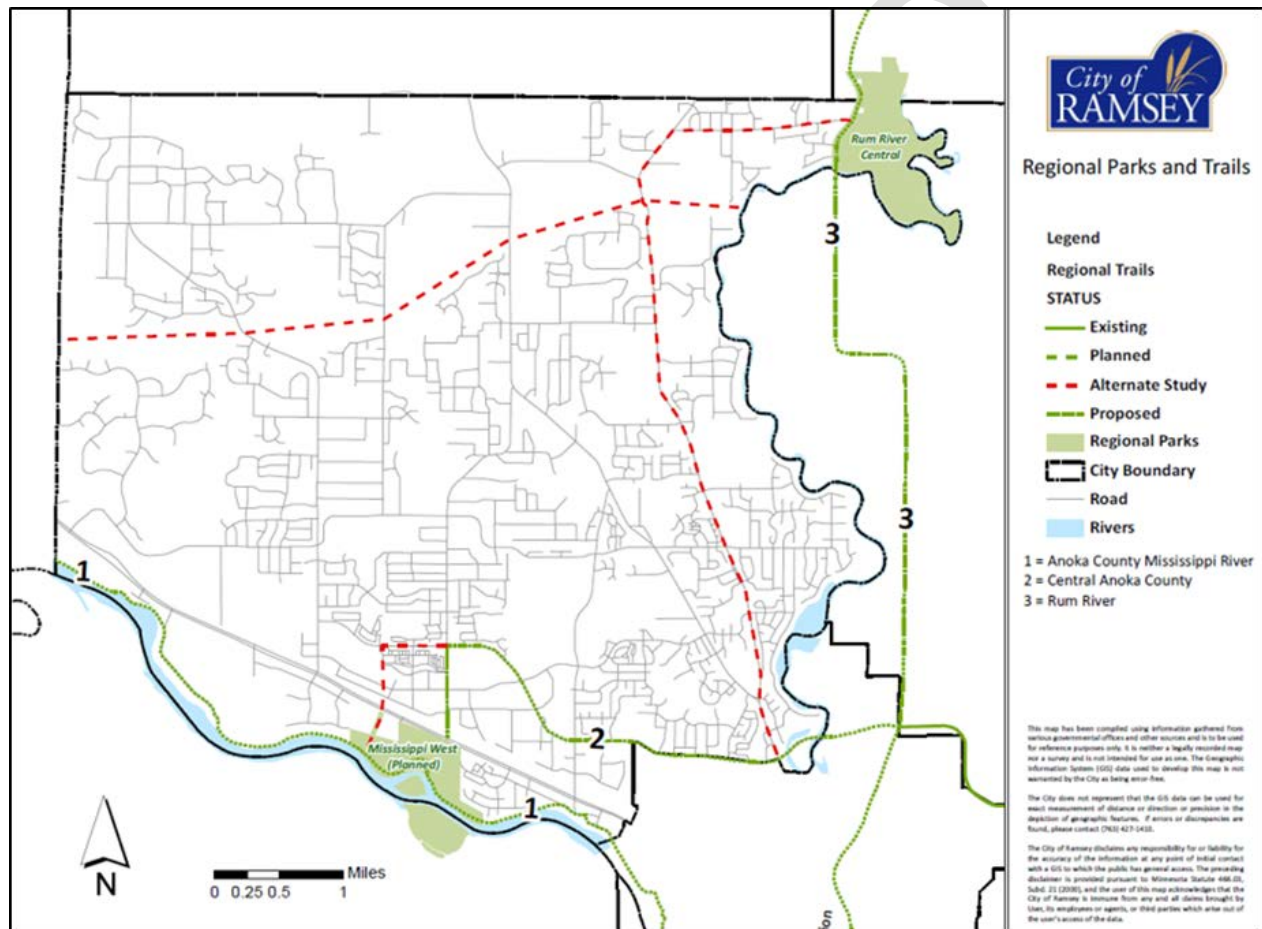


Existing Parks System

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 renowned 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)



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

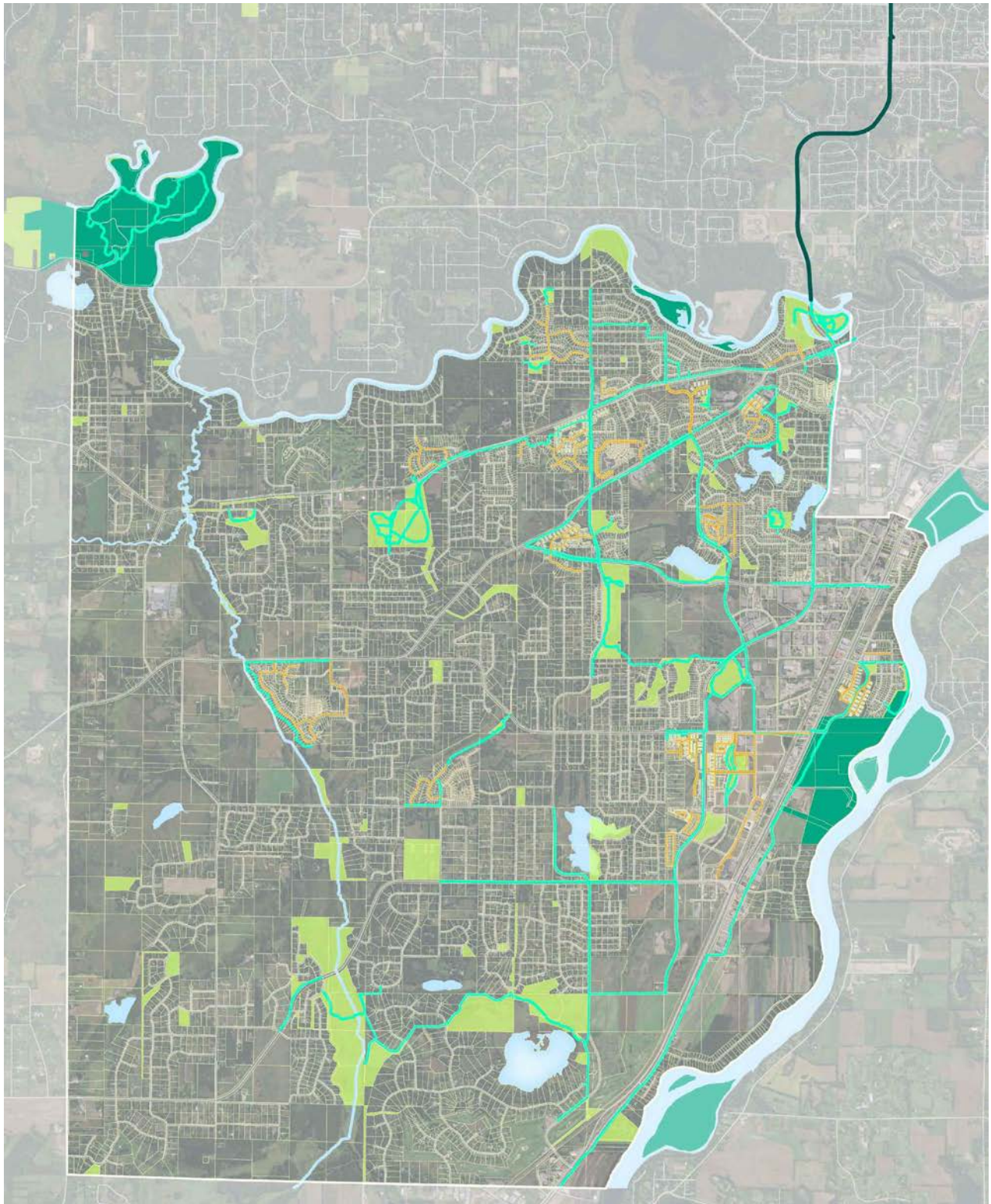


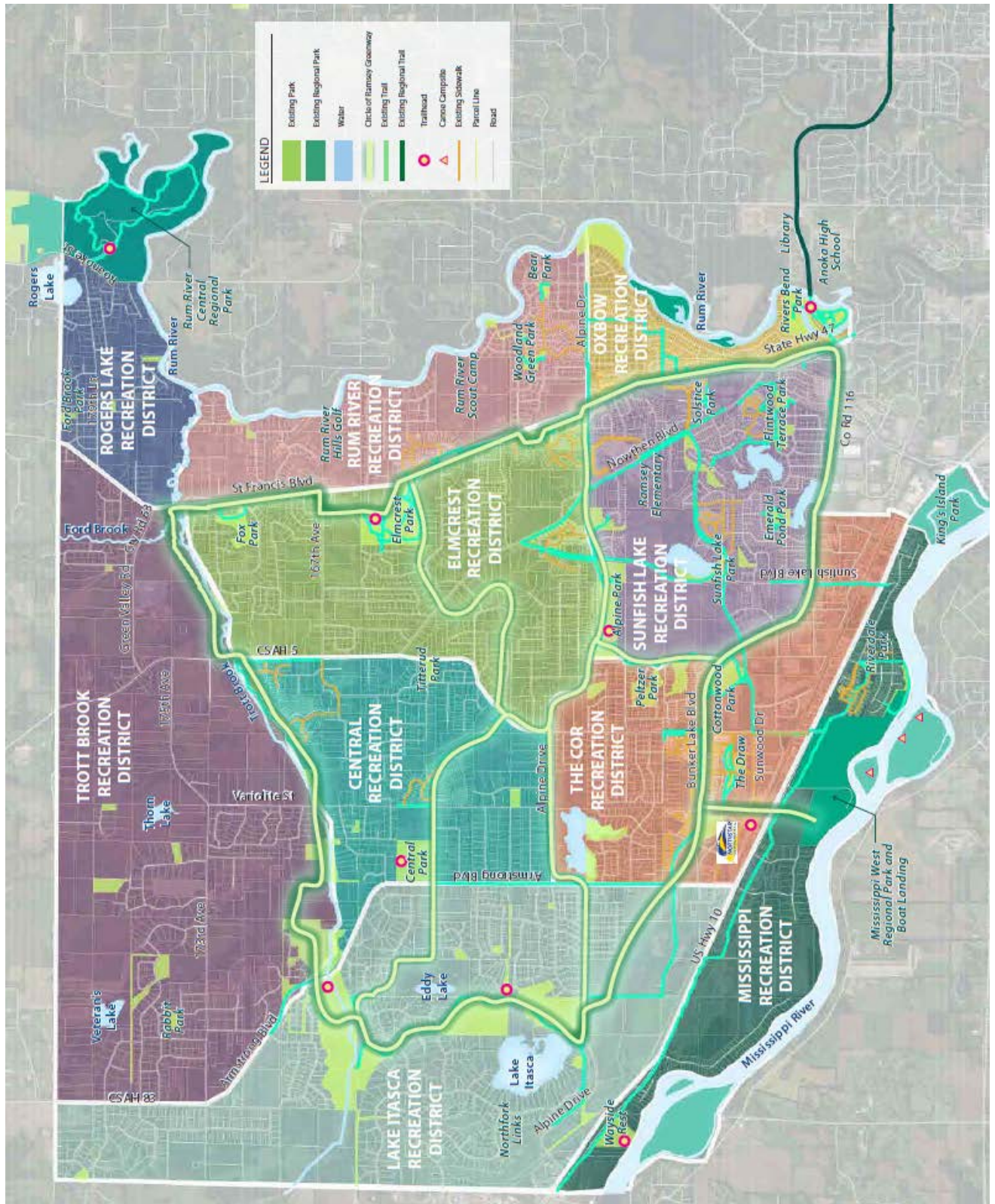
significant element of future park planning to connect residents to the places they work, shop, and recreate. Therefore, the City must continue installing paved trails or sidewalks along all collector streets concurrent with their construction and enhance intersections with pedestrian-friendly treatments 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.

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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



Potential Regional Trail and Regional Trail Search Corridor Realignment.

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.

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Destinations along a Potential Realigned Rum River Regional Trail

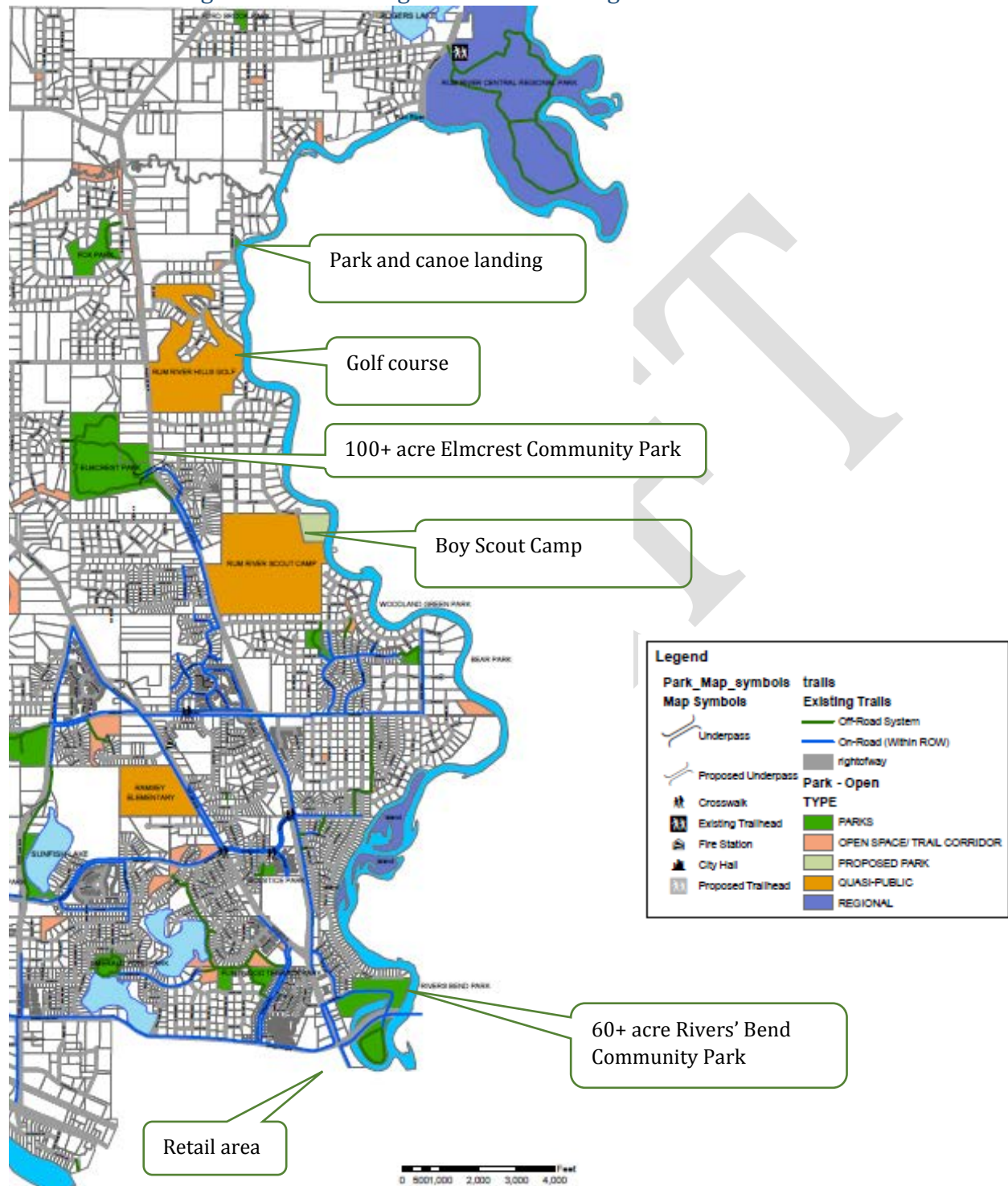




Figure 43: Illustration of the newly completed one million-dollar Elmcrest Park Community Building with public restrooms

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.

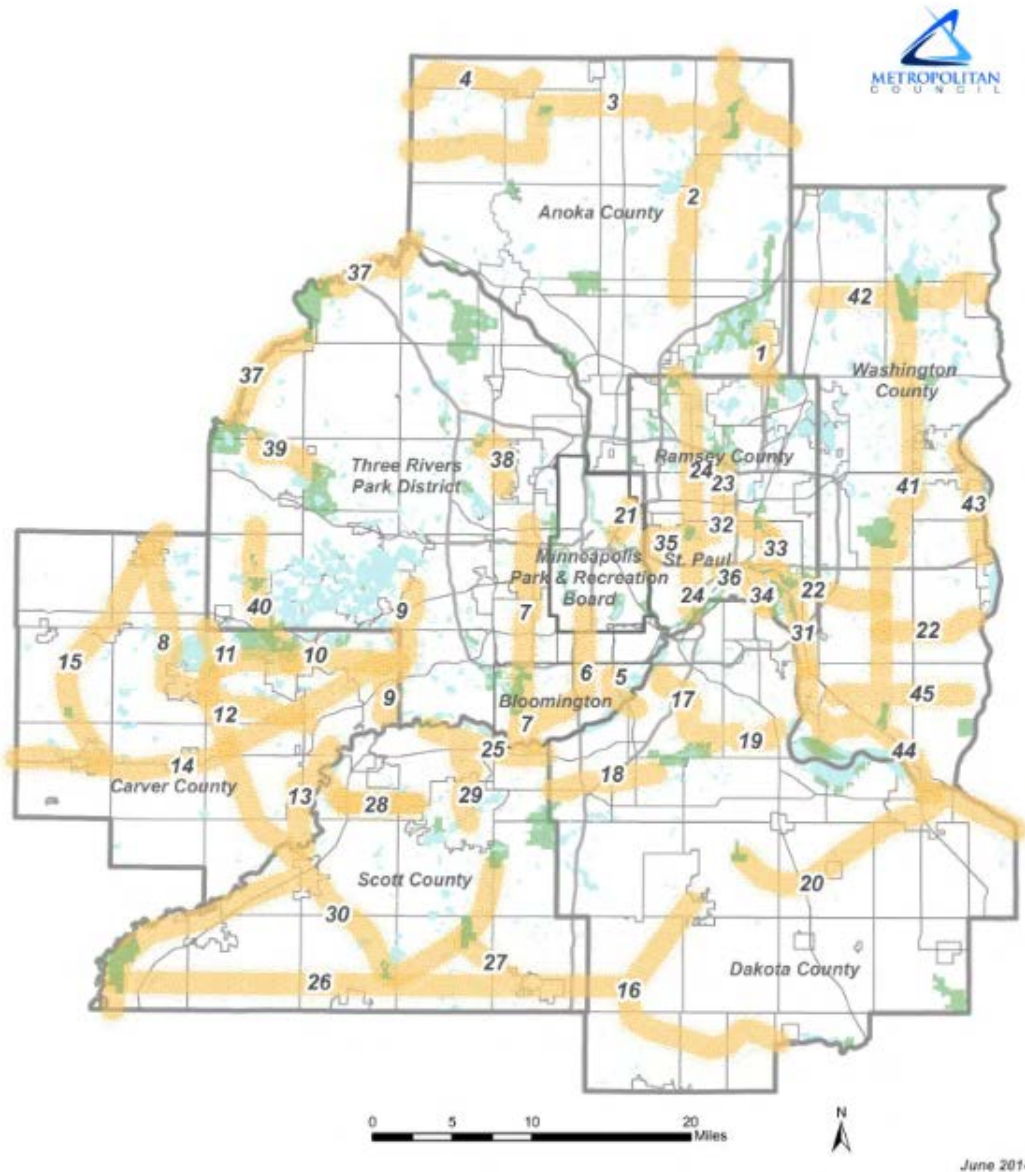
In concluding, the Alternate Alignment Study would explore moving this proposed regional trail from the east side of the river to the west, (#3 from green to the red dashed line west of the Rum River above).



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

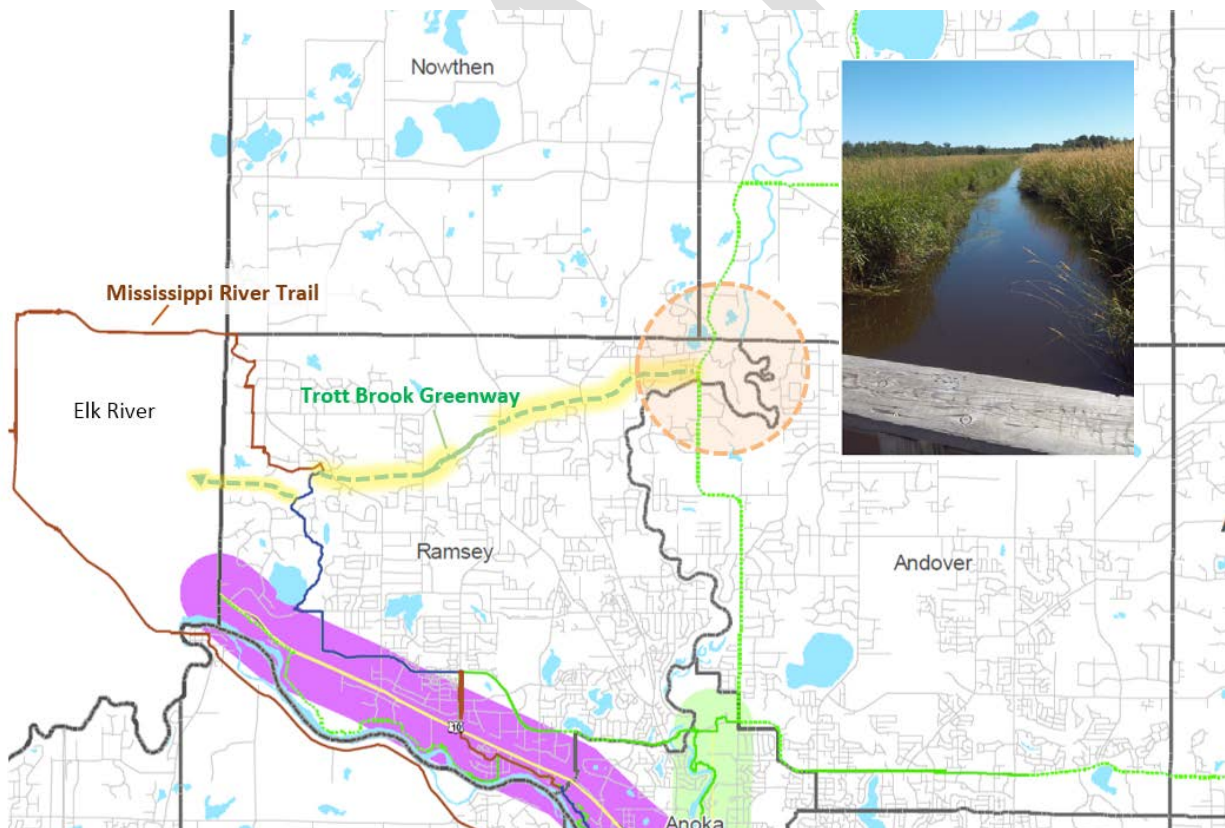


Regional Trail Search Corridor - Better Connectivity to Regional Parks System

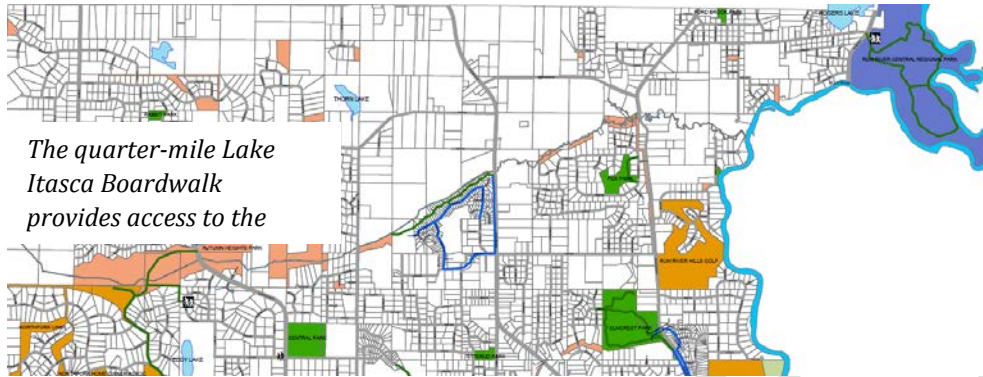
The introduction of Regional Trails within Chapter 3 states: “[...] regional trails are selected to pass through or provide connections between components in the Regional Parks System. The regional parks and park reserves perform the important function of providing places for parking, comfort facilities 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.

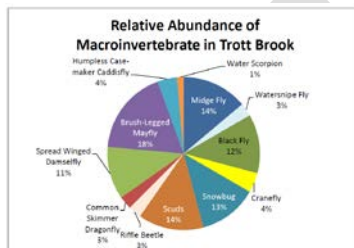


Regional Trail Search Corridor - Fish and Wildlife Benefits

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



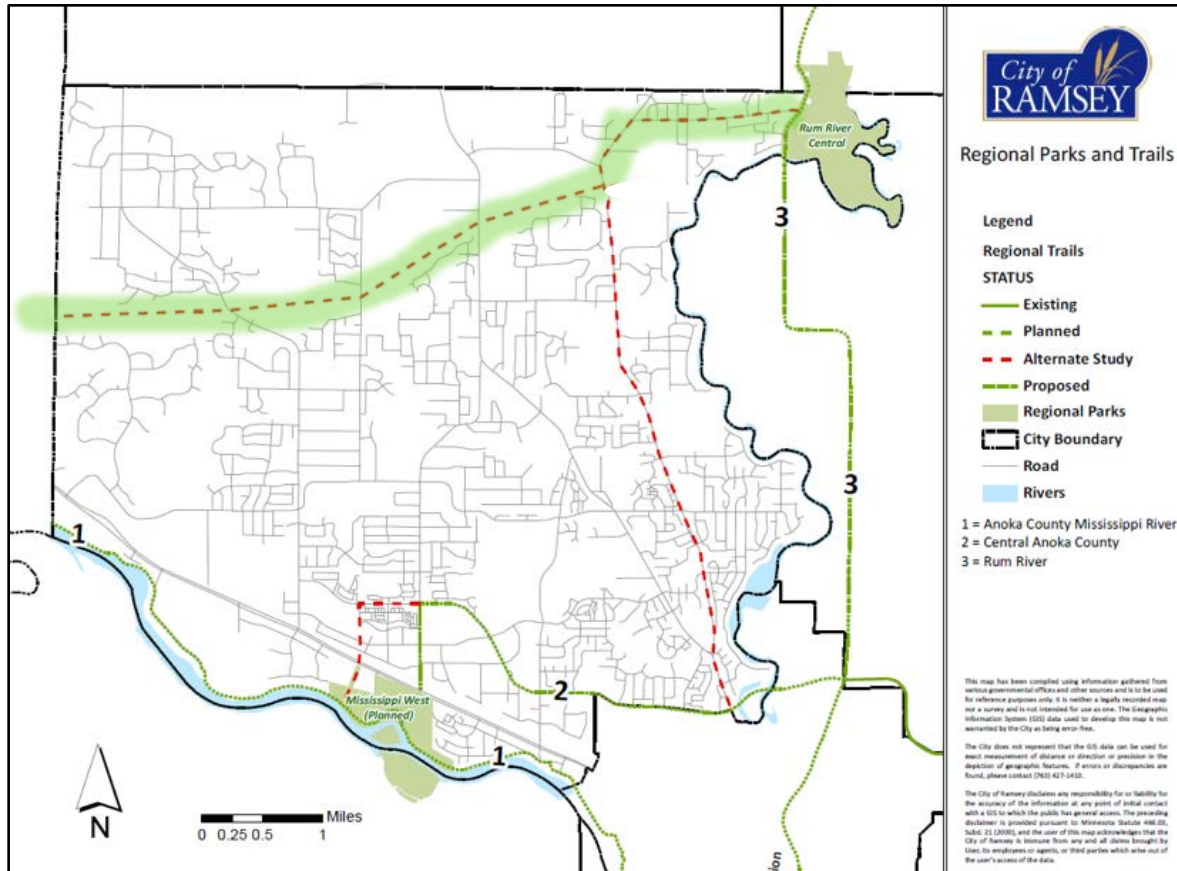
*Excerpt from the 22-page report: **Assessing the Ability to Bring Trout Fishing to the North Metro Area through Stream Quality Assessments and the Summarization of the Economic Impact of***



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

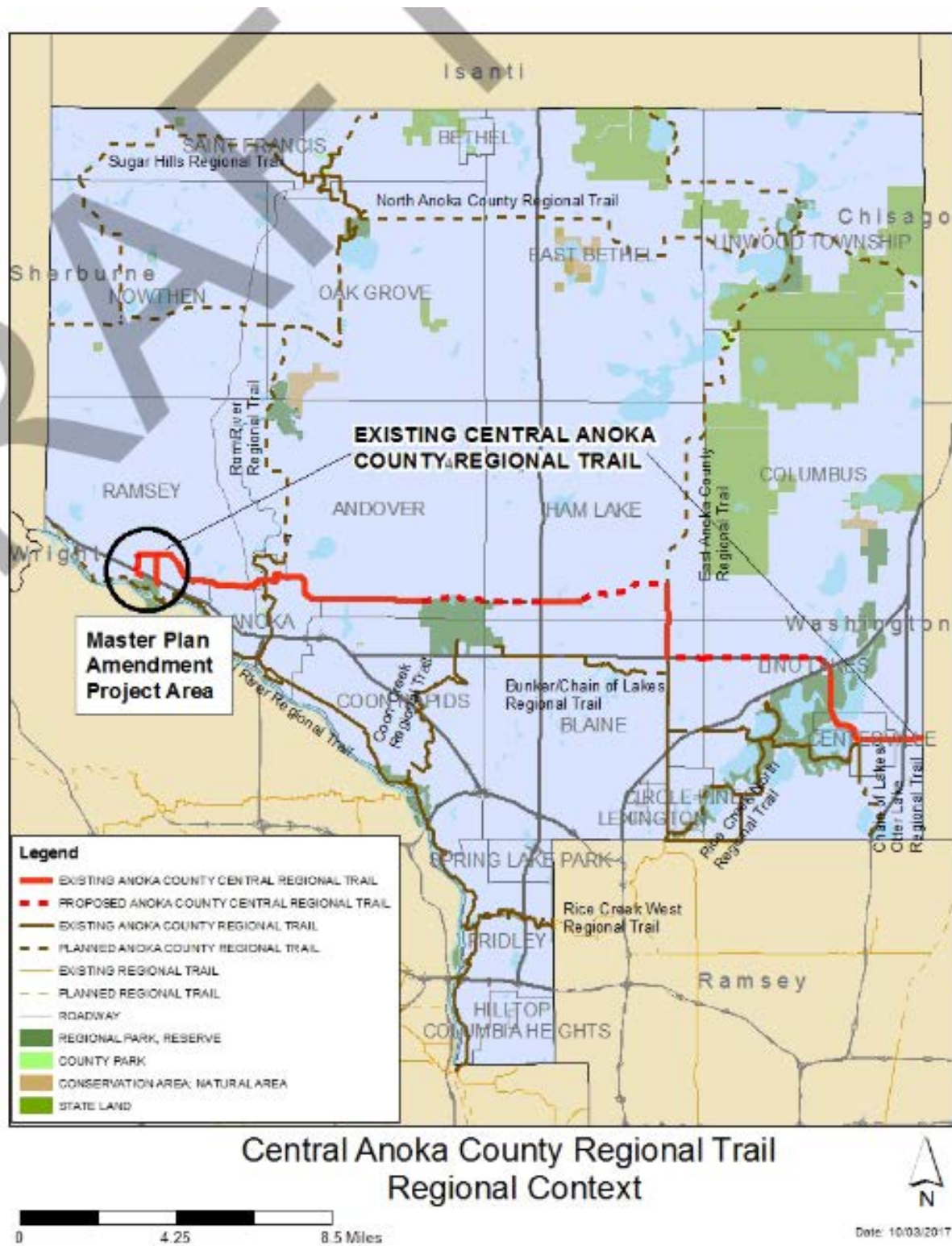
Central Anoka County Regional Trail

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.

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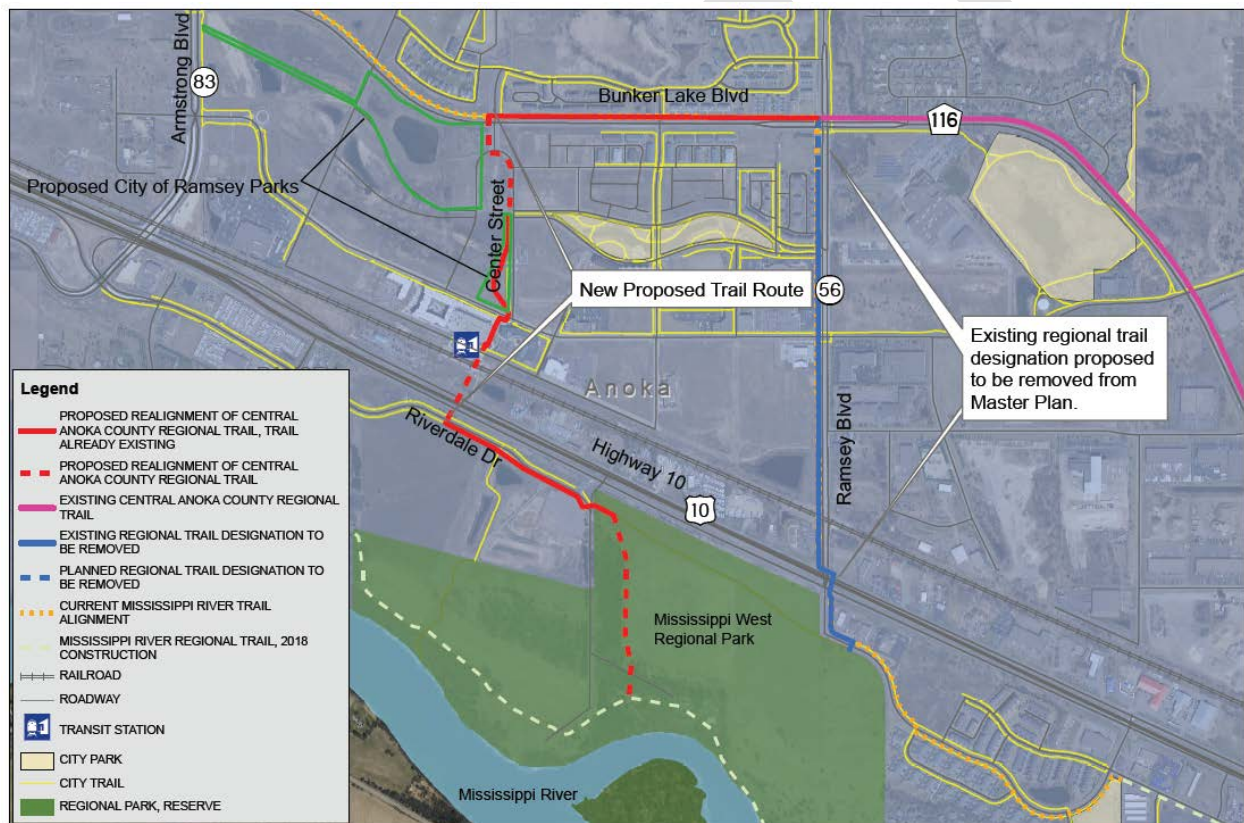
Figure 46: Central Anoka County Regional Existing Alignment



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.





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



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 achieved 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



- 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





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

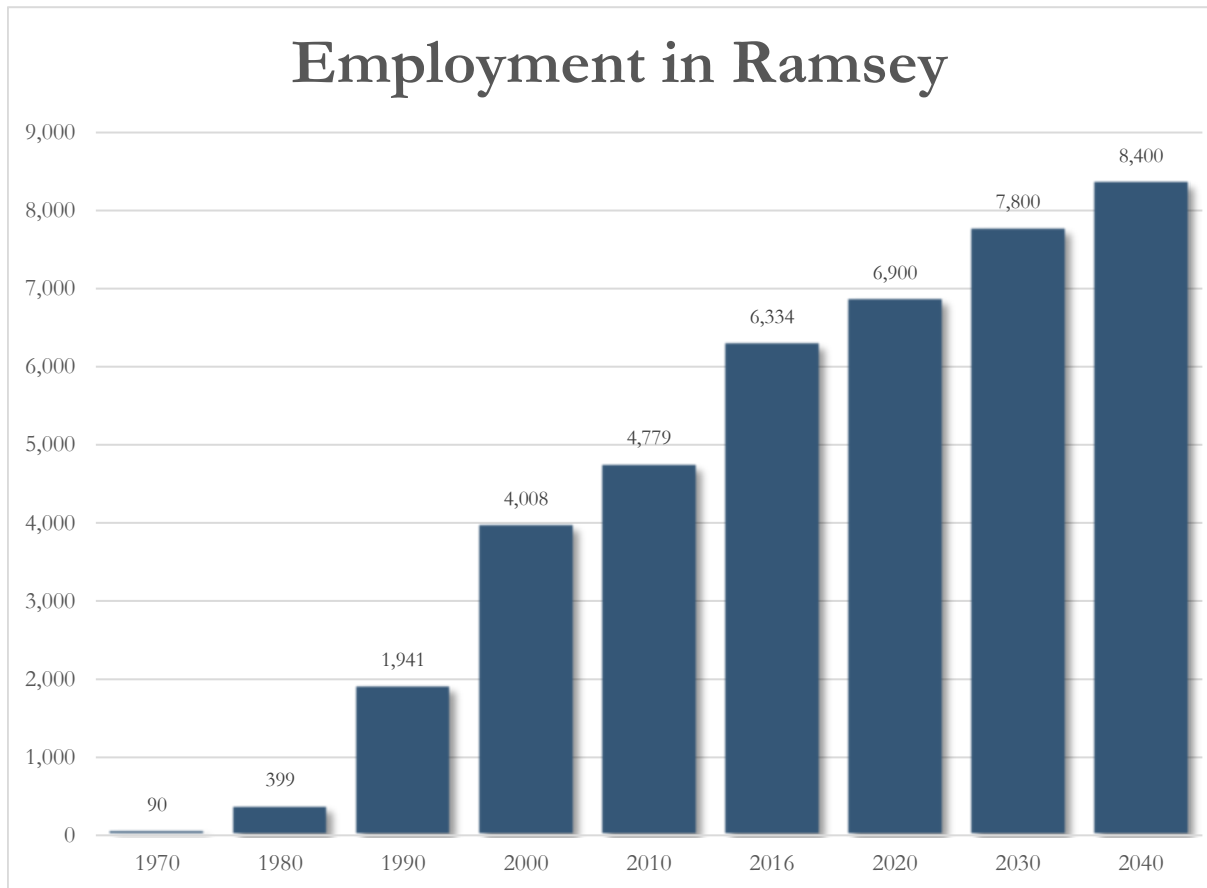
- Maintain and Expand our Employment Base



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.

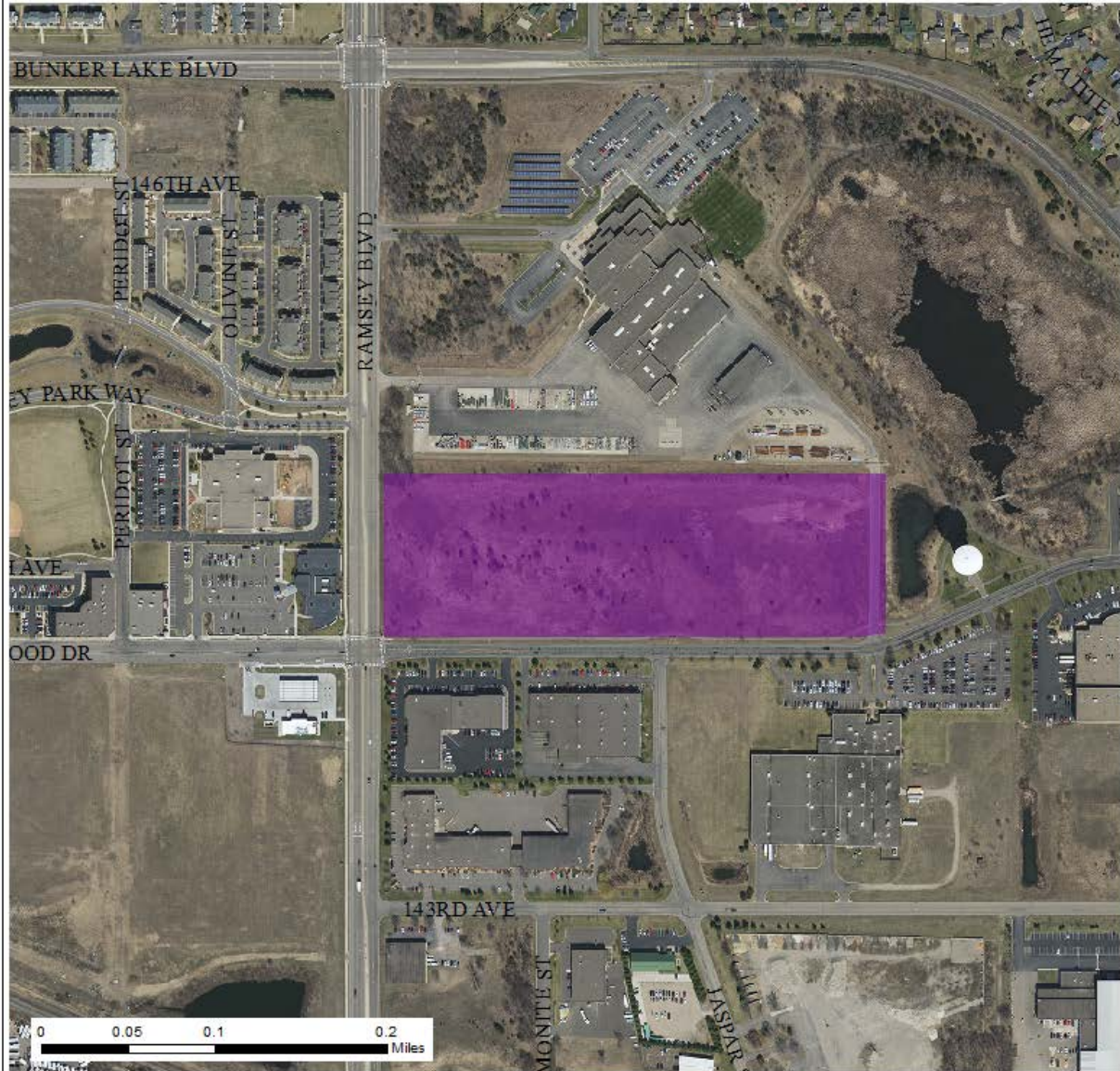
Ramsey has been fortunate to be extremely successful in both greenfield development and redevelopment. Ramsey's supply of industrial land guided by the 2030 Comprehensive Plan is extremely low. In response, Ramsey amended its 2030 Comprehensive Plan to guide an additional 115 acres for future employment 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)
- Jasper Industrial Park (9 Acres)



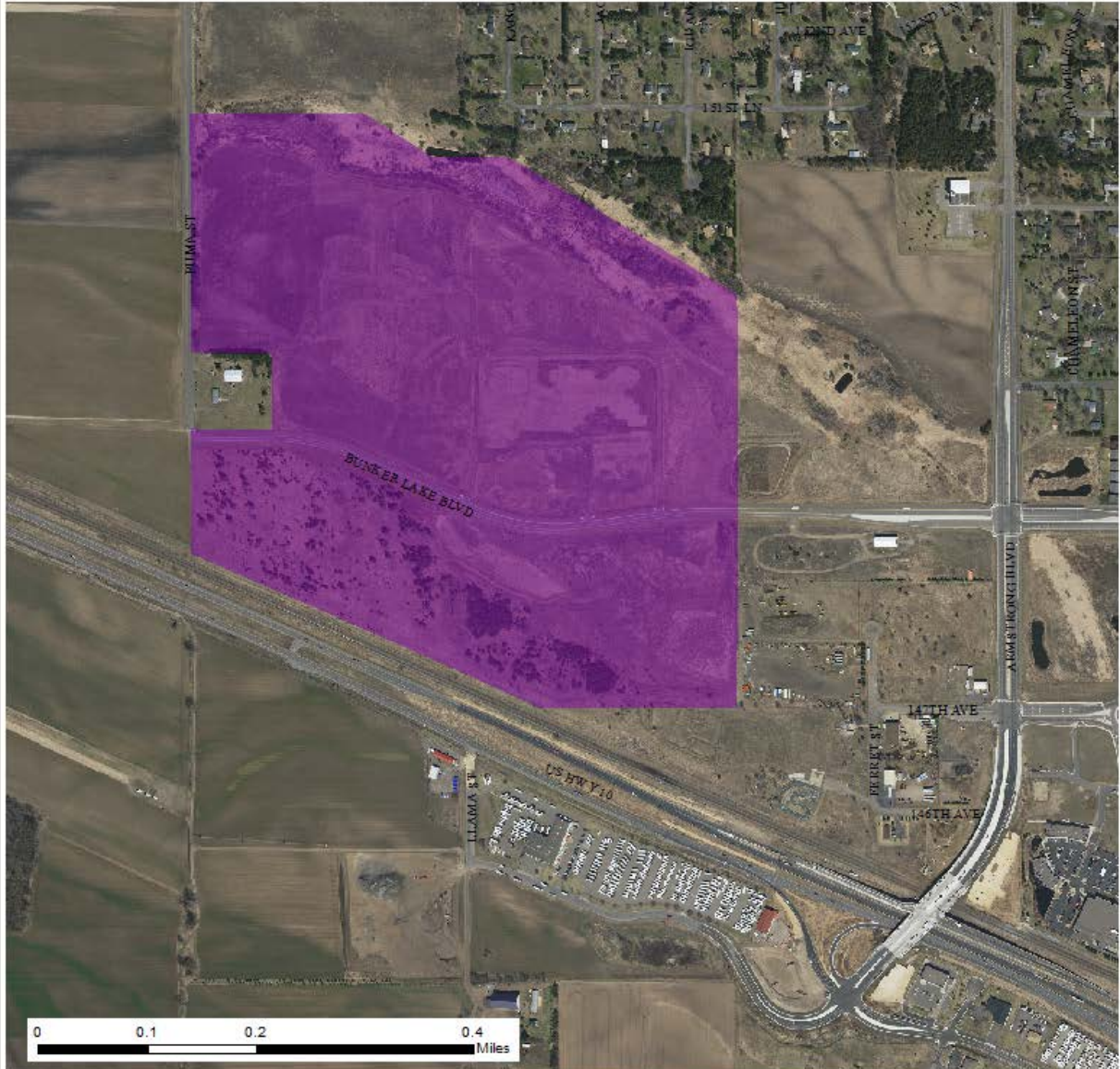
Future Industrial Opportunities



Opportunity
AEC Energy Park



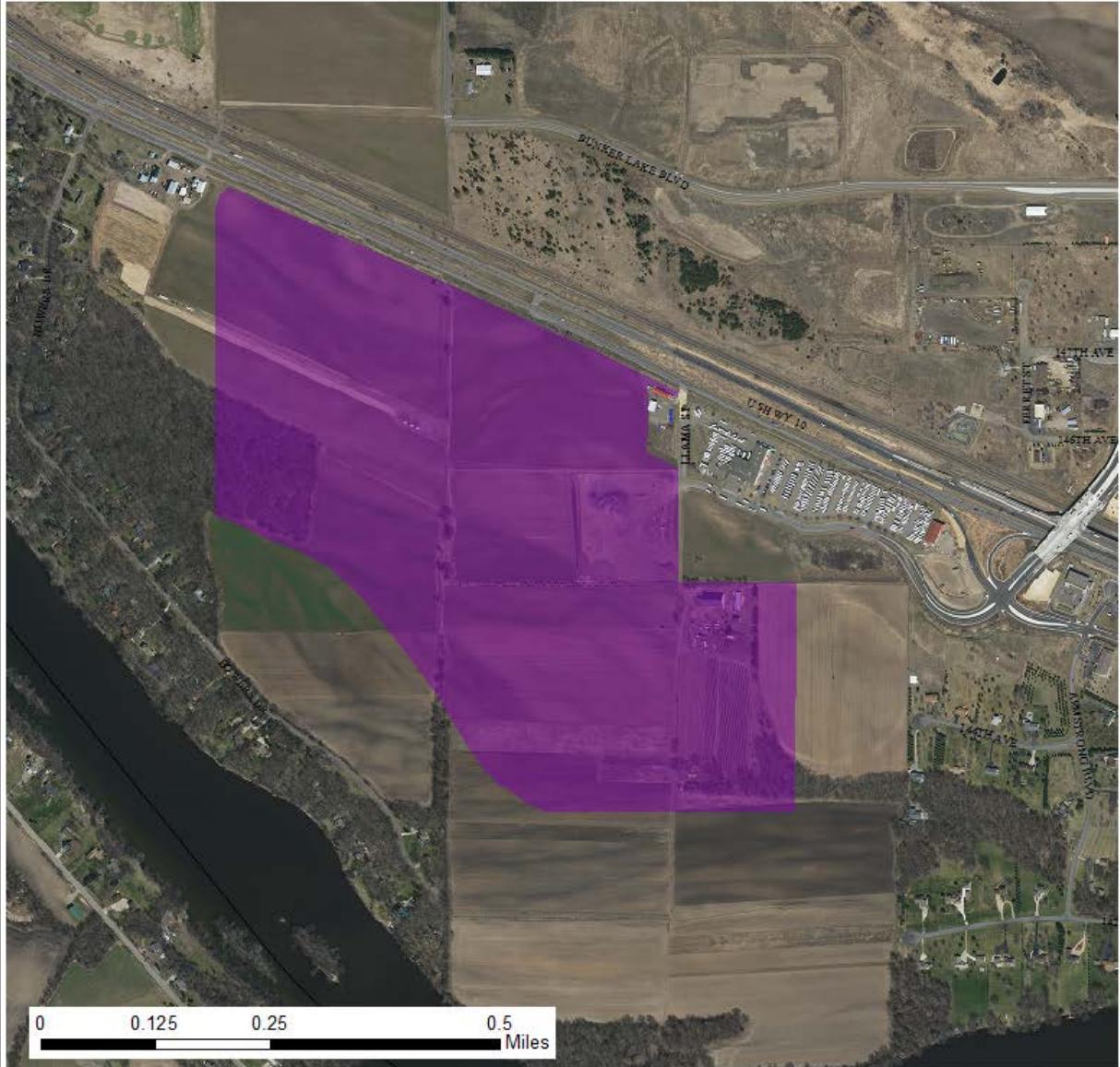
Future Industrial Opportunities



Opportunity
Bunker Lake Industrial Park



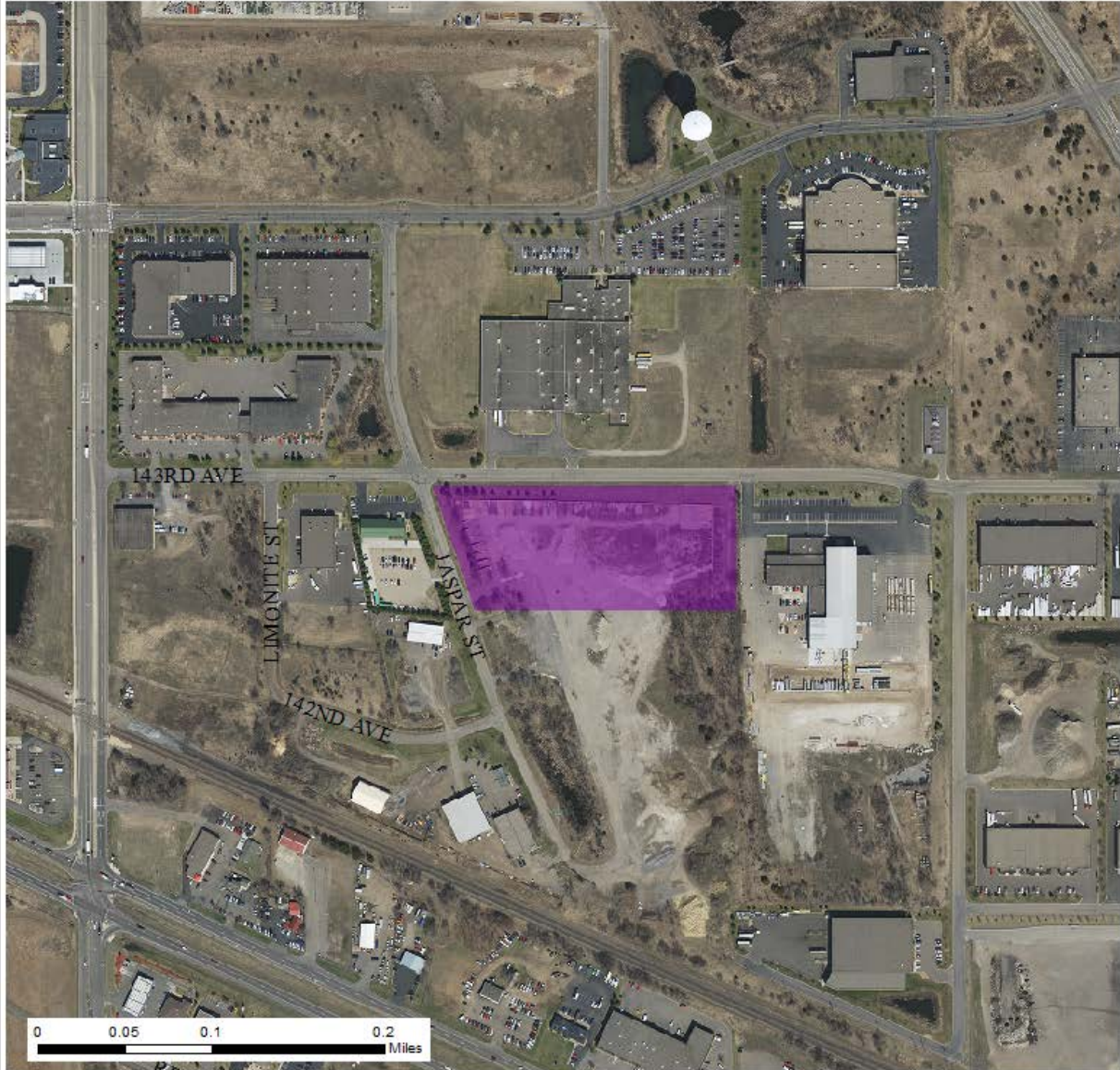
Future Industrial Opportunities



Opportunity
Highway 10 Industrial Park



Future Industrial Opportunities



Opportunity
Jaspar Industrial Park



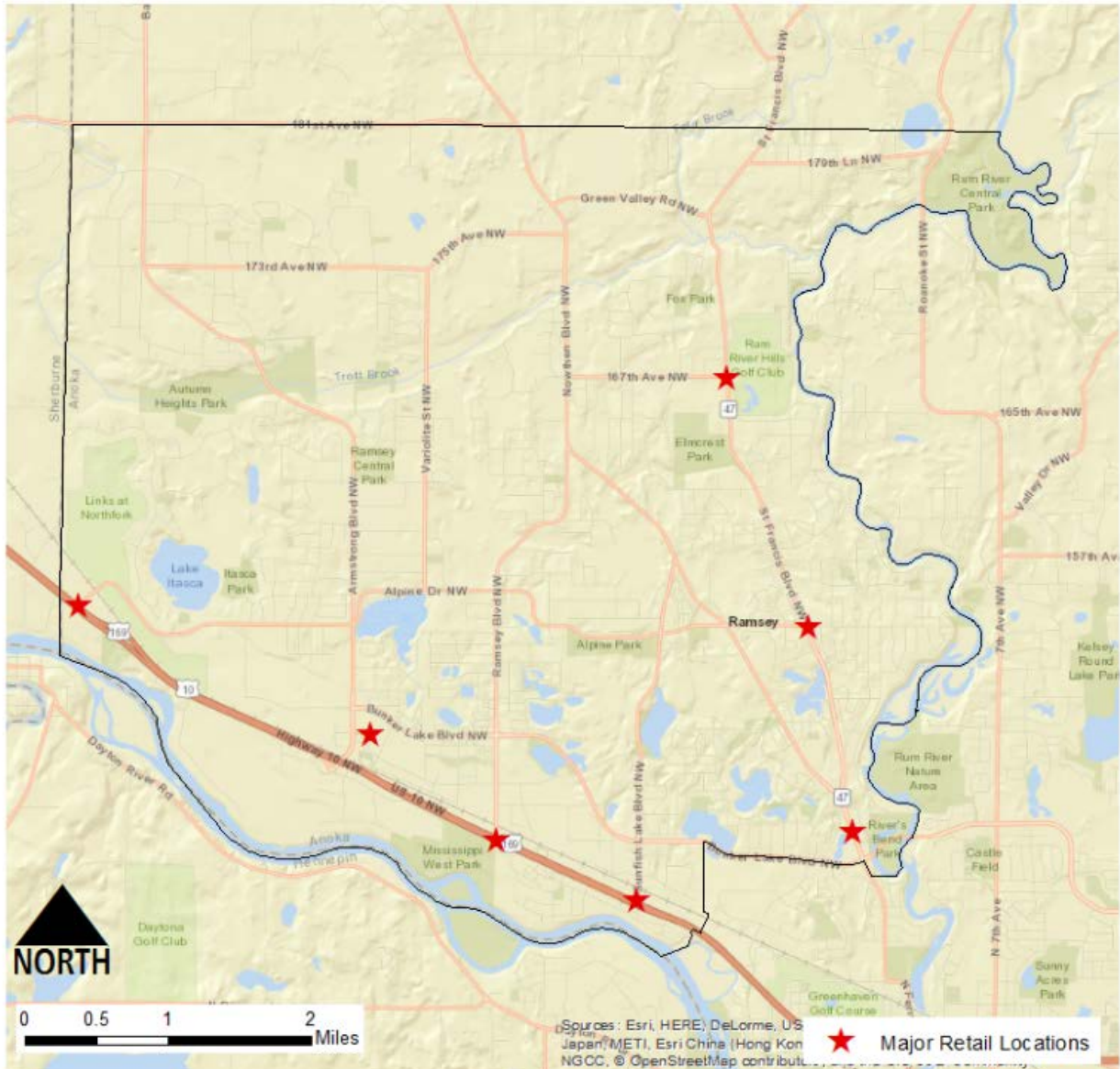
Retail Development

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

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



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

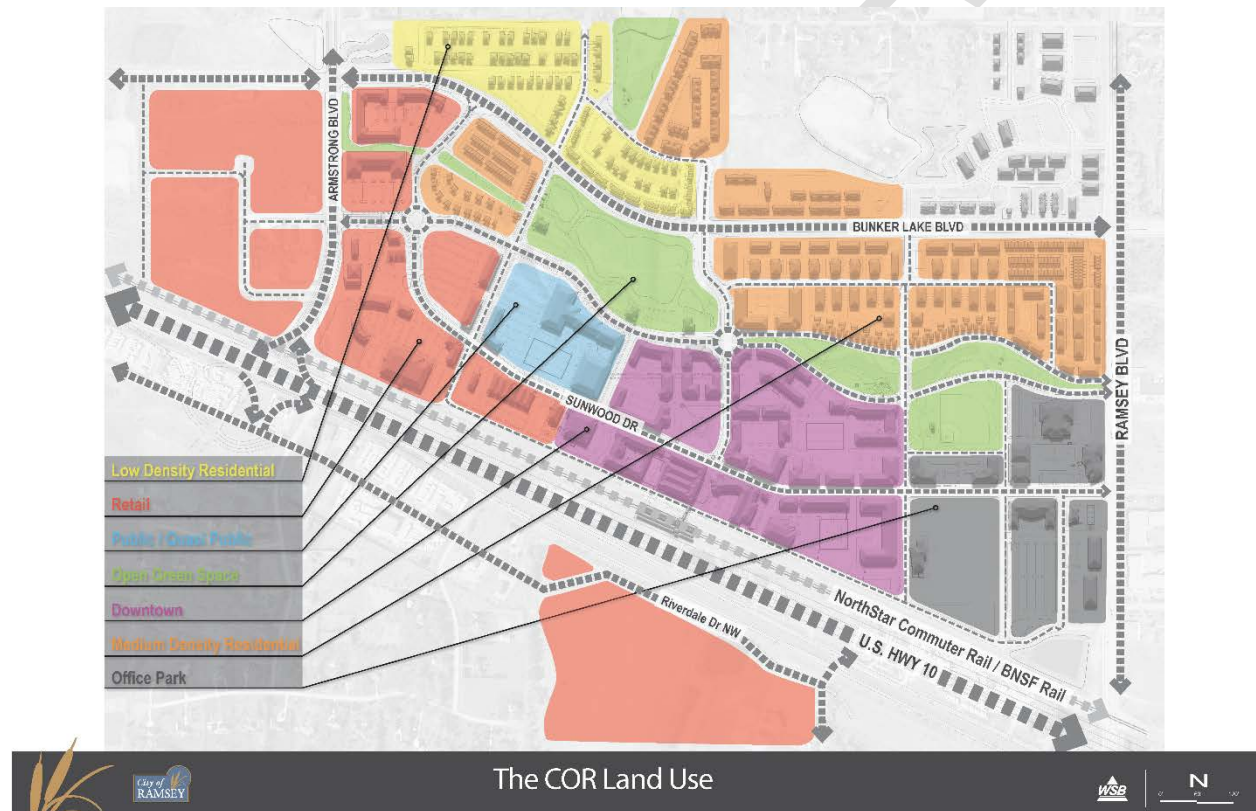
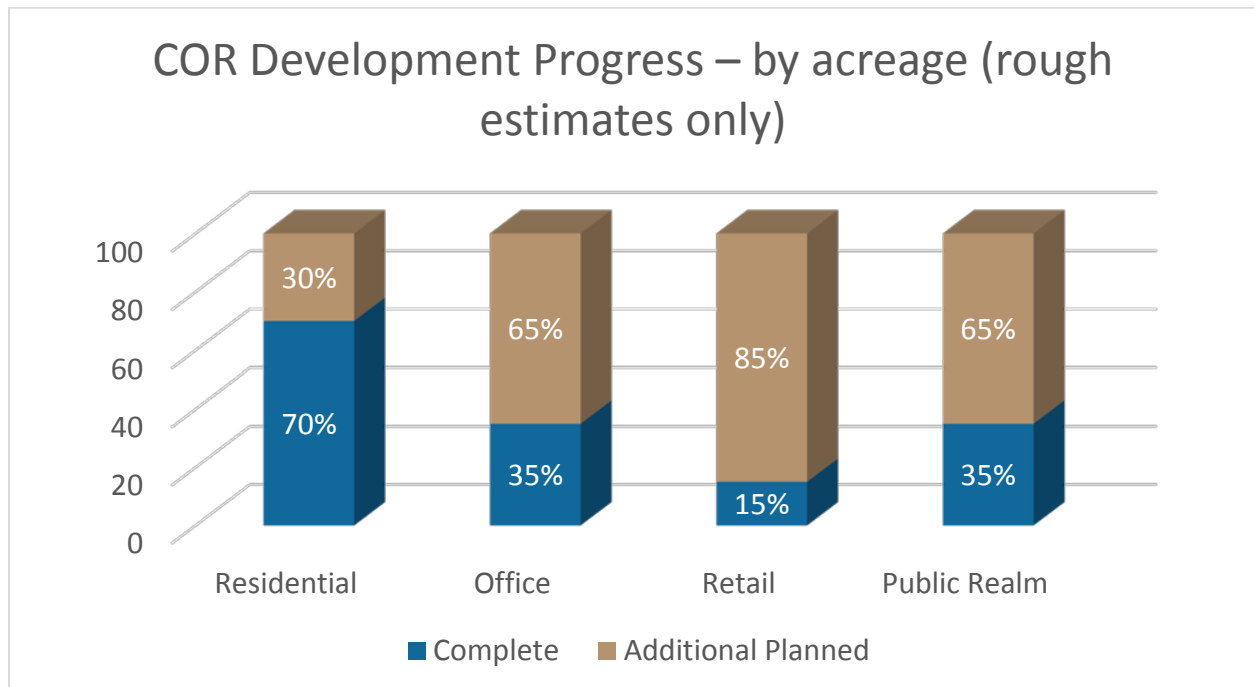


Table 8: Planned Growth in The COR



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.



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:

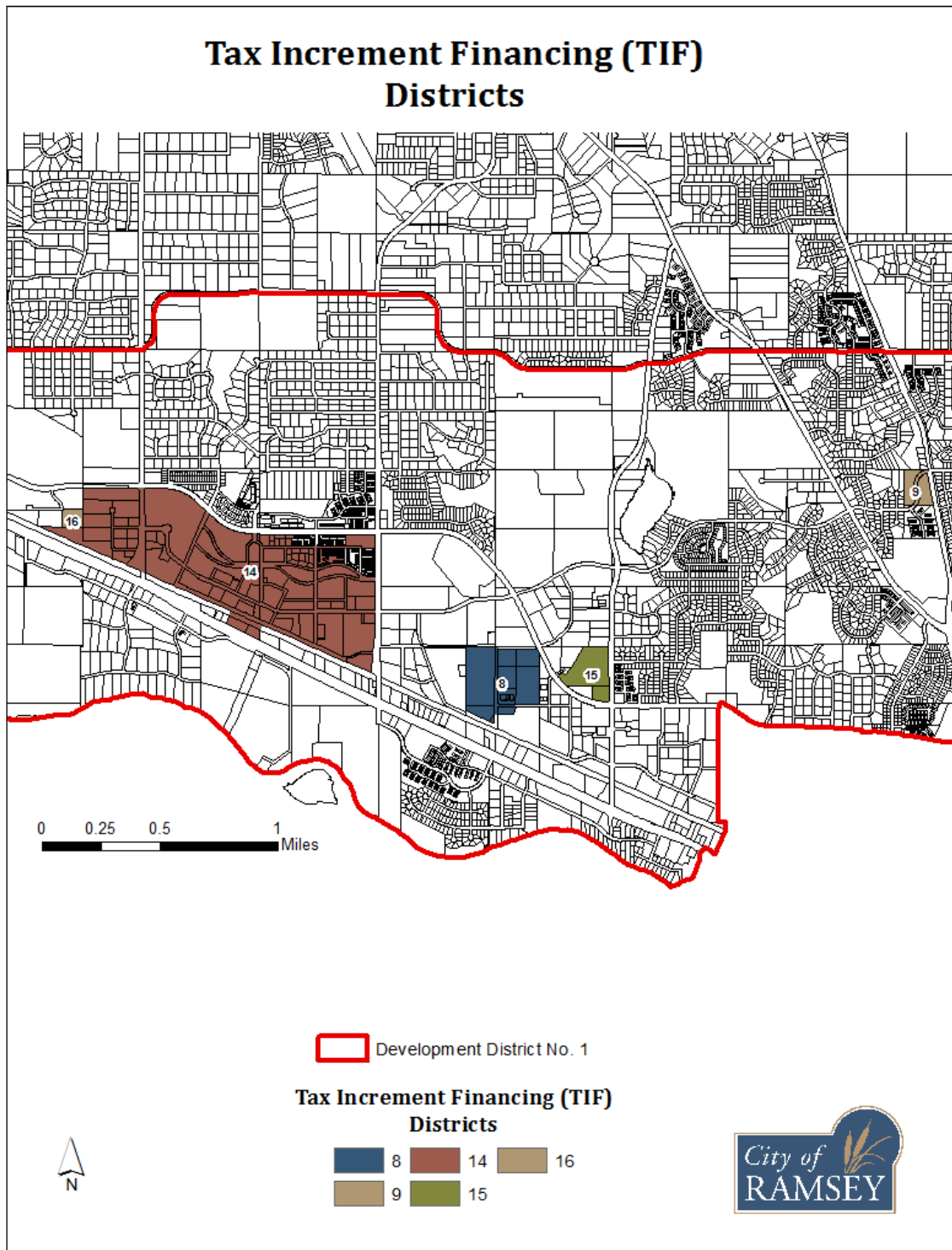
Tax abatement and TIF are local tax programs typically used for public infrastructure or land acquisition costs. In general, both programs work by capturing property taxes generated by a particular parcel then dedicating said tax revenue for a specific project cost.

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.



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).



- Make sites shovel ready.
- Provide incentives to achieve our economic development goals.
- Be flexible with zoning.
- Continue to

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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



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.

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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



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.



Table 2 – Actual and Projected Wastewater Flows

2010	2020	2030	2040
.78	.98	1.51	1.74

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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 through 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 through 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.

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Figure 55: Existing Sanitary Sewer Trunk Map

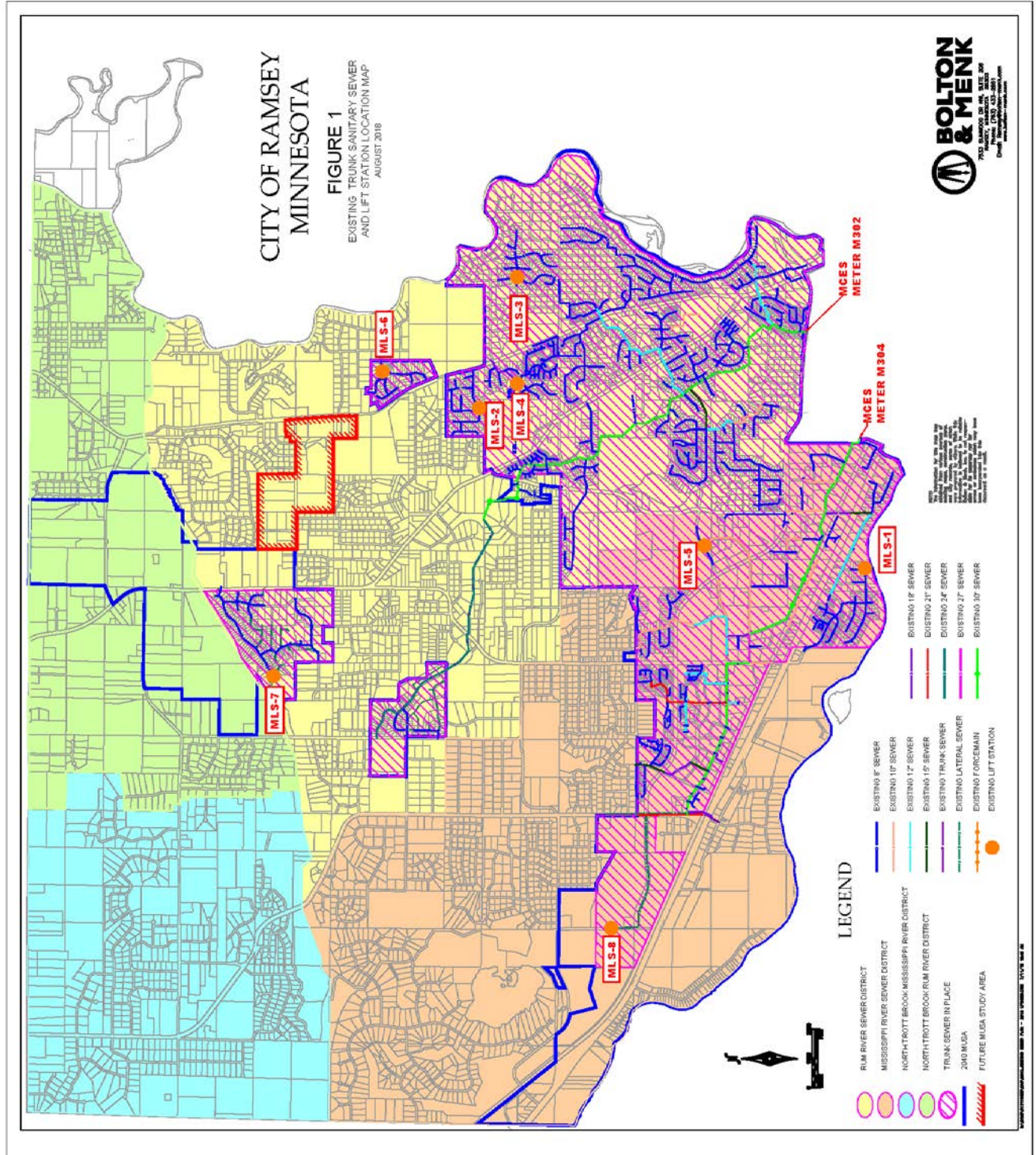
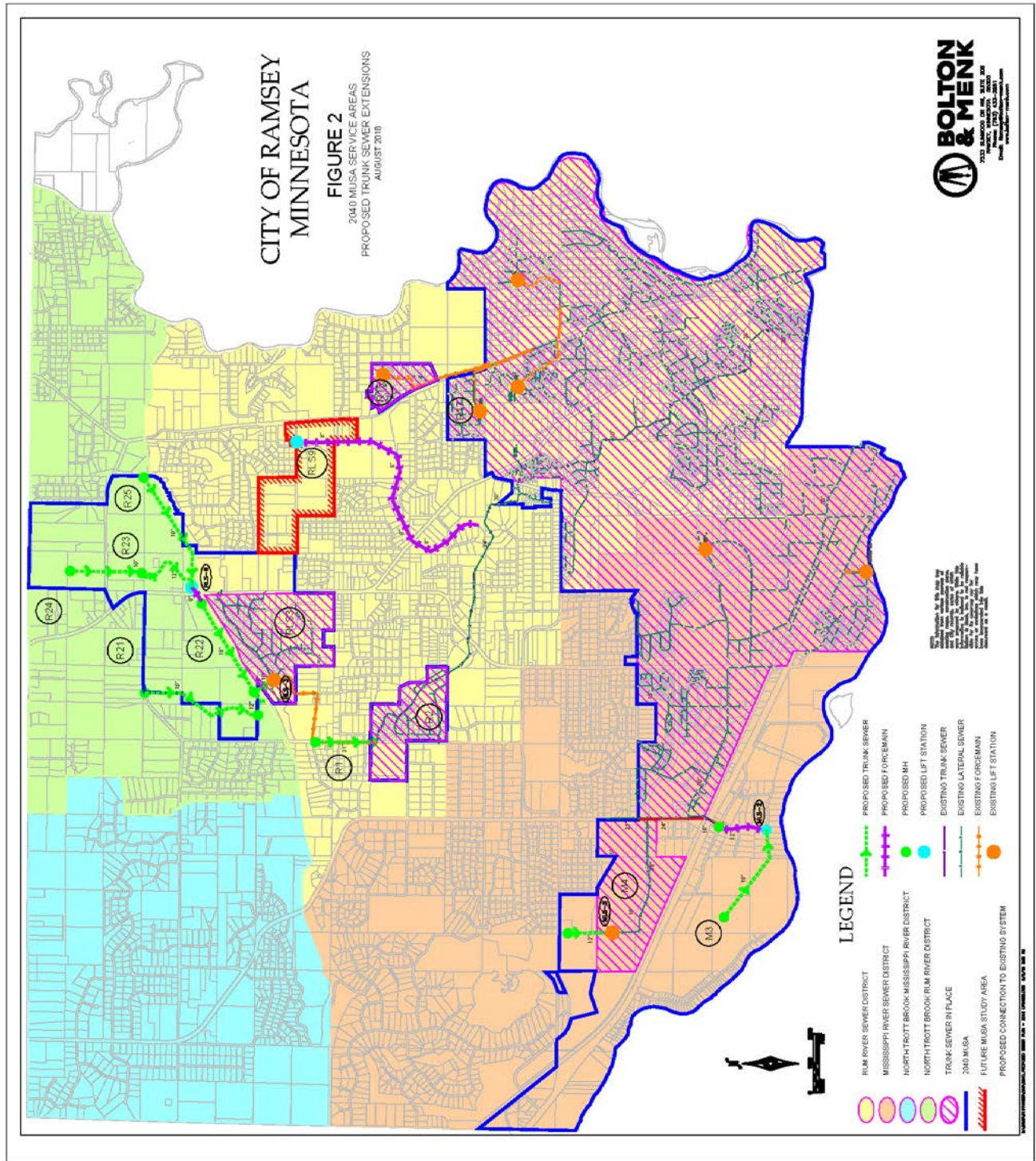


Figure 56: Future Sanitary Sewer Trunk Map

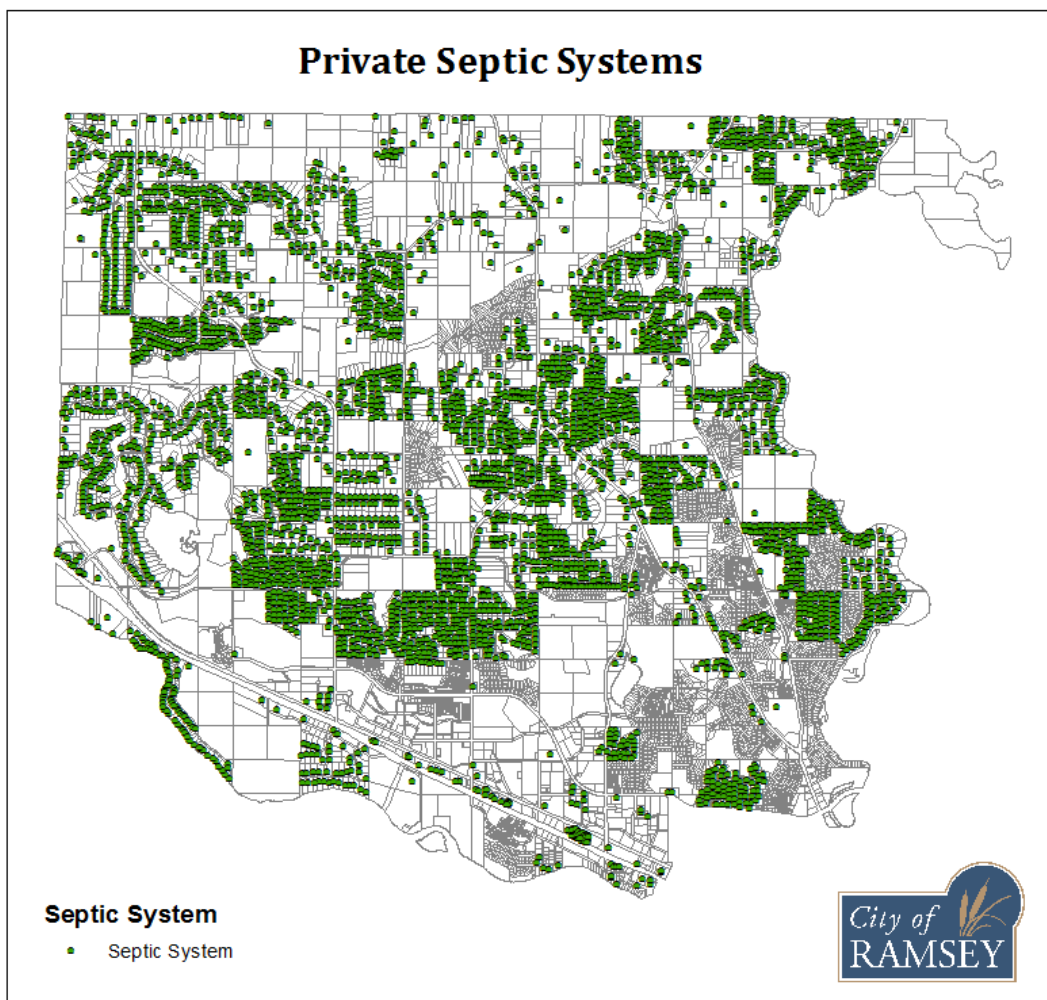


Community and Subsurface Treatment Systems

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



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.



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.





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



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 181 st 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



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



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)



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



Regular Planning Commission

8. 1.

Meeting Date: 09/06/2018

By: JoAnn Shaw, Community Development

Information

Title:

Zoning Bulletins

Purpose/Background:

Enclosed are zoning bulletins for your review.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Action:

Attachments

Zoning Bulletins

Form Review

Inbox

Tim Gladhill

Form Started By: JoAnn Shaw

Final Approval Date: 08/31/2018

Reviewed By

Tim Gladhill

Date

08/31/2018 07:17 AM

Started On: 08/28/2018 02:51 PM

Zoning Bulletin

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Uses/Oil and Gas Development—Natural gas company seeks approval of gas wells as conditional use in zoning district

Company argues gas wells use can be permitted under zoning ordinance that permits uses “similar”

Contributors

Corey E. Burnham-Howard

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to others allowed in zoning district, suggesting gas wells are like a “public service facility”

Citation: *Gorsline v. Board of Supervisors of Fairfield Township*, 2018 WL 2448803 (Pa. 2018)

PENNSYLVANIA (06/01/18)—This case addressed the issue of whether a natural gas company satisfied the local zoning ordinance’s requirement that, to be permitted as a conditional use, its proposed gas wells be “similar to” other uses allowed in the relevant zoning district.

The Background/Facts: Inflection Energy, LLC (“Inflection”) sought to construct and operate multiple gas wells on a nearly 60-acre parcel of land in Fairfield Township (the “Township”). The parcel of land was located in a Residential-Agricultural (“R-A”) zoning district. Inflection submitted to the Township’s Board of Supervisors (the “Board”) a “Zoning and Development Permit Application” for its proposed gas wells use.

Because gas wells were not identified under the Township’s zoning ordinance as a permitted or conditional use in the R-A district, the Board looked to section 12.18 of the Township zoning ordinance. Section 12.18 was known as the “savings clause.” It provided that when a use was neither specifically permitted nor denied, the Board would review the request as a conditional use. Section 12.18 specified that the Board had the authority to permit or deny the use in accordance with conditional use applications but only if the use: “is similar to and compatible with other uses permitted in the zoning district”; “is not permitted in any other zone”; and is not “in conflict with the general purposes of [the Township] zoning ordinance.”

The Board granted Inflection a conditional use permit for its proposed gas wells use. In doing so, the Board found that: the use was not allowed in any of the Township’s three zoning districts and thus was governed by the savings clause in section 12.18. The Board also found “that the criteria for review set forth in section 12.18” had been “sufficiently satisfied.”

Town residents (the “Objectors”) appealed the Board’s decision to grant Inflection the conditional use permit. The Objectors asserted that the Board had made no findings of fact with respect to the requirements of section 12.18 “and instead reached the bald conclusion that Inflection somehow satisfied its burden of proof without identifying any similar permitted use the in the R-A district.”

Inflection argued that its gas wells use was “similar” to other uses permitted in the R-A district because it constituted a “public service facility” since it furnished gas to the public. The Township’s zoning ordinance allowed for “public service facility” uses (as conditional uses) in all three of the Township’s zoning districts.

Agreeing with the Objectors, the trial court rejected Inflection's argument, finding "the Board had offered no explanation regarding the manner in which Inflection's proposed fracking use was 'similar to' a 'public service facility.'" The court noted that Inflection "would not be providing any public service, as it '[was] not constructing [those] wells to furnish natural gas to the residents of the [area], or even [the] Township.'"

Inflection appealed.

Reversing the trial court, the Commonwealth Court determined that Inflection's proposed natural gas compressor station use was "similar to and compatible with a 'public service facility' use and/or an 'essential service' use" and was thus appropriately permitted by the Board.

The Objectors again appealed.

DECISION: Judgment of Commonwealth Court reversed.

The Supreme Court of Pennsylvania held that Inflection's proposed gas wells use was not "in any material respect, of the same general character as, or similar to" a "public service facility" use or "essential services" use allowed in the Township's R-A district. In so holding, the court looked at the Township's zoning ordinance definitions of "public service facility" and "essential services." The Township's zoning ordinance defined "public service facility" as involving "public service structures by a utility . . . or by a municipality or other governmental agency." "Essential services" were defined as the facilities and related equipment of a "public utility." The court found that those uses were permitted in the R-A district "to promote residential and agricultural development in that part of the [T]ownship." The public nature of "public service facility" and "essential services" uses was inherently "local in nature"—namely, to provide services for the benefit of Township residents, found the court.

Seen in that light, the court concluded that Inflection's proposed gas well use was "plainly not of the 'same general character as,' or 'similar to,' 'public service facility' or 'essential services' uses." The court noted that Inflection was not a "public utility," and was "clearly not a municipality or a government agency, but rather [was] a private, for-profit commercial business." Moreover, the court found that Inflection had offered no evidence, and the Board had made no findings, that Inflection's extraction of natural gas "is in any respect for the benefits of the residents of the R-A district, [the] Township, or even [the] County." Rather, the court found that Inflection's proposed use provided "no public or essential services to the residents of the R-A district, and provide[d] no infrastructure that supports and promotes residential and agricultural development in Fairfield Township." Conversely, the court determined that "Inflection's proposed use was intended solely for Inflection's own commercial benefit, and not in any respect for the ben-

efit of furthering the expressed goals of [the] Township’s R-A district.” In fact, the proposed use was “a purely industrial use of the type the [Township’s Zoning] Ordinance expressly discourages in the R-A district,” said the court.

For those reasons, the court concluded that there was insufficient evidence to support the Board’s conclusion that Inflection satisfied its burden of proving that its proposed use was similar to a permitted use in an R-A district, and thus insufficient evidence to support the Board’s decision to grant Inflection the conditional use permit for its proposed gas wells use.

See also: *MarkWest Liberty Midstream & Resources, LLC v. Cecil Tp. Zoning Hearing Bd.*, 102 A.3d 549, 184 O.G.R. 118 (Pa. Commw. Ct. 2014).

Case Note:

In its decision, the Supreme Court of Pennsylvania emphasized that its decision “should not be misconstrued as an indication that oil and gas development is never permitted in residential/agricultural districts, or that it is fundamentally incompatible with residential or agricultural uses.” The court noted that “the protection of environmental values” is a “quintessential local issue that must be tailored to local conditions,” and that to that end, municipal zoning ordinances could be amended to permit oil and gas development in any or all of its zoning districts, in designated areas, “setting forth whatever limitations and conditions it decides are appropriate for the protection of its citizenry.” However, the court warned, municipalities may not “permit oil and gas development in residential/agricultural districts without first enacting the necessary amendments”

Proceedings—Residents file petition for writ of certiorari, seeking review of city’s zoning board of adjustment decision

City says petition was untimely, and parties dispute when the statutory time period for filing the petition began to run

Citation: *Burroughs v. City of Davenport Zoning Board of Adjustment*, 2018 WL 2372570 (Iowa 2018)

IOWA (05/25/18)—This case addressed the issue of the interpretation of Iowa Code section 414.15, which requires a petition for writ of certiorari seeking review of a decision of a city zoning board of adjustment to be filed in district court “within thirty days after the filing of the decision in the office of the board.” Specifically, the case addressed “when is a decision ‘filed in the office of the board’ ” under Iowa Code section 414.15—thus triggering the 30 day time period.

The Background/Facts: In March 2014, the Zoning Board of Adjustment (“ZBA”) of the City of Davenport (the “City”) issued a special use permit to Tiny Tots Learning Center (“Tiny Tots”) to operate a daycare facility at leased premises. Within a year, Tiny Tots closed its doors. The property then stood vacant until July 2016 when Mz. Annie-Ru Daycare Center (“Annie-Ru”), a new lessee of the premises, opened a daycare at the same location. Although Annie-Ru supervised more children and was open for longer hours than Tiny Tots, the City’s Zoning Administrator determined that the special use permit issued to Tiny Tots “[ran] with the land.” Therefore, Annie-Ru was allowed to operate without having to apply for and obtain a new special use permit.

Nearby residents (the “Residents”) challenged Annie-Ru’s right to operate. They appealed the Zoning Administrator’s decision to the ZBA. They argued that Tiny Tots’ special use permit was not transferrable to Annie-Ru.

City staff disagreed with the Residents’ argument, and determined that Annie-Ru was “entitled to operate under the provision of the Special Use Permit issued to Tiny Tots.” At an October 13, 2016, meeting, the ZBA upheld the City staff’s recommendation. Minutes from that meeting were posted on the City’s website and then approved on October 27.

The Residents then filed a petition to revoke Annie-Ru’s special use permit. At its December 8 meeting, the ZBA unanimously voted against revoking the special use permit. Those meeting minutes were posted on December 19 and approved at a December 22 meeting, the minutes of which were not posted on the City’s website until January 6, 2017.

On January 25, the Residents filed a petition for writ of certiorari in district court, challenging the ZBA’s October 13, 2016 and December 8, 2016 decisions.

The City asked the court to dismiss the Residents’ petition for certiorari as untimely because the petition was “not filed within thirty days” of the challenged decisions. The City pointed to Iowa Code section 414.15, which requires a petition for writ of certiorari seeking review of a decision of a city zoning board of adjustment to be filed in district court “within thirty days after the filing of the decision in the office of the board.”

The Residents argued that the petition for certiorari was timely because “a signed written decision with factual findings was necessary

to trigger the thirty-day deadline for seeking certiorari review,” and that such a written, fact-finding decision had not been made. Alternatively, they argued that even if the minutes of the Board’s meetings could be sufficient to trigger the 30 day period, the December 8 minutes were not properly filed until officially approved and the approval vote posted on January 6, 2017. Thus, they claimed that their January 25 petition was timely.

The district court granted the City’s motion to dismiss the Residents’ petition for certiorari. The court concluded that the “thirty-day time period begins to run from the time the appealing party has either actual knowledge or is chargeable with knowledge of the decision to be appealed.” Because it was “undisputed” that Residents attended both the October 13 and the December 8 meetings, the court found that they had actual knowledge of the Board’s decisions as of those dates, and that their January 25 petition was filed more than thirty days after that knowledge.

The Residents appealed, arguing that their petition for certiorari was timely.

DECISION: Judgment of district court affirmed in part, reversed in part, and remanded.

The Supreme Court of Iowa first held that, contrary to the Residents’ argument, the time for appeal from a zoning decision “runs from the date of the decision, regardless of the alleged adequacy of any findings of fact.” Significantly, the court pointed to its certiorari rule requiring the petition to be filed “within 30 days from the time the tribunal, board or officer exceeded its jurisdiction or otherwise acted illegally.” (Iowa R. Civ. P. 1.1402(3).) The court found that the Residents’ interpretation of “decision” as including only those decisions supported by sufficient findings of fact would “create a stark conflict between Iowa Code section 414.15 and Iowa Rule of Civil Procedure 1.1402(3), a circumstance [the court] normally [tries] to avoid.” Moreover, the court found it was sound policy to ensure the deadline to petition for a writ of certiorari be “as clear as possible” and not subject to “the unpredictable outcome of a debate over the sufficiency of factual findings.”

Next, the court held that a zoning decision is “filed in the office of the board”—thus triggering the 30 day deadline to file a petition for writ of certiorari under Iowa Code section 414.15—when: (1) it is in “some documentary form” such as official meeting minutes; (2) is filed either in electronic or paper form; (3) and has been posted on the board’s publicly available website that the board uses as a repository for official documents. Importantly, (with support from out-of-state appellate courts addressing the same statutory terms) the court also held that proposed meeting minutes do not constitute a zoning “decision,” but that only approved and posted meeting minutes constitute a zoning “decision”—the

filing of which in the “office of the board” (i.e., on the publicly available website) triggers the 30 day deadline.

Applying that holding to the facts of the case, the court concluded that the Residents’ challenge to the ZBA’s refusal to revoke the permit was timely “because the unapproved minutes of the December 8, 2016 meeting posted to the Board’s website on December 19 [did] not amount to ‘the filing of the decision’ ”—triggering the 30 day period. Rather, that “filing of the decision” occurred on January 6, 2017—the date of the public website posting of the December 22 meeting minutes, which reflected the approval of the December 8 meeting minutes—at which the ZBA voted to refuse to revoke the permit. On the other hand, the court also concluded that the Residents’ challenge to the ZBA’s October 13 decision was untimely as the minutes of the October 13 meeting had been posted and approved more than thirty days before the Residents went to court.

See also: *Aucoin v. City of Mandeville*, 552 So. 2d 714 (La. Ct. App. 1st Cir. 1989).

See also: *Sanchez v. Board of Adjustment for City of San Antonio*, 387 S.W.3d 745 (Tex. App. El Paso 2012).

See also: *Holding v. Franklin County Zoning Bd. of Adjustment*, 565 N.W.2d 318 (Iowa 1997).

Vested or property rights—City suspends commercial tenant’s building permit, citing material misrepresentations in the permit application

Commercial tenant then sues the City, alleging the suspension of its permit violated its procedural due process rights under the Fourteenth Amendment

Citation: *Rockville Cars, LLC v. City of Rockville, Maryland*, 891 F.3d 141 (4th Cir. 2018)

The Fourth Circuit has jurisdiction over Maryland, North Carolina, South Carolina, Virginia, and West Virginia.

FOURTH CIRCUIT (MARYLAND) (05/24/18)—This case ad-

addressed the issue of whether a commercial tenant had a property interest protected by the Due Process Clause of the Fourteenth Amendment to the United States Constitution in building permits issued by the city.

The Background/Facts: Rockville Cars, LLC and Priority 1 Automotive Group, Inc. (collectively, “Rockville Cars”) sold new and used cars. In pursuit of that business, Rockville Cars leased a parcel of land owned by Robin Tang (“Tang”) in the City of Rockville (the “City”). On that parcel of land was a building that had previously housed a restaurant and small furniture store. Rockville Cars sought to convert that building into an automobile showroom.

Before starting work on the building conversion, Rockville Cars submitted two documents to the City. First, Rockville Cars submitted a Minor Site Plan Application (the “Plan Application”), in which it listed Tang as the owner of the property, and maintained that it planned to “repurpose” the building into a show room. Second, months later, Rockville Cars submitted, to a separate division of the City’s Planning Department, a Commercial Building Permit Application (the “Permit Application”), in which it listed Priority One Automotive Group, Inc. as the property owner and stated an intent to “demolish and renovate” the building.

After receiving the Permit Application, in March 2013, the City issued a building permit in Tang’s name. Rockville Cars then razed the leased building, leaving only the foundational slab. However, in July 2013, the City issued a Stop Work Order. That order explained that Tang had claimed Rockville Cars lacked authority to submit a building permit application. The order also stated that the scope of the project “did not comport with the Minor Site Plan Amendment,” which the City had previously approved.

Later, the City further explained to Rockville Cars that its demolition of the building resulted in a violation of the City’s zoning ordinances. A “build-to” provision of the zoning ordinance, applicable to the commercial strip upon which Tang’s property was located, mandated that construction of new buildings be within a certain distance from the road. Since the original building had predated the build-to provision, it was exempt from compliance. That exemption would have continued if Rockville Cars had merely renovated the interior of the original building. However, because Rockville Cars demolished the building, Rockville Cars was required to build any new structure in accordance with the build-to provision.

Some time subsequently, Rockville Cars submitted a new application to the City, and the City approved that application. However, since Rockville Cars had “conceded to numerous demands at a considerable expense,” it brought a legal action against the City, which alleged that suspension of its March 2013 building permit violated its procedural

due process rights under the Fourteenth Amendment to the United States Constitution. The Fourteenth Amendment provides that no State shall deprive any person of life, liberty, or property, without due process of law. Rockville Cars claimed that it received a property interest in the March 2013 building permit because the City's zoning ordinances limited the City's power to suspend or revoke permits for cause, thus creating entitlement.

The City asked the district court to dismiss Rockville Cars' complaint. The City argued that no property interest vested in a building permit granted on the basis of material misrepresentations within an application. The City argued that no property interest vested in the permit granted to Rockville Cars because Rockville Cars' application contained material misrepresentations—as to the owner of the property and intended scope of the work—and the demolition of the building resulted in a violation of the City's zoning ordinances.

The district court granted the City's Motion to Dismiss. The court agreed that no property interest vested in a building permit granted on the basis of material misrepresentation within an application.

Rockville Cars appealed.

DECISION: Judgment of district court affirmed.

Agreeing with the City and the district court, the United States Court of Appeals, Fourth Circuit, held that the City did not violate Rockville Cars' due process rights because no property interest vested in a building permit granted on the basis of material misrepresentation within an application.

The Fourth Circuit explained that in order to establish a due process claim (and survive the City's Motion to Dismiss), Rockville Cars had to show: (1) that it had a protected property interest; (2) of which the City deprived it; and (3) without due process of law. Here, the court concluded that Rockville Cars failed to show the first element: no property interest vested in Rockville Car's building permit since the permit was granted on the basis of material misrepresentations.

The court explained that “[t]he vested rights doctrine allows property owners to ‘obtain a vested right in an existing zoning use that will be protected against a subsequent change in a zoning ordinance prohibiting that use.’ ” But, to prove a vested right, a property owner must: (1) obtain a lawful building permit; (2) commence building in good faith; and (3) complete a substantial portion of construction. The fact that the first element of the vested rights doctrine requires obtaining a lawful building permit illustrates a core principle, said the court: “[Maryland] law does not entitle permit holders to a property right when permits are obtained on the basis of mistake or in violation of the law.” Such events render any permit void *ab initio* (i.e., from the beginning).

The Fourth Circuit held that, here, Rockville Cars' procedural due

process claim failed because no property right vested in the building permit given that its applications contained three material misrepresentations: (1) the two documents it submitted to the City differed in describing the scope of the renovation project; (2) Rockville Cars misrepresented the owner of the property within its Permit Application; (3) Rockville Cars certified in the Permit Application that the proposed construction “shall conform to the regulations in the Rockville City Code, and all other codes and regulations” but in demolishing the building violated the City’s build-to ordinance, which required construction of new buildings within a certain distance from the center of the street.

Given those material misrepresentations, the Fourth Circuit concluded that Rockville Cars had no “legitimate claim of entitlement” to a permit it never lawfully obtained and therefore had no procedural due process rights violated when the permit was suspended.

See also: *Marzullo v. Kahl*, 366 Md. 158, 783 A.2d 169 (2001).

Case Note:

In their decisions, the district court and the Fourth Circuit also noted that even if a property right vested in Rockville Cars’ building permit, and even if the City deprived Rockville Cars of that interest, no procedural due process violation existed here because Rockville Cars failed to exhaust both administrative and state court remedies that the government afforded.

Zoning News from Around the Nation

LOUISIANA

In late May, Governor John Bel Edwards vetoed a bill that would have blocked the institution of inclusionary zoning policies in the state of Louisiana. Reportedly, Edwards’ veto “comes with the condition that parishes in Louisiana must enact inclusionary zoning policies by 2019” or else face a new bill blocking inclusionary zoning policies.

Source: *The New Orleans Advocate*; www.theadvocate.com

MASSACHUSETTS

Governor Charlie Baker is touting his proposed housing production bill in hopes that it will pass in the state legislature before the July 31 end of formal sessions. The bill would “allow zoning changes to be made with majority, rather than super-majority approval at the local

level.” Proponents of the bill say this would “remove a major obstacle to housing development in cities and towns that are each governed by their own zoning rules.” In May, the Committee on Housing endorsed a redrafted version (H 4290) of Baker’s bill. In early June, that bill was being considered by the House Ways and Means Committee.

Source: *The Lowell Sun*; www.lowellsun.com

The Conservation Law Foundation (“CLF”) is reportedly asking the state’s environmental secretary, Matt Beaton, to “reconsider new zoning he recently approved for Boston’s downtown waterfront.” The zoning plan covers approximately 42 acres of land and was negotiated over several years. CLF claims that Beaton’s decision to allow a 600-foot-tall tower on the site of the Boston Harbor Garage and a 305-foot-high tower on the site of Hook Lobster violates state law because the approvals do not mandate enough open space and allow too much height so close to the water, while requiring insufficient community benefits.

Source: *Boston Globe*; www.bostonglobe.com

MICHIGAN

The City of Detroit is considering a draft ordinance that would provide zoning restrictions on medical marijuana facilities, including capping the number of dispensaries city-wide at 75 and requiring dispensaries to be located at least 1,000 feet from schools, churches, liquor stores, and from each other. The ordinance would further set up “new rules and local permitting requirements for four new types of marijuana operations allowed under state rules: growing, testing, transporting, and processing operations.”

Source: *Michigan Radio*; <http://michiganradio.org>

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Notice/Authority—When neighbor does not receive notice of landowner’s Act 250 application, district commission issues second notice

Applicant contends district commission lacks authority to issue second notice after permit is final

Contributors

Corey E. Burnham-Howard

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Citation: *In re Mathez Act 250 LU Permit, 2018 VT 55, 2018 WL 2382006 (Vt. 2018)*

VERMONT (05/25/18)—This case addressed the issue of whether a district commission had the authority to issue a second notice for a final Act 250 permit when a neighbor did not receive notice of the permit before it became final, and the neighbor failed to timely appeal.

The Background/Facts: Act 250 is Vermont’s land use and development law under which statutes dictate procedures related to permit applications. (See, e.g. 10 V.S.A. § 6084). Nine district commissions review Act 250 applications and issue decisions and land use permits. Under Act 250’s statutory application process, applicants are required to list on their application, adjoining landowners and those with a “significant interest in the affected property” so that those with an interest have notice of the permit application and can request a hearing on the permit if desired.

On May 9, 2016, Lori and Richard Mathez (the “Applicants”) applied for an Act 250 permit to build a steel building for commercial vehicle repair and body shop. Applicants listed their neighbor, Wyle Solomon, but not his spouse, Sung-Hee Chung (“Neighbor”). Neighbor therefore did not receive an Act 250 notice of Applicants’ permit application, and thus did not request a hearing before the permit issued, without a hearing, on June 15, 2016.

On July 21, 2016, Neighbor learned about the permit, yet she did not seek to challenge or appeal the permit. Still, having been advised that Neighbor had not received notice about the permit, the District Commission, on August 25, 2016, sent out a second Act 250 notice for the permit. That second notice stated that the District Commission was “again reviewing [Applicants’] application under Act 250 Rule 51” and would decide “the status of [the] permit . . . as a component of its current application review.”

The Applicants appealed the second notice to the Superior Court, Environmental Division. The court held that in issuing a second notice, the District Commission “attempted to void or revoke” the permit, which was analogous to a collateral attack on a final decision, and the Commission lacked the authority to do so. Having determined that the second notice was therefore beyond the Commission’s authority, the court granted summary judgment in favor of the Applicants, and ordered the District Commission to vacate its decision to issue a second notice of the permit.

Neighbor appealed. Neighbor argued that the District Commission had authority to issue the second notice of the permit because “the District Commission was correcting an error, not adjudicating the final permit a second time, and the Commission has express, inherent, and implied authority to correct errors.”

DECISION: Judgment of Superior Court, Environmental Division, affirmed.

The Supreme Court of Vermont concluded that Neighbor’s arguments “miss[ed] the mark,” and held that, “[w]ithout deciding whether a District Commission ever at any time has authority to issue a second notice of a permit . . . the Commission did not have that authority here.”

In so holding, the court acknowledged that “Act 250 and its rules authorize

the District Commission to grant or deny permits and to correct application errors in certain circumstances.” (See 10 V.S.A. § 6025(b)(3) (authorizing Natural Resources Board to create procedures for District Commission to approve Act 250 permits); Act 250 Rules, Rule 30 (directing District Commission to approve, approve with conditions, or deny permit applications); Act 250 Rules, Rule 31 (allowing District Commission to alter Act 250 permits in certain circumstances); Act 250 Rules, Rule 34 (authorizing District Commission to amend permit in certain circumstances).) The court also acknowledged that aggrieved parties could challenge an issued permit. (See 10 V.S.A. § 8504(a) (authorizing appeal of District Commission decision to Environmental Division).) However, the court emphasized that such “opportunities are circumscribed; they do not give the Commission open-ended authority to change a permit or an aggrieved party unlimited opportunity to appeal.”

Here, the court found, in light of the lack of required notice, Neighbor had the legal option of requesting that the court extend or reopen the time to appeal. (V.R.A.P. 4.) The court further found that Neighbor did not do so. “Having failed to appeal through an authorized procedure,” Neighbor could not then appeal Applicants’ permit “through this alternative second-notice process,” determined the court. The District Commission, said the court, “is limited by the applicable statutes and rules and cannot create an alternative mechanism for review.” In so concluding, the court recognized “the tension between fairness and the finality of judgments that exists in all types of cases,” but found that “to protect and balance these competing interests,” “existing procedural rules already set the balance between finality and fairness” through avenues which Neighbor here did not take advantage.

See also: *In re Mahar Conditional Use Permit*, 2018 VT 20, 183 A.3d 1136 (Vt. 2018).

See also: *In re Treetop Development Co. Act 250 Development*, 201 Vt. 532, 2016 VT 20, 143 A.3d 1086 (2016).

Case Note:

In its decision, the court also addressed the procedural issue of whether the issuance of the second permit notice was properly before the Supreme Court for interlocutory review. The court concluded that interlocutory review was appropriate because the matter challenged was whether the District Commission “clearly exceeded its jurisdiction,” and “delaying review until the final decision would harm the parties.”

Hearings and meetings in general— Planning Commission holds hearing on permit, but Board of Commissioners fails to provide for notice for hearing before approving same permit

Neighbors contend board's failure to notice hearing violated Georgia's Zoning Procedures Law, but board says law only requires one noticed hearing per permit

Citation: *Hochstetter v. Pickens County*, 2018 WL 2465513 (Ga. 2018)

GEORGIA (06/04/18)—This case addressed the issue of whether a hearing before a county planning commission afforded interested citizens a meaningful opportunity to be heard by the county board of commissioners on an application for a conditional use permit, and thus satisfied the notice-and-hearing requirements of the Zoning Procedures Law.

The Background/Facts: In August 2015, Doug and Lynda Tatum (the "Tatums") applied for a conditional use permit for a 75-acre parcel in Pickens County (the "County"). Following publication of notice, in October 2015, the County Planning Commission held a hearing on the permit application. Several neighbors appeared at the hearing and objected to the application. Nevertheless, the Planning Commission approved the permit application. At its January 2016 meeting, the County Board of Commissioners (the "Board") also approved the permit.

Some of the neighbors (the "Neighbors") then filed a petition for judicial review. The Neighbors argued that they were denied a meaningful opportunity to be heard on the application. In particular, the Neighbors asserted that the Board failed to give notice as required by Georgia's Zoning Procedures Law ("ZPL") of the January 2016 Board meeting at which the Board approved the Tatums' permit.

Pursuant to the ZPL, before a county or municipality makes a "zoning decision," it must afford affected landowners and other interested citizens an opportunity to be heard. To that end, it must "provide for a hearing" on the proposed zoning decision and publish notice of that hearing. (See OCGA § 36-66-4 (a).)

The Board maintained that the hearing for which notice was required under the ZPL was not its January 2016 meeting, but rather, the October 2015 hearing before the Planning Commission—for which proper notice had been given.

The superior court agreed with the Board, holding that the notice of the October 2015 hearing was enough to satisfy the ZPL.

The neighbors appealed, and the Court of Appeals affirmed.

The Supreme Court of Georgia then issued a writ of certiorari to review the decision of the Court of Appeals.

DECISION: Judgment of Court of Appeals reversed.

Agreeing with the Neighbors, the Supreme Court of Georgia held that because the January Board meeting was “too attenuated in time or circumstances” from the Planning Commission’s October decision, it did not afford interested citizens a meaningful opportunity to be heard by the Board on the permit application, and therefore another hearing was required for the Board’s January 2016 meeting in order to satisfy the notice-and-hearing requirements of the ZPL.

In so holding, the court agreed with the Board that “a hearing is not required at every stage of the process that leads up to a zoning decision,” and “what the statute requires is one hearing during the continuous course of a zoning matter fore the local government.” Nevertheless, the court found that only one hearing in this case was insufficient to afford the Neighbors a meaningful opportunity to be heard on the permit application. The court said this was because: the Planning Commission had no authority to make a final zoning decision; and although the Planning Commission could make recommendations to the Board, here there was not an adequate record of the hearing before the Planning Commission made and transmitted to the Board—such that the final zoning decision of the Board could be said to have been meaningfully informed by what happened at the Planning Commission’s hearing. Rather, the Board received only a one-page memorandum about the Planning Commission’s October hearing, which noted “considerable objections from the surrounding neighbors in attendance,” but “fail[ed] to disclose even the general nature of those ‘considerable objections.’” The court could not find how the memorandum informed the Board in a “meaningful way” of what happened at the hearing. Accordingly, the court concluded that it could not find that the hearing before the Planning Commission afforded interested citizens a meaningful opportunity to be heard by the Board on the Tatums’ permit application. Thus, the court concluded that the October 2015 hearing did not satisfy the notice-and-hearing requirements of the ZPL.

See also: *City of Roswell v. Outdoor Systems, Inc.*, 274 Ga. 130, 549 S.E.2d 90 (2001).

Structures and Scale—Zoning board finds by-law limiting scale of new construction does not apply to an applicant's proposed new construction

Abutting landowners challenge that determination and urge a different interpretation of the by-law and its applicability

Citation: *Sinaiko v. Zoning Board of Appeals of Provincetown*, 93 Mass. App. Ct. 274 (May 25, 2018)

MASSACHUSETTS (05/25/18)—This case addressed the issue of the application of a municipal zoning by-law to a proposed new construction. The case involved the interpretation and application of the by-law.

The Background/Facts: Stanley Sikorski (“Sikorski”) apparently agreed to purchase a vacant lot (the “Lot”) in the Town of Provincetown (the “Town”). The purchase was contingent on Sikorski obtaining a building permit. Sikorski proposed to build a two-and-a-half story single-family home, totaling 33,810 cubic feet in volume.

Section 2640 of the Town’s zoning by-law was “applicable to all new buildings and all additions in all zoning districts in [the Town].” Section 2640 regulated the scale of new construction and additions. Its purpose was to preserve the Town’s existing character of “buildings that have relatively consistent and harmonious scale within neighborhoods,” and to prevent the construction of “[n]ewer buildings, where the appropriate scale has not been maintained, [that] have disrupted the character of the neighborhoods.” To serve that purpose, the by-law limited the size of new buildings and building additions that could be constructed. More specifically, new buildings were allowed, as of right, in a scale up to 25% larger than the average size of existing buildings in the area (the “neighborhood average”). The by-law dictated that, with regard to new construction, the neighborhood average was to be calculated based on existing structures that lie within 250 feet of the center of the parcel—with “the largest and smallest structures’ within that radius . . . to be excluded.” Landowners seeking to construct a larger building than could be built as of right could apply for a special permit from the Town’s Zoning Board of Appeals (the “Board”).

When Sikorski applied for a building permit for his proposed home, the building commissioner determined that by-law § 2640—and its scale limitations—was not applicable. The building commissioner so determined because in calculating the “neighborhood average” structure scale, only two nearby structures lay within 250 feet of the center of Sikorski’s Lot (with the mean volume of those structures being 6,380 cubic feet). The building commis-

sioner determined that since § 2640 dictated that the “largest and smallest structures” within 250 feet be excluded from the scale calculation for proposed new construction, then § 2640 placed “no constraints on the size of building that Sikorski could build as of right.”

Jonathan Sinaiko and Camille Cabrey (the “Abutters”) appealed the building commissioner’s decision. They argued that the plain language of § 2640 required its application to all new construction—including that proposed by Sikorski, and that, as applied, the by-law required Sikorski to seek a special permit for his proposed building since its 33,810 cubic feet in volume was over five times as large as the 6,380 cubic foot mean volume of the two structures within 250 feet of the center of Sikorski’s Lot.

The Board affirmed the building commissioner’s decision. The Board agreed with the building commissioner’s interpretation of the application of § 2640, and found that, in this case, “there [was] no scale calculation procedure to follow.”

The Abutters appealed. Finding there was not material issue of fact in dispute, and deciding the matter based on the law alone, the superior court affirmed the Board’s decision. The court reasoned that § 2640 was “ambiguous because it did not address how the neighborhood average was to be calculated in the circumstances of this case” (i.e., where there are only two structures within the 250-foot radius of the center of the parcel). The court found it reasonable for the Board to conclude that “where no qualifying structures exist in the 250[-]foot radius, there is no existing scale which must be protected.”

The Abutters again appealed.

DECISION: Judgment of superior court reversed.

The Appeals Court of Massachusetts agreed with the Abutters’ arguments. It held that by its plain language, § 2640 was “applicable to all new buildings,” and the Board was therefore “not free to determine that the by-law simply [was] inapplicable.”

Having determined that § 2640 applied to Sikorski’s proposed structure, the court next looked at how the neighborhood scale average was to be calculated in the circumstances presented. The court concluded that there was an interpretation of the by-law that would “accord both its language and its express purpose.” The court found that “[n]othing in the language of § 2640 compelled the building commissioner to exclude existing structures when doing so would leave him without a basis upon which to set a neighborhood average.” In fact, the court found that “the specific language of the by-law cuts in the other direction.” Finding that the terms “largest” and “smallest” that appear in the by-law properly are used only in relation to three or more items, the court concluded that “a grammatically correct reading of the by-law’s plain language, the directive that the building commissioner exclude the ‘largest’ and ‘smallest’ structures in calculating a neighborhood average would apply only where there are three or more structures within 250 feet of the applicable measuring point.” Applying such an interpretation here, the court found that the two structures within 250 feet of the applicable measuring point would not be excluded in calculating the neighborhood average.

With Sikorski’s proposed structure having a volume five times greater than

the mean volume of the two structures within the 250-foot radius, the court agreed with the Abutters that the proposed building was “too large to be approved . . . without a special permit.”

See also: *MacGibbon v. Board of Appeals of Duxbury*, 356 Mass. 635, 255 N.E.2d 347, 1 Env't. Rep. Cas. (BNA) 1122 (1970).

Vested Rights—After applicant files building permit for farm structures, town zones land as non-agricultural

Applicant contends Wisconsin's Building Permit Rule applies to land and not just structures, thus vesting its right to agricultural use

Citation: *Golden Sands Dairy LLC v. Town of Saratoga*, 2018 WI 61, 2018 WL 2710392 (Wis. 2018)

WISCONSIN (06/05/18)—This case addressed the issue of whether the Building Permit Rule—which vests the right to use property consistent with current zoning at the time a building permit application that strictly conforms to all applicable zoning regulations is filed—applies to all land specifically identified in the building permit application, or whether it applies merely to structures.

The Background/Facts: In June 2012, Golden Sands Dairy, LLC (“Golden Sands”) filed a building permit application with the Town of Saratoga (the “Town”). Golden Sands sought to operate a farm on 6,388 acres in and around the Town. In furtherance of that use, Golden Sands’ building permit application sought to build seven farm structures on 92 acres of the 6,388 acres. Attached to Golden Sands’ building permit application was a map of the property. The map highlighted the agricultural land in blue and the land on which the building structures would be constructed in yellow. The map was based on a U.S. Geological Survey topographical map that contained details such as county borders, roads, and latitude and longitude.

At the time Golden Sands filed its building permit application, the Town did not have any zoning ordinances, and the county zoning ordinance zoned the land as “unrestricted,” meaning it could be used for any lawful purpose. In October 2012, the Town passed a permanent zoning ordinance, which was ratified by the county in November 2012. Under the Town’s new zoning ordinance, only 2% of the town—and none of Golden Sands’ land—was zoned for agricultural use. Accordingly, Golden Sands’ planned dairy farming operation did not conform to the zoning ordinance.

Ultimately, in light of its new zoning ordinance, the Town refused to issue the building permit to Golden Sands. Golden Sands then filed a mandamus action to compel the Town to issue the building permit. Golden Sands argued that the Building Permit Rule extended to all land specifically identified in a

building permit application—and as such, Golden Sands thus had a vested right to use all of the property for agricultural purposes. Under Wisconsin law, the Building Permit Rule vests the right to use property consistent with current zoning at the time a building permit application that strictly conforms to all applicable zoning regulations is filed.

The circuit court concluded that Golden Sands' building permit application was complete and complied with all zoning regulations at the time it was filed. The circuit court also agreed with Golden Sands and concluded that the Building Permit Rule extends to all land identified in the building permit application. Finding there was no material issues of fact in dispute, and deciding the matter on the law alone, the court issued summary judgment in favor of Golden Sands.

The Town appealed. On appeal, the Town argued that Golden Sands' building permit was limited to vesting its right to build the seven structures identified in the building permit but did not also grant Golden Sands the right to use for agricultural purposes the farmland specifically identified in the building permit application.

The court of appeals agreed with the Town. The court of appeals distinguished between the right to build a structure and the right to use land. It determined that “the right to build a structure vests with the filing of a building permit application that strictly conforms to all applicable zoning regulations, but the right to use land vests with open and obvious use under the nonconforming use doctrine.” Based on that distinction, the court of appeals concluded that Golden Sands' building permit vested its right to build the structures, but not to use the other land identified in the building permit application for agricultural purposes—since Golden Sands was not yet using the land for agricultural purposes. The court of appeals concluded that because Golden Sands had not established a nonconforming use before the Town's zoning ordinance took effect, it could not use any of its land for agricultural purposes.

Golden Sands appealed.

DECISION: Judgment of court of appeals reversed.

Agreeing with Golden Sands, the Supreme Court of Wisconsin held that “the Building Permit Rule extends to all land specifically identified in a building permit application.” The court concluded that, consequently, Golden Sands had a vested right to use all of the property for agricultural purposes.

In so holding, the court found that the “primary policy underlining the bright-line Building Permit Rule” was “predictability.” The court concluded that predictability was “best advanced by applying the [Building Permit Rule] to all land specifically identified in the building permit application.” Otherwise, noted the court, “piecemealing,” as advanced by the Town and the court of appeals, “would require extensive litigation over how much land specifically identified in the building permit application [was] necessary” Moreover, said the court, “for any business that requires land in addition to structures for its operations, a building permit is nearly worthless if the rights vested by virtue of obtaining a conforming building permit do not extend to the land necessary to put the structures to their proper use.” Further, the court said that “[t]o separate structures from their associated land would be to allow zoning

authorities to circumvent the Building Permit Rule by enacting restrictive zoning regulations on land that is necessary to give the buildings value.” (The court found support for its conclusion under the principles advanced in other jurisdictions—namely those that “emphasize that the rights vested by a building permit application are to develop land, not merely build structures.”)

Applying its holding to the facts here, the court held that because Golden Sands’ building permit application included a map that provided “an objective means to determine the contours of the [p]roperty,” Golden Sands possessed a vested right to use the property for agricultural purposes.

See also: *McKee Family I, LLC v. City of Fitchburg*, 2017 WI 34, 374 Wis. 2d 487, 893 N.W.2d 12 (2017).

See also: *Manna Funding, LLC v. Kittitas County*, 173 Wash. App. 879, 295 P.3d 1197 (Div. 3 2013), as amended on denial of reconsideration, (Apr. 9, 2013).

Case Note:

Wisconsin is in the minority of United States jurisdictions that adheres to the Building Permit Rule. The majority of other jurisdictions require both a building permit and “substantial construction and/or substantial expenditures before rights vest.” The court explained that under the majority rule, a landowner’s building permit can be revoked if the property is rezoned (even if construction has already begun).

Zoning News from Around the Nation

HAWAII

The Puna County Council Planning Committee has reportedly postponed action until mid-July on vacation rental legislation while the County recovers from its ongoing lava flow emergency. The proposed legislation would prohibit un-hosted short-term rentals in residential and agricultural zones, while allowing them in hotel and resort zones as well as commercial districts. Existing rentals in disallowed areas would be able to be grandfathered in by applying for a nonconforming use certificate that must be renewed annually at a cost of \$500. One council woman has reportedly proposed adding language to the bill that would allow the County planning director to accept applications for new short-term vacation rentals to replace those lost during an emergency. However, opponents of that proposed amendment argue it is contrary to the original intent of the bill.

Source: *West Hawaii Today*; www.westhawaii.com

OHIO

Governor John Kasich recently signed legislation, which, among other things, contained an amendment that would accelerate an expected referen-

dum on the proposed rezoning of approximately 290 acres in the Village of Lordstown, Trumbull County—on which the TJX Companies has proposed to build a HomeGoods distribution center. “The legislation allows the Trumbull County Board of Elections to schedule a special election for the referendum 60 days after a council vote accepting the rezoning.” Without the legislation, a referendum would not have taken place until the general election in November.

Source: *The Business Journal*; <https://businessjournaldaily.com>

TENNESSEE

Effective May 23, 2018, a new state law (House Bill 1020)—The Short-Term Rental Unit Act—allows “cities to regulate short-term rental units if they choose, but will protect those hosts who already have been renting their properties through online platforms such as Airbnb.” Under the new law, “short-term rentals” are defined as “a residential dwelling that is rented wholly or partially for a fee for a period of less than 30 continuous days” and does not include a hotel or bed and breakfast. The new law allows municipalities to pass local legislation that bans or limits short-term rentals. However, the state law grandfathers short-term rental hosts that can prove they were offering short-term rentals for at least six months of the 12-month period before the effective date of any new municipal law regulating such use.

Source: *The Daily Times*; www.thedailytimes.com

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Vested rights—After developer submits incomplete zoning application, township adopts ordinance prohibiting developer's proposed use

Developer says its still entitled to develop pursuant to New Jersey's Time of Application Rule, but township says Rule only applies to "complete" applications

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Citation: *Dunbar Homes, Inc. v. Zoning Board of Adjustment of Township of Franklin*, 2018 WL 3041000 (N.J. 2018)

NEW JERSEY (06/20/18)—This case addressed the issue of whether an incomplete zoning application triggers New Jersey’s Time of Application Rule (the “TOA Rule”) (N.J.S.A. 40:55D-10.5)—which provides that “development regulations which are in effect on the date of the submission of an application for development shall govern the review of that application for development.” More specifically, the case addressed the issue of “whether an application for development that does not include all required materials should be considered an ‘application for development’ for purposes of the TOA Rule.”

The Background/Facts: Dunbar Homes, Inc. (“Dunbar”) was a land developer and residential builder. Dunbar owned a 276-unit garden apartment complex in a General Business Zone (“GB-Zone”) in Franklin Township (the “Township”). Dunbar also owned 6.9 acres adjacent to its apartment complex. Dunbar sought to develop on those 6.9 acres an additional 55 garden apartments.

At the time Dunbar was considering the proposed development, under the Township’s zoning ordinance, garden apartments were a permitted conditional use in the GB-Zone. As such, Dunbar was required to obtain a (d)(3) variance and site plan approval. However, in May 2013, the Township introduced a proposed ordinance that eliminated garden apartments as a permitted conditional use in the GB-Zone. One day before the public hearing on that proposed ordinance, Dunbar submitted an application to the Township’s Planning Board for site plan approval and a (d)(3) variance to build those additional 55 garden apartments. The next day, July 16, 2013, the Town adopted the new ordinance eliminating garden apartments as a permitted conditional use in the GB-Zone. The new ordinance became effective on August 5, 2013. On August 7, 2013, a Township zoning officer notified Dunbar that its application was incomplete. As such, and given the effectiveness of the new ordinance, Dunbar was instructed that it would now need to apply for a (d)(1) variance (with stricter standards) instead of a (d)(3) variance.

Dunbar appealed the zoning officer’s determination to the Township’s Zoning Board of Adjustment (the “Board”). Dunbar argued that its application was “complete” upon submission and therefore was protected by New Jersey’s Time of Application (“TOA”) Rule. The TOA rule provides:

“Notwithstanding any provision of law to the contrary, those development regulations which are in effect on the date of submission of an application for development shall govern the review of that application for development and any decision made with regard to that application for development. Any provisions of an ordinance, except those relating to health and public safety, that are adopted subsequent to the date of submission of an application for development, shall not be applicable to that application for development.” (N.J.S.A. 40:55D-10.5)

Dunbar argued that, therefore, for the purpose of its application, the TOA Rule preserved the zoning ordinance in place at the time Dunbar submitted its application (allowing garden apartments as permitted conditional uses, and requiring a less stringent (d)(3) variance). Dunbar contended that despite some admitted deficiencies in its application, its application was “sufficient.” It also argued that requiring its application be “complete” for the TOA Rule to be effective would “frustrate the purpose” of New Jersey’s Municipal Land Use Law (“MLUL”) (which includes the TOA Rule), which only required an “application for development” rather than a “complete application for development” to trigger the protections of the TOA Rule.

The Township argued that the zoning ordinance required an application for development to be “complete” for the TOA Rule to apply.

Agreeing with the Township’s view, the Board denied Dunbar’s appeal. The Board determined that Dunbar’s application was not an “application for development” as defined by the ordinance because it did not include materials required by the ordinance. Thus, the Board concluded that because Dunbar’s application was not deemed “complete” before the effective date of the ordinance prohibiting garden apartments in the GB-Zone, the TOA Rule did not shield Dunbar from the Township’s new zoning ordinance, and Dunbar was required to obtain a (d)(1) variance for its proposed development.

Dunbar appealed to the superior court. The superior court determined that the TOA Rule should apply “if the applicant provide[s] enough information . . . so that a meaningful review of the application can commence.” And, here, the court found that Dunbar’s submission met that standard. The court thus concluded that Dunbar’s application was protected by the TOA Rule.

The Township appealed. The Appellate Division reversed the trial court. In doing so, the Appellate Division rejected the trial court’s “enough information for meaningful review” standard. The Appellate Division instead held that an application must meet the definition of “application for development” under the MLUL. Under the MLUL (N.J.S.A. 40:55D-3), “application for development” is defined as “the application form and all accompanying documents required by ordinance for approval of a subdivision plat, site plan, planned development, cluster development, conditional use, zoning variance or direction of the issuance of a permit.” Thus, the Appellate Division concluded that “[t]he benchmark for determining whether documents required for the submission to constitute an application for development . . . is whether they are specifically required by the ordinance.” Applying that standard to Dunbar’s application, the Appellate Division concluded that Dunbar’s submission did not constitute an “application for development” within the meaning of the MLUL because it did not include all items required by the ordinance. Accordingly, the Appellate Division determined that therefore the Board’s decision not to extend the protection of the TOA Rule to Dunbar’s submission was not arbitrary or capricious or unreasonable.

Dunbar petitioned for certification, and the Supreme Court of New Jersey granted the petition.

DECISION: Judgment of Appellate Division affirmed.

Agreeing with the Appellate Division and looking at the plain language of the MLUL, the Supreme Court of New Jersey held that for protections of the TOA Rule to apply, an “application for development” must include the information and all accompanying documents required by the relevant municipal ordinance. In its holding, the court rejected Dunbar’s argument that the TOA Rule did not require a “complete” application. The court found that although the TOA Rule did not use the word “complete,” it explicitly cross-referenced the local ordinance provisions of the MLUL, which list application requirements. (See N.J.S.A. 40:55D-3, defining “application for development.”)

The court found support for its position in noting that such a “clear, easily, applied, and objective standard advances the MLUL’s goal of statewide consistency and uniformity in land use decisions.” The court explained that such a standard “requires that the zoning officer compare the contents of a submission to the requirements of the municipal ordinance; it does not require review of each submission to determine whether a ‘meaningful review’ can be undertaken.”

Having determined that, to be protected by the TOA Rule, applicants must submit precisely what the MLUL (N.J.S.A. 40:55D-3) requires—"the application form and all accompanying documents required by ordinance for approval of a . . . site plan, . . . conditional use, zoning variance or direction of the issuance of a permit"—the court concluded that the Board's determination that Dunbar's application was not entitled to the protection of the TOA Rule and that Dunbar would have to complete a more stringent (d)(1) variance application was not "arbitrary and capricious or unreasonable." The court found it undisputed that Dunbar's submission lacked items mandated by the ordinance. Because Dunbar's application was incomplete and Dunbar had not sought a waiver, the court concluded that Dunbar's application could not benefit from the TOA Rule.

See also: *Grabowsky v. Township of Montclair*, 221 N.J. 536, 115 A.3d 815 (2015).

Case Note:

In this case, the Supreme Court of New Jersey granted the following motions for leave to appear as amicus curiae: a joint motion by the New Jersey Builders Association, NAIOP New Jersey Chapter, Inc., and the International Council of Shopping Centers; a joint motion by the New Jersey State League of Municipalities and the New Jersey Institute of Local Government Attorneys; and an individual motion by the New Jersey State Bar Association.

Case Note:

In its decision, the Supreme Court of New Jersey also noted "some important practical limits to Board determinations based on an application's failure to include all required materials." The court said that an application is not rendered "incomplete" simply because a municipality requires "correction of any information found to be in error and submission of additional information not specified in the ordinance or any revisions in the accompanying documents." (See N.J.S.A. 40:55D-10.3). Further, the court said that "in the event information required by local ordinance is not pertinent, the applicant may request a waiver as to that information or those documents it finds extraneous." (See N.J.S.A. 40:55D-10.3). In such a case, the court explained, if a waiver request for one or more items accompanies all other required materials, the applicant's submission will provisionally trigger the TOA Rule. Then, if the Board grants the waiver, the application will be deemed complete. If the Board denies the waiver, its decision will be subject to review under the customary "arbitrary and capricious or unreasonable" standard.

Civil Rights/Procedures—Property owner appeals issuance of zoning permits to neighbor, and later brings a civil rights claim against borough

Property owner's civil rights claim contends borough violated her substantive right to be heard in her appeal

Citation: *Harz v. Borough of Spring Lake*, 2018 WL 3117016 (N.J. 2018)

NEW JERSEY (06/26/18)—This case addressed the issue of whether a homeowner, who challenges the issuance of a zoning permit allowing construction on neighboring property, has a statutory right to be heard before the municipal planning board, and if so, whether the violation of that right gives rise to an action under the New Jersey Civil Rights Act, N.J.S.A. 10:6-1 to -2.

The Background/Facts: In December 2009, the Borough of Spring Lake (the "Borough") issued a zoning permit (the "First Permit") to Thomas Carter ("Carter"). The permit was for construction of a two-and-a-half story residence and a detached garage. Mary Harz ("Harz") owned the property adjacent to Carter's. She was unaware of the issuance of the permit until late spring 2010 when construction began on Carter's residence. Concerned about what she was observing of the construction, Harz reviewed Carter's development plans on file at the Borough's Zoning Office and determined that they allowed for several violations of the Borough's land-use ordinance. Harz brought her concerns to the Borough's zoning officer. Unsatisfied with the zoning officer's response, Harz hired an attorney.

In June 2010, Harz's attorney appealed the issuance of Carter's zoning permit. Despite Harz's request to do so, the zoning officer failed to transmit the appeal to the Borough's Planning Board. The zoning officer did request revised construction plans from Carter, and although no stop work order issued, construction on the project effectively ceased.

In August 2010, the zoning officer approved a new set of revised plans and issued an amended zoning permit to Carter (the "Second Permit"). Harz appealed the Second Permit, alleging that the revised plans still violated the Borough's height regulations. The Planning Board set a hearing for the appeal, but later cancelled it, and instead the zoning officer issued a stop work order on the determination that Carter's construction plans were not in conformance with the Borough's land-use ordinance.

After Carter again submitted revised construction plans, another permit (the "Third Permit") issued. Harz again believed the revised plans still violated the Borough's land-use ordinance. She sought and obtained from the superior court a temporary restraining order to stop construction, and then she appealed the issuance of the Third Permit to the Planning Board.

After a hearing, the Planning Board agreed with some of Harz's objections, finding Carter's construction plans violated some of the Borough's land-use ordinance. The Planning board rescinded the Third Permit, and then, once Carter met specified conditions, issued a final permit to Carter.

Harz did not appeal that final permit. However, in August 2011, Harz filed a federal and state civil rights action against the Borough and the initial zoning officer (hereinafter, collectively the "Borough"). Among other things, Harz brought a claim under the New Jersey Civil Rights Act, N.J.S.A. 10:6-1 to -2, alleging that the Borough violated her substantive rights under the New Jersey Constitution and New Jersey's Municipal Land Use Law (the "MLUL"). Essentially, Harz complained that she had a right to a hearing on her appeal, and that right was violated, causing her to expend substantial funds to retain an attorney and other licensed professionals in battling the improperly issued zoning permits.

Finding no material issues of fact in dispute, and deciding the matter on the law alone, the trial court issued summary judgment in favor of the Borough and dismissed Harz's complaint. With regard to Harz's civil rights claim, the trial court concluded that the MLUL only established a "right to be heard," and not a "right to a hearing." The court found that Harz was "heard" by filing her appeals, and therefore concluded that her rights were not violated.

Harz appealed. Disagreeing with the trial court, the Appellate Division found that, under the MLUL—N.J.S.A. 40:55D-72—Harz had a substantive right to appeal the issuance of the permits, which the Borough violated when the zoning officer failed to transmit her initial appeal to the Planning Board and when the Borough cancelled the hearing on the appeal of the Second Permit. The Appellate Division essentially concluded that Harz's action in getting a temporary restraining order on construction from the trial court "was the means by which Harz vindicated her substantive right to secure the [Planning B]oard's review of an alleged zoning violation.'"

The Borough petitioned for certification, challenging the reinstatement of Harz's state civil rights claim. The Borough argued that N.J.S.A. 40:55D-72 does not confer on an "interested party," such as Harz, the "right to a board hearing" on an appeal challenging the issuance of a zoning permit and therefore the Appellate Division erred in finding the violation of a cognizable substantive right under the Civil Rights Act. Alternatively, the Borough argued that, even assuming that the statute conferred a right to appeal to a Board, Harz "received relief under the statute because the appealed zoning permits issued to her neighbors were either withdrawn (after Harz's first Notice of Appeal) or rescinded (after Harz's second Notice of Appeal)"—thus rendering moot Harz's appeals to the Board.

The Supreme Court of New Jersey granted the Borough's petition.

DECISION: Judgment of Appellate Division reversed.

The Supreme Court of New Jersey held that Harz did have a substantive right to be heard pursuant to the MLUL. However, the court concluded that "the Borough did not violate a substantive right as envisaged under [New Jersey's] Civil Rights Act."

The court explained that New Jersey's Civil Rights Act—subsection (c) of N.J.S.A. 10:6-2—provides in part: "Any person who has been deprived of . . . any substantive rights, privileges or immunities secured by the Constitution or laws of this State, . . . by a person acting under color of law, may bring a civil action for damages and for injunctive or other appropriate relief." (N.J.S.A. 10:6-2(c).) The court noted that the prevailing party in a private cause of action under the Civil Rights Act may also receive "reasonable attorney's fees and costs." (N.J.S.A. 10:6-2(f).)

The court further explained that identifying whether a claimed right is a “substantive right” protected under the state’s Civil Rights Act involves a multi-step test under which the court must determine: “(1) whether, by enacting the statute, the Legislature intended to confer a right on an individual” . . . ; (2) whether the right “is not so ‘vague and amorphous’ that its enforcement would strain judicial competence,” . . . ; and (3) whether the statute “unambiguously impose[s] a binding obligation on the [governmental entity]” ; and (4) whether the “right is substantive, not procedural.” With regard to differentiating “substantive” from “procedural” rights, the court noted that “a substantive right is ‘[a] right that can be protected or enforced by law; a right of substance rather than form.’”

Here, the court found that the nature of the substantive right at issue—a property right—was “clearly identifiable,” and that Harz had a right to have her property concerns “heard in some form.” Looking at the MLUL, the court found that it “clearly” conferred on Harz a right to be heard before the Planning Board. Finding “an interested party’s right to be heard is inextricably tied to a party’s property rights,” the court found that the MLUL right to be heard was “substantive, not procedural.”

Although the court found that Harz had a substantive right to be heard by the Board, the court also found that the zoning officer’s failure to transmit Harz’s initial appeal to the Planning Board and the Borough’s cancellation of the hearing on the appeal of the Second Permit “did not deprive Harz of a substantive right because she suffered no adverseness.” The court cited the effective ceasing of construction on Carter’s property after Harz’s initial appeal as reason that Harz “suffered no adverseness to any property right she possessed.” Moreover, the court found that nothing in the record suggested that if Harz had not filed her action with the trial court for the temporary restraining order, the Planning Board would have denied her a hearing. Thus, the court concluded that, for the purposes of the state Civil Rights Act, Harz did not exhaust the statutory process for securing her right to be heard under the MLUL. Having found that Harz failed to prove that the Borough deprived her of the right to be heard, the court concluded that Harz’s civil rights claim must be dismissed.

See also: *Tumpson v. Farina*, 218 N.J. 450, 95 A.3d 210 (2014).

Case Note:

In its decision, the court acknowledged that if the zoning officer had permitted construction to proceed on Carter’s property and blocked Harz’s ability to appeal and be heard by the Board, that scenario may have been a violation of Harz’s substantive property right and a Civil Rights Act violation.

Telecommunications Act—After zoning board denies variance for telecommunications tower, variance applicant alleges board violated the federal Telecommunications Act

Applicant contends board's decision failed to provide substantial evidence related to express consideration of the Act's requirements

Citation: *American Towers LLC v. Town of Shrewsbury*, 2018 WL 3104105 (D. Mass. 2018)

MASSACHUSETTS (06/22/18)—This case addressed the issue of whether a zoning board's decision in denying a variance for a telecommunications tower was supported by "substantial evidence," as required by the federal Telecommunications Act. It also addressed the issue of whether the federal Telecommunications Act requires municipal zoning boards, when denying a particular application, to expressly consider the requirements of the Telecommunications Act—including coverage gap or whether a denial is an effective prohibition of wireless services.

The Background/Facts: American Towers LLC and T-Mobile Northeast LLC (collectively, "American Towers") entered into a lease agreement to lease a certain part of a property in the Town of Shrewsbury (the "Town"). American Towers planned to construct a wireless communications facility on the property, including a 149-foot multicarrier monopole-style tower. The property was located in a Rural A Zoning district which did not allow wireless communication towers or structures taller than 35 feet. Accordingly, American Towers applied to the Town's Zoning Board of Appeals ("ZBA") for a use variance and a dimensional variance.

Eventually, the ZBA voted to deny the variances. The ZBA issued a three-page decision denying the application. The decision explained that the Board found that the proposed tower "would create a nuisance by virtue of noise, odor, smoke, vibration, traffic generated, unsightliness and other conditions detrimental to the public good." The ZBA also found "no unique conditions of the lot's size, topography, orientation, and shape, where strict compliance with the requirements of the Zoning Bylaw would be an undue hardship upon [American Towers]."

American Towers later brought a lawsuit against the Town and the ZBA. American Towers contended that the ZBA's denial of the variances violated the federal Telecommunications Act of 1996 ("TCA").

Among other things, the TCA provides that the state and local regulation of "the placement, construction, and modification of personal wireless service facilities" shall not "unreasonably discriminate among providers of functionally equivalent services" or "prohibit or have the effect of prohibiting the provision

of personal wireless services.” (47 U.S.C.A. § 332(c)(7)(B)(i) and (iii).) Also, when a local zoning authority denies an application to construct a wireless facility, the TCA requires the local authority’s decision be (1) “in writing” and (2) “supported by substantial evidence contained in a written record.” (47 U.S.C.A. § 332(c)(7)(B)(iii).)

Here, under Count 1 of its complaint, American Towers alleged that the Town had effectively prohibited cell-phone service in violation of the TCA. Under Count 2, American Towers alleged that the ZBA’s opinion was not based on substantial evidence contained in a written record, in violation of the TCA.

American Towers asked the court to find there were no material issues of fact and to issue summary judgment in their favor on Count 2. American Towers sought this summary judgment on the theory that if the ZBA’s denial of the variances was found not to be supported by substantial evidence—in violation of the TCA—American Towers would be entitled to an injunction requiring the Town to approve the variances (and Count 1 would then be moot). American Towers argued that the ZBA did not comply with the TCA’s requirement that its decision be “supported by substantial evidence contained in a written record.” Specifically, American Towers contended that the “hardship” warranting their requested variance was a significant gap in wireless service coverage. They further contended that the TCA required local zoning boards to treat such a gap in coverage as an additional category of hardship under the Massachusetts variance standard. (Under the Massachusetts Zoning Act, zoning variances are permitted for hardships related to soil conditions, shape, or topography of the land. (Mass. Gen. Laws Ch. 40A, § 10.)) Thus, they contended that the ZBA had a duty to consider, under the TCA’s substantial-evidence requirement, whether a variance denial effectively prohibited wireless service. They argued that: “(1) they demonstrated, without contradiction, a significant gap in coverage—indeed, the Board so found; (2) the Board’s refusal to permit the closing of such a gap constitutes an ‘effective prohibition of wireless service’ within the meaning of the TCA; and (3) the Board did not give any reason as to why its refusal to permit the variance did not constitute ‘effective prohibition’; [and] therefore (4) the Board’s decision [was] not supported by substantial evidence contained in a written record.”

In a cross-motion, the Town asked the court to issue summary judgment on Count 2 in its favor.

DECISION: American Tower’s motion for partial summary judgment on Count 2 and the affirmative defenses granted in part as to liability for Count 2, and denied in part without prejudice as to the affirmative defenses and the remedy for Count 2. Town’s cross-motion for partial summary judgment on Count 2 denied.

The United States District Court, D. Massachusetts, held that the ZBA’s decision did violate the substantial-evidence standard of the TCA.

In so holding, the court rejected American Tower’s argument that a zoning board must expressly consider the requirements of the TCA—including coverage gap or whether a denial is an effective prohibition of wireless services. The court found the TCA did require a variance if a town’s denial would be an effective prohibition of wireless services. And, the court found that the TCA requires zoning decisions be supported by substantial evidence. However, in reviewing the statutory language, First Circuit (Court of Appeals) guidance, and explicit holdings in other circuits, the court found those two requirements were separate.

For example, explained the court, “[t]o demonstrate an effective-prohibition claim based on the denial of a particular proposal, the proponent of the tower has the burden to show ‘that further reasonable efforts are so likely to be fruitless that it is a waste of time to even try.’” Moreover, “[w]hile an individual denial by a zoning board might amount to an effective prohibition, the information necessary to make that determination is broader than the particular site for which approval is sought— . . . presumably includ[ing] information about the town’s regulatory scheme, the feasibility of other possible locations, and so on.” In comparison, to demonstrate a “substantial evidence” claim, “a plaintiff need only establish that the particular decision by the zoning board in a given case was not in writing or not supported by substantial evidence.” Those different standards of review, said the court, “appear to reflect a judgment that deference is due to the zoning board’s specific decision about the appropriateness of a particular project, whereas the question of whether wireless service has been effectively prohibited is a question on which a lay zoning board has no particular expertise.” Thus, the court concluded that a zoning board “need not expressly consider the requirements of the TCA.” Rather, “[t]he relevant standard the [b]oard must use to determine a variance is that set forth by state and local law.” Accordingly, the court concluded that its substantial-evidence review here was limited to the ZBA’s decision under the Massachusetts Zoning Act’s standards for obtaining a zoning variance.

Under that review, the court concluded that the ZBA failed to support its zoning variance denials with substantial evidence, as required by the TCA. The court noted that “it is not sufficient under the TCA for a board to simply recite the applicable legal standard.” Here, the court found that was all that the ZBA had done in issuing its decision denying American Tower’s variances. The ZBA, found the court, failed to address Massachusetts Zoning Act variance standards—such as the hardship of land topography (which might require a tall tower). In fact, the court found that the ZBA failed to address any claimed hardship at all. The court concluded that the ZBA’s “bare-bones decision” was not “sufficient explanation of the reasons for the denial ‘to allow a reviewing court to evaluate the evidence supporting those reasons.’” In short, the court concluded that the reasons given by the ZBA for variance denials were “plainly inadequate.”

Having concluded that the ZBA violated the TCA’s substantial-evidence requirement, the court next addressed the remedy due American Towers. American Towers had argued that the ZBA’s violation of the TCA’s substantial-evidence requirement warranted an injunction, ordering the Town to issue the variances. While the court acknowledged that an injunction might be warranted for such a violation under “some circumstances”—such as when a “board is hostile to an applicant and using an . . . unsupported decision as cover for unreasonably obstructing a proposal”—here, the court concluded that it was not yet prepared to address a remedy for the substantial-evidence violation. The court said it would not address a remedy until American Tower’s effective-prohibition claim under Count 1 of the complaint was resolved (which could be dispositive).

See also: *Nextel Communications of Mid-Atlantic, Inc. v. Town of Wayland Mass.*, 231 F. Supp. 2d 396 (D. Mass. 2002).

See also: *Second Generation Properties, L.P. v. Town of Pelham*, 313 F.3d 620 (1st Cir. 2002).

See also: *T-Mobile Central, LLC v. Unified Government of Wyandotte County, Kansas City, Kan.*, 546 F.3d 1299 (10th Cir. 2008).

See also: *MetroPCS, Inc. v. City and County of San Francisco*, 400 F.3d 715 (9th Cir. 2005).

Case Note:

In its decision, the Court further noted that “although it is by no means required to do so, a local zoning board is not prohibited from considering whether its decision in a particular case would amount to an effective prohibition on the provision of wireless services.” The court said that in choosing to address the effective-prohibition issue, a zoning board thereby “retain[s] substantial control over where and how cell towers are built within its borders.” Still, if the zoning board chooses not to address that issue—as it may, the court advised that “it runs the risk that an individual decision might be held to be an effective prohibition, and it may be forced to issue a variance without further discussion of alternatives.”

Zoning News from Around the Nation

MAINE

The state House and Senate have passed a “sweeping medical marijuana reform bill.” The bill was headed to Governor LePage. Among other things, the bill would let medical marijuana caregivers “open retail stores, letting them become mini dispensaries that can serve as many card-carrying patients as they can from 30 flowering marijuana plants, but only in towns that have authorized medical marijuana storefronts.” A municipal opt-in amendment that was adopted with the bill “essentially allows a town to shut out caregiver retail stores by doing nothing,” and also allows towns “to shut down existing stores that have popped up without municipal authorization.”

Source: *The Times Record*; www.timesrecord.com

NEW YORK

The state Senate recently quashed a bill—Senate Bill S6760—which would have eliminated the cap on the residential floor area ratio. If the bill had passed, it would have allowed for taller and denser residential building.

Source: *Brownstoner*; www.brownstoner.com

OHIO

The state Senate Energy and Natural Resources Committee is considering a bill—House Bill 114—that would reportedly “relax the state’s strict wind turbine setbacks rules but again weaken renewable and energy efficiency standards.” Under the bill property line setbacks for commercial wind turbines would be “at least 1,225 feet to the nearest habitable structure on a property.”

Source: *Energy News Network*; <https://energynews.us>

Zoning Bulletin

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Inverse Condemnation—City encourages and invites public to use privately-owned beach parcel

Parcel owner sues city, alleging a taking of property without just compensation

Citation: *Chmielewski v. City of St. Pete Beach*, 890 F.3d 942 (11th Cir. 2018)

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The Eleventh Circuit has jurisdiction over Alabama, Florida, and Georgia.

ELEVENTH CIRCUIT (FLORIDA) (05/16/18)—This case addressed the issue of whether a city's encouragement and invitation to the general public to access private beachfront property amounted to an illegal seizure in violation of the property owner's Fourth Amendment rights, and a taking without just compensation in violation of the Florida Constitution.

The Background/Facts: The estate of Chester Chmielewski (the "Chmielewskis") owned beachfront property in the Don CeSar Place Subdivision in the City of St. Pete Beach (the "City"). Specifically, the Chmielewskis' home sat adjacent to one of the two blocks of the subdivision—Block M, and the Chmielewskis had title to the beachfront portion of Block M contiguous to their residence and extending across Block M to the mean high water line ("MHWL") of the Gulf of Mexico. The Chmielewskis' fee simple ownership was subject only to: (1) a 1925 plat restriction that allowed Don CeSar Subdivision owners the right to use Block M, including the Chmielewskis' beach parcel, for "beach and bathing purposes"; and (2) Florida law making available for public use the beach area between the water and the MHWL.

In 1975, the City acquired the original Don CeSar subdivision developer's residence, known as the Don Vista property. The Don Vista property adjoined Block M, just north of the Chmielewskis' property. From 2003 to 2005, the City renovated the Don Vista property, turning it in to a community center. As part of the renovations, the City cleared a direct public access path from a mini-park across from Block M to the Gulf of Mexico, and posted large signs with the City's emblem stating "Beach Access." The City also provided public parking to facilitate beach access, and published a map showing public access to the Block M beach at the Don Vista Center. While the City was renovating the Don Vista Center, it also zoned and mapped Block M, including the Chmielewskis' beach parcel, as "recreation open space/public park." That zoning designated the property as a public beach for public use (inconsistent with the Chmielewskis' private ownership rights).

The Chmielewskis later claimed that following these City renovations and actions, large numbers of public beachgoers flocked onto the Chmielewskis' private beach parcel. The Chmielewskis also claimed that the City declined to enforce its trespassing laws against those members of the public trespassing on the Chmielewskis' property. Moreover, the Chmielewskis pointed to the fact that the City actually facilitated public use of the Chmielewskis' beach parcel by, among other things: allowing Block M to be used for weddings, including nuptials on the Chmielewskis' beach parcel; and organizing a large wiffle ball tournament that occurred on Block M, including the Chmielewskis' beach parcel.

In 2009, the Chmielewskis sued the City. They alleged the City committed an unreasonable seizure of the property in violation of the Chmielewskis' Fourth Amendment rights and an unlawful taking of their property without full compensation in violation of the Florida Constitution.

Ultimately, a jury returned a verdict for the Chmielewskis on both the federal and state claims. The jury awarded the Chmielewskis \$1,489,700—which was the exact amount that the Chmielewskis' appraiser testified represented “just compensation” for the value of the entire beach parcel plus the severance damages to the Chmielewskis' residential property.

After trial, the City moved for judgment as a matter of law (i.e., arguing that the evidence was insufficient to support the jury's verdict), asking the court to issue judgment in the City's favor. The district court refused. The court held that the evidence was sufficient to support the jury's finding that “the City had meaningfully interfered with the Chmielewskis' use and enjoyment of their property, in violation of the Fourth Amendment, and that the Chmielewskis had presented substantial evidence from which a reasonable jury could find that the City's statements and actions had demonstrated ‘more than a passive attitude’ about the public's use of the Chmielewski property.” On the takings claim, the district court also held that the evidence supported a finding that the City: “created a right of public access across Block M behind the Don Vista Center, so that a fair-minded person could conclude that the City's actions gave members of the public a permanent and continuous right to pass to and fro on Block M, so that the Chmielewski Block M beach parcel may be continuously traversed.”

The City had also contended that if the judgment was to be enforced, then the City should receive title to the Chmielewskis' beach parcel. The district court denied this request.

The City appealed. On appeal, the City argued that the inverse condemnation award must be reversed because there was no evidence of a taking under Florida law. Alternatively, the City again contended that if the judgment was to be enforced, it should receive title to the beach parcel.

DECISION: Judgment of United States District Court for the Middle District of Florida affirmed.

The United States Court of Appeals, Eleventh Circuit, was “unpersuaded by the City's arguments.” The court first held that the evidence at trial supported the jury's finding that a physical taking occurred through the continuous occupation of the Chmielewskis' property by members of the general public, and that, through its actions, the City encouraged public occupation.

The court noted that Article X, § 6(a) of the Florida Constitution

provides: “No private property shall be taken except for a public purpose and with full compensation therefor paid to each owner” The court explained that this clause prohibits the government from taking private property for a public use without paying for it. Moreover, the court explained that a plaintiff (such as the Chmielewskis here) “need not demonstrate direct government appropriation of private property to prove a taking.” Notably, citing United States Supreme Court precedent, the court said that “[a] taking also occurs when the government gives third parties ‘a permanent and continuous right to pass to and fro, so that the real property may continuously be traversed.’” “[E]ven a temporary or intermittent invasion of private property can trigger physical takings liability,” said the court.

Here, the court found that the City encouraged public use of the beach parcel by placing beach access signs, clearing vegetation, creating nearby parking spaces, hosting events at the property, and refusing to remove trespassers. The court found that those City actions “resulted in frequent public use of the beach parcel.”

The City had argued that a taking could not be found here because the City had “never asserted ownership or exclusive control over [the Chmielewskis’ beach parcel].” But the court asserted that “ownership and exclusive control are not necessary elements for a takings claim.” Rather, noted the court, a physical taking can occur “when government ‘deliberately brings it about that . . . the public at large regularly use or permanently occupy space or a thing which theretofore was understood to be under private ownership.’”

Here, the court found that there was sufficient evidence to establish that the continuous public trespassing and occupation of the Chmielewskis’ property was “the natural and intended effect of the City’s actions.” In other words, the court found that the City’s actions imposed a de facto public access easement on the Chmielewskis’ property.

Addressing the City’s alternative request for fee simple ownership of the beach parcel upon payment of the judgment, the court held such relief was not warranted under Florida law and that the district court did not abuse its discretion in denying the City’s request to transfer title. The court explained that, under Florida law, “the taking of an easement may, in some cases, amount to the taking of the full value of the fee with resultant severance damages, but ‘naked fee title’ still remains in the property owner.” Moreover, the court noted that Florida law restricts the City from acquiring a greater interest in condemned property than necessary to serve the public purpose for which it is acquired. Because existing plat restrictions prevented the land in question from being developed, the court found that the City needed nothing more than a public easement across the land to accomplish its goal

of beach access (i.e., it didn't need to own the fee simple). Furthermore, the court noted that the jury's award of inverse condemnation damages was based on an appraisal by the Chmielewskis' expert who used a "before and after" approach to determine the loss of value to the Chmielewskis' property as a result of the easement-type taking, which thus did not reflect a market valuation of the fee simple estate. Accordingly, the court affirmed the district court's ruling denying the City's request to transfer title of the beach parcel. However, the Eleventh Circuit also made clear in its holding that the City had "paid for, and is entitled to, a permanent easement across the Chmielewskis' beach property for the benefit of the public."

See also: *Nollan v. California Coastal Com'n*, 483 U.S. 825, 107 S. Ct. 3141, 97 L. Ed. 2d 677, 26 Env't. Rep. Cas. (BNA) 1073, 17 Env't. L. Rep. 20918 (1987).

See also: *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419, 102 S. Ct. 3164, 73 L. Ed. 2d 868, 8 Media L. Rep. (BNA) 1849 (1982).

See also: *Smith v. City of Tallahassee*, 191 So. 2d 446 (Fla. 1st DCA 1966).

Case Note:

The City had also sought a new trial on both counts. The appellate court concluded that there was no basis to grant a new trial.

Vested Rights/Preemption—Under county zoning ordinance, licensed medical cannabis dispensary is denied a building permit

Dispensary sues claiming entitlement to the permit and arguing state cannabis regulations preempt the county ordinance

Citation: *Hippocratic Growth, LLC v. Board of County Commissioners of Queen Anne's County*, 2018 WL 3343588 (Md. Ct. Spec. App. 2018)

MARYLAND (07/09/18)—This case addressed the issue of whether a medical cannabis dispensary possessed a protected property inter-

est—either a vested right in the zoning use or a legitimate claim of entitlement to a permit or approval—in a medical cannabis dispensary interest. The case also addressed the issue of whether a county ordinance requiring conditional use approval and establishing set-back requirements for cannabis growing operations was preempted by state legislation—specifically the regulatory framework established by the Maryland Medical Cannabis program.

The Background/Facts: In anticipation of receiving a license to dispense medical cannabis, Hippocratic Growth, LLC (“HG”) entered into agreements with 101 Drummer Drive, LLC (“Drummer”) and 111 Scherr Lane, LLC to open a dispensary at an address (the “Property”) in Queen Anne’s County (the “County”). In December 2016, HG was awarded preliminary licensing approval. In February 2017, Drummer submitted a building permit application for the Property.

Meanwhile, in January 2017, the County Commissioners enacted Resolution 17-06, which put a temporary moratorium on the approval of medical cannabis zoning applications. In March 2017, Resolution 17-06 was rescinded. In April 2017, Ordinance 17-06 was adopted. Among other things, Ordinance 17-06 created regulations that required conditional use approval and established set-back requirements for cannabis growing operations.

In May 2017, the County Planning Department notified Drummer that its building permit had been denied pursuant to Ordinance 17-06.

HG and Drummer (collectively, the “Applicants”) brought a legal action for: (1) mandamus; (2) declaratory judgment; (3) preliminary injunctive relief; (4) permanent injunctive relief; and (5) violations of the Maryland Constitution and Maryland Declaration of Rights. More specifically, the Applicants argued that they had a protected constitutional interest in completing “Stage 2” of Maryland’s Cannabis Commission’s licensing approval process. According to the Applicants, upon the Commission’s announcement of HG’s preliminary approval in December, 2016, the Applicants “possessed a vested property interest in a medical cannabis dispensary license that is cognizable under Article 24 of the Maryland Declaration of Rights.” They maintained that right was violated when the County Commissioners passed Resolution 17-06, which had the effect of prohibiting them from completing Stage 2 of the licensing process, and Ordinance 17-06, which imposed zoning regulations “so restrictive that identifying a qualifying property in the unincorporated portion of Queen Anne’s County became virtually impossible.” The Applicants further argued that Ordinance 17-06 was preempted by the Maryland Medical Cannabis Program’s regulatory framework.

The County, on the other hand, maintained that the Applicants did not have a vested property interest because they did not obtain a build-

ing permit, and did not make a substantial beginning to reconstruct the building at the Property. The County also argued that the state Legislature did not intend to preempt local municipalities from exerting zoning control over the medical cannabis industry.

The circuit court found that the Applicants “failed to meet the requirements under Maryland law to assert a claim that they acquired a property interest to develop [the Property] and, as a result, [could] not meet the burden required to prove either a substantive due process or procedural due process claim.” The circuit court also concluded that the Ordinance was not preempted “by any other legislation.”

The Applicants appealed.

DECISION: Judgment of circuit court affirmed.

The Court of Special Appeals of Maryland first held that the Applicants did not acquire a vested property interest or “have a legitimate claim of entitlement to any other cognizable constitutional interest.”

In so holding, the court explained that there were “two avenues” by which the Applicants could acquire a constitutionally protected property interest: (1) by obtaining a “vested right” in the existing zoning use; or (2) by possessing a “legitimate claim of entitlement” to a permit or approval. The court addressed each of those avenues.

The court explained that, under Maryland law, in order to obtain a vested right in the existing zoning use that will be constitutionally protected against a later change in the zoning ordinance prohibiting or limiting that use, the owner must: “(1) obtain a permit or occupancy certificate where required by the applicable ordinance and (2) must proceed under that permit or certificate to exercise it on the land involved so that the neighborhood may be advised that the land is being devoted to that use.” Here, the court found that the Applicants “never acquired a vested property interest” since they did not obtain a permit at the Property, and did not make a substantial beginning to reconstruct the building at the property such that “the neighborhood [was] advised that the land [was] being devoted to that use.”

In finding that the Applicants also did not have a legitimate claim of interest to a permit or approval, the court explained that whether the property interest at issue here was a permit license or a medical cannabis dispensary license, the test would be the same: “a constitutionally cognizable interest requires a ‘legitimate claim of entitlement’ and turns on whether the ‘local agency lacks all discretion to deny issuance of the permit or to withhold its approval.’” Here, the court found that the County did not lack discretion to deny the permit or withhold its approval. In fact, the court found that “the [Cannabis] Commission’s regulations indicate that local zoning authorities wield independent authority in the licensing process.” Specifically, Commission regulations authorize the Commission to issue a dispensary license on a de-

termination that the proposed premises “comply with all zoning and planning requirements” (COMAR 10.62.25.07(B)(3)(b)), and require “[t]he premises and operation of a licensee shall conform to all local zoning and planning requirements” (COMAR 10.62.27.02(D)). Furthermore, the court noted that Maryland courts had “made clear that the issuance of a building permit is not a ministerial act unless applications ‘fully comply with applicable ordinances and regulations[.]’ ” Moreover, the court found that a lack of certainty as to the County’s medical cannabis zoning requirements was “evidence that the zoning regulations [were] discretionary, not objective in nature.”

Addressing the Applicants preemption argument, the Court of Special Appeals of Maryland also held that the Maryland Medical Cannabis Program’s regulatory framework did not preempt “the entire field of zoning law.” And, the court held that Ordinance 17-06 did not prohibit an activity that was intended to be permitted by state law “where the plain language of the regulations requires dispensaries, growers, and processors to ‘conform to all local zoning and planning requirements.’ ” As such, the court held that there was no preemption of Ordinance 17-06, and therefore it applied to the Property.

See also: *Siena Corporation v. Mayor and City Council of Rockville Maryland*, 873 F.3d 456 (4th Cir. 2017).

Vested Rights/Mootness—After Village denies special-use permit for strip club, state adopts ordinance essentially foreclosing any locations for strip clubs in village

District court concludes applicant’s appeal for injunctive relief is thus moot, but applicant claims a vested right to regulations at the time of the permit application

Citation: *Chicago Joe’s Tea Room, LLC v. Village of Broadview*, 894 F.3d 807 (7th Cir. 2018)

The Seventh Circuit has jurisdiction over Illinois, Indiana, and Wisconsin.

SEVENTH CIRCUIT (ILLINOIS) (06/29/18)—This case addressed the issue of whether an applicant for a special-use permit had a vested right to use the property for operation of a strip club. The case also addressed the issue of whether the applicant's claim seeking injunctive relief was mooted by Illinois' adult entertainment facility statute.

The Background/Facts: Chicago Joes' Tea Room, LLC was formed to operate a strip club. In 2006, Pervis Conway ("Conway") contracted to sell land (the "Property") in the Village of Broadview (the "Village") to David Donahue ("Donahue"). Donahue assigned the land contract to Chicago Joe's Tea Room, LLC. The manager of Chicago Joe's Tea Room, LLC then applied to the Village for a special-use permit needed to operate a strip club on the Property. The Village denied the application.

Subsequently, Chicago Joe's Tea Room, LLC and Conway (hereinafter, collectively, "Chicago Joe's") sued the Village. They alleged that the Village violated Chicago Joe's First Amendment rights. Among other things, Chicago Joe's asked the district court to declare that certain Village zoning ordinances were unconstitutional, in violation of the First Amendment. Chicago Joe's also asked the court to issue an injunction blocking the Village from enforcing its zoning ordinance.

The Village's zoning ordinance required a special-use permit for "adult businesses," which included strip clubs. The Village's zoning ordinance also used a separate adult-use zoning ordinance to regulate the placement of strip clubs.

Finding there were no material issues of fact in dispute, and deciding the matter based on the law alone, the district court judge granted summary judgment in favor of the Village on Chicago Joe's declaratory judgment and injunction claims. With regard to the injunction claim, the district court concluded that those claims were moot in light of an Illinois statute prohibiting the location of "adult entertainment facilities" within one mile of certain other uses.

Chicago Joe's appealed that order, limiting its arguments on appeal to the denials of injunctive relief.

DECISION: Judgment of United States District Court for the Northern District of Illinois affirmed.

The United States Court of Appeals, Seventh Circuit, agreed with the district court that Chicago Joe's injunction claims were moot.

The court explained that, a few months after the Village had denied Chicago Joe's permit application, the Illinois legislature had amended its "adult entertainment facility" statute to prohibit "locat[ing], construct[ing], or operat[ing] a new adult entertainment facility within one mile of the property boundaries of any school, day care center, cemetery, public park, forest preserve, public housing, or place of

religious worship located in that area of Cook County outside of the City of Chicago.” (See 65 Ill. Comp. Stat. Ann. 5/11-5-1.5.) The court noted that Illinois statutes preempt conflicting ordinances by non-home-rule municipalities—such as the Village here. The Property at issue here—on which Chicago Joe’s sought a special-use permit to operate a strip club—was within one mile of a cemetery, two schools, three parks, and a church. Thus, by its terms, the state statute foreclosed Chicago Joe’s attempt to operate a strip club at the Property, or, in fact to operate a strip club anywhere in the Village. Accordingly, the Seventh Circuit concluded that Chicago Joe’s claims for injunctive relief were moot.

Chicago Joe’s argued that it had a vested right to use the Property in accordance with the law that existed at the time that it submitted the special-use permit application (i.e., when the prior version of the state statute, which was less restrictive, required only a 1,000-foot setback). The Seventh Circuit disagreed. The court explained that Illinois courts have “made clear that a property owner who claims a vested right must proceed according to the law as it existed at an earlier time, by ‘attempting to comply with an ordinance as written.’ ” Here, the court concluded that Chicago Joe’s did not have a vested right because its proposal to use the property would have violated at least one Village ordinance. The court found that Chicago Joe’s application proposed a use with sales of alcoholic beverages, which would have violated a Village ordinance that expressly forbade adult businesses to “sell, distribute, or permit beer or alcoholic beverages on the premises.”

In summary, the Seventh Circuit agreed with the district court that Chicago Joe’s claims for injunctive relief were moot because Illinois’ “adult entertainment facility” statute now prohibited Chicago Joe’s from opening anywhere in the Village. The court concluded that the current state statute would effectively prohibit a court from granting effective relief to Chicago Joe’s even if Chicago Joe’s prevailed on its federal constitutional challenges to the Village ordinances.

Zoning News from Around the Nation

ILLINOIS

The DeWitt County Zoning Board of Appeals is reportedly looking to amend its wind farm ordinance governing such facilities. Among the changes being considered are the following: adding a requirement that wind farms have aircraft detection lighting systems; lowering the acceptable noise level limit from a turbine from 50 dBA to 37 dBA; set-

ting a standard for shadow flicker caused when rotating blades cast moving shadows on the ground; mandating an analysis verifying turbines will not interfere with public communication; and establishing setbacks from property lines instead of from existing homes for turbine locations.

Source: *Herald & Review*; <https://herald-review.com>

MASSACHUSETTS

State Attorney General Maura Healey is allowing municipalities to extend temporary bans on recreational marijuana for another year—through June 2019 “without having to ask their residents about the decision.” This extension is reportedly intended to “give communities more time to create [related] zoning rules.”

Source: *WBUR*; www.wbur.org

TEXAS

A Travis County Judge has ruled that the Austin City Council must put a petition ordinance related to CodeNEXT, the city’s rewrite of the land development code, on the November ballot. If the ordinance were to pass, it would require voter approval to implement CodeNEXT—if CodeNEXT is ultimately approved by the city council. The City of Austin reportedly has acknowledged the court’s order, but questions “whether zoning is an appropriate subject for election.”

Source: *KVUE*; www.kvue.com